

MILESTONES & WAYMARKERS

THE JOURNAL OF THE MILESTONE SOCIETY

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Editorial Panel

Carol Haines

Terry Keegan

Tim Stevens

David Viner



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MILESTONES & WAYMARKERS

The Journal of The Milestone Society

This Journal is the permanent record of the work of the Society, its members and other supporters and specialists, working within its key Aim as set out below.

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Submissions of material are welcomed and should be sent in the first instance to the Hon Secretary, Terry Keegan:

The Oxleys, Clows Top, Kidderminster, Worcs DY14 9HE
telephone: 01299 832358 - e-mail: terry-keegan@supanet.com

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.

MILESTONES & WAYMARKERS

The Journal of The Milestone Society

Contents

Editorial: The Road We Travel - <i>David Viner</i>	1
Surveying Norfolk's Milestones - <i>Carol Haines</i>	3
Guernsey Milestones - <i>John Harland</i>	6
The Milestones and Mileplates of the Dartmouth Turnpikes of Devon - <i>Tim Jenkinson</i>	10
The London to Exeter Road: one of the Great and Direct Roads of England. The Road through Hampshire - <i>Keith Lawrence</i>	14
On Roads and Milestones in County Galway, Ireland - <i>Peadar O'Dowd</i>	28
Casting New Suffolk Mileposts - <i>Alan & Carol Haines</i>	39
Review Article - <i>David Viner</i>	43
Book Reviews - <i>Keith Lawrence and Michael Knight</i>	48
What's in Print - <i>edited by David Viner</i>	52

Editorial: The road we travel

by David Viner

David Viner is the Society's founder chairman, also chairing the steering group, which set up the Society in 2000/01. Interested in road history for over three decades, he has written mostly on West Country subjects, and is about to complete a long-planned study of the roads of Dorset, which remains along with Gloucestershire one of his favourite counties.

With the publication of its second Journal, the Society also celebrates another milestone of its own, the completion of five years since its first formal AGM in 2001. During this period it has also achieved charitable status (no. 1105688). Modest enough maybe, but the early years of any amenity society, functioning also as a campaigning group through the local work of its members, are critical to its long term success.

In taking stock, we might legitimately feel well established; there is a firm membership base, a strong financial base, a committee structure strong on participation as well as experience, and an events programme which has now found a regularity of pattern, with a commitment to spread the Society's influence around all four of the Home Countries over time, and not settling merely for an English heartland.

As to its status as an amenity body, there is recognition by national bodies such as English Heritage as well as local authorities of the value of the Society's national database and network of member contacts (as well as a range of other supporters) across the land. Such resources are increasingly being utilised for a variety of initiatives and campaigns, and external funding drawn down from a variety of sources, all very welcome.

If the total stock of surviving historic milestones and waymarkers is a finite resource, it remains nevertheless a threatened one, and much exposed to risk, as our Society records and publications clearly illustrate. Damage and loss as the result of neglect remains commonplace; the threat from grass cutting equipment remains considerable and road traffic accidents take their toll. Theft (encouraged it has to be said not least by the growing popularity of internet trading) is a significant problem, albeit one now at least better documented than ever before.

More needs to be done. However much an increased interest has led to better care and conservation of a growing number of milestones and mileposts, losses continue to occur, casual as well as deliberate damage remaining a scourge to all our efforts. Frequently such

experiences manage to be both high profile and distressing for ourselves and others.

The Society's growing range of Good Practice guidance takes a high profile approach, seeking to implement proper and lasting conservation measures whilst at the same time raising the profile of individual milestones and posts as features of the roadside. A higher appreciation of the community value of such locally distinctive features is considered the best way of increasing support and combating neglect as well as casual and deliberate loss. Five years on we should feel confident about the success of that approach.

To the national database of milestones and way-markers can now be added a parallel approach to tollhouses (both bridge and turnpike), developing in partnership with the Chiltern Open Air Museum where it began as a voluntary project. Indeed the protection of surviving roadside heritage is further evidenced in the very welcome publication from the Department of Transport of its very useful leaflet on *Traditional Direction Signs* (Traffic Advisory Leaflet 6/05, June 2005), produced with the support of a variety of agencies including our Society. Period road signs are another endangered species, perhaps to be better regarded now as the result of such efforts.

All this spreads both the opportunity and the workload. The Society's principal Aim remains "to identify, record, research, conserve and interpret for public benefit the milestones and other waymarkers of the British Isles". Some recent brainstorming about our role produced interesting thoughts about a definite time-frame in which any or all of these tasks might be regarded as completed. Whilst the initial auditing stages (to identify and record) are well advanced, these pages show the enormous (and arguably still largely untapped) potential for accompanying research. The longer-term conservation and interpretation opportunities are sufficiently challenging to keep the Society and its many supporters active for years to come.

It is in this context that the Society's publications continue to grow. The bi-annual *Newsletter* has now reached eleven issues, full of updates on activities at local level, not just by Society members. The introduction of the annual *On The Ground* provides an additional voice of information sharing for individual campaigns. So too the pages of *Milestones & Waymakers*, the Society's Journal and place of permanent record.

As with the first issue, the range of material in this Journal is varied both by geographic spread and by subject range. We welcome the first contribution from the Republic of Ireland, and the islands series contin-

ucs with a shared study of Guernsey milestones, a reminder also of the benefits of sharing local knowledge. Individual studies in Norfolk and Devon show what can be done locally, as does the study of an important part of one of the Great Roads of England.

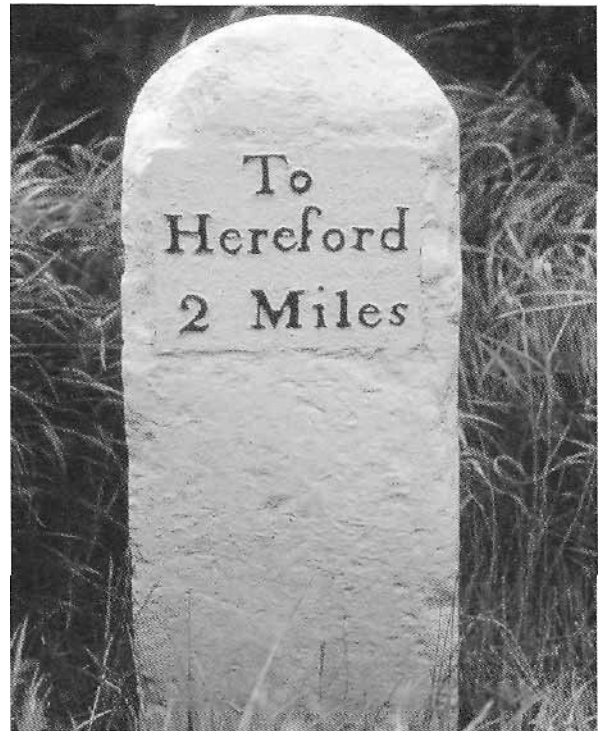
One of the measures of the healthy interest in any subject is the quantity and quality of published literature about it, and this is also reflected in this volume. Five recent titles are reviewed here and there is a respectable listing of recent and significant studies. The Journal is intended as an occasional publication, published when material demands and funding allows, but an annual or alternate year sequence remains the aim and material is always welcomed for all our publications.

An error crept into Roger Long's article on The Milestones of Jersey in the first volume, where the captions to figures 6 and 10 were transposed. Apologies. Otherwise the Editorial Panel is grateful to this particular author for his 'congratulations on a fine first issue, an excellent publication'. Another Society member wrote to tell us how delighted she was with our first effort, 'an absolutely brilliant first journal'; that was very welcome too.

Another notice, in *Industrial Archaeology News* (no.136 for Spring 2006 p.19) gave both our Journal and *On The Ground* a warm welcome, noting amongst other comments that 'considering the inevitable limitations of a small print run, the quality of illustrations is good. The Society is to be commended for the overall

quality of its first journal and for setting up a national database so early in its-history, which already lists 4,000 milestones or waymarkers.' The aim must be to maintain such standards.

August 2006



The Society's archives continue to grow; it has recently been given a collection of over 250 slides of milestones, signposts and other roadside features. These photographs were taken by Mr W. Askin of Leeds during the late 70s and early 80s during his travels around the country. There are examples from Scotland to Cornwall and Kent to Yorkshire: the latter is well represented as one might expect. The images have been scanned to provide an archive for the Society and further reference material for local groups tracking the history of individual stones.

Surveying Norfolk's Milestones

by Carol Haines

Although a founder member of the Milestone Society, the author had been interested in the subject and concerned about the preservation of milestones long before the Society was set up. She is coordinator for Norfolk and is updating and adding to earlier records.

THE START OF THE SURVEY

It is impossible to pin-point the moment that an interest is born. My records show that I first started making notes on milestones in Norfolk in 1983, possibly because I was intrigued by the variety of shapes and styles to be seen all over Britain. Little information seemed to be available on milestones generally, which made me more determined to investigate. I decided to start close to home and sought out all those within a comfortable cycling distance, i.e. within about a twenty mile radius. Living close to Norwich this provided an interesting assortment as ten turnpikes had once radiated out of the city. Fortunately Arthur Cossons had researched the county's turnpike roads and his article became a valuable aid (1).

It soon became obvious that research was needed before setting out on a search. A librarian friend lent me an almost complete set of 2nd edition Ordnance Survey 6" maps dated about 1907. All milestones marked on them were noted and their position translated to a mod-

ern OS 1:50000 map, a pencil mark being made where the milestone was no longer shown. The destinations and distances given on the 6" maps also helped to trace the routes of the former turnpikes and other main roads. Evidence from maps showed that there had once been nearly 700 milestones in the county.

When each surviving milestone was found, details were made on an index card, including a rough sketch. As the years have passed any information gleaned about a particular stone has been added to its card (e.g. which maps it is marked on, when damage or repainting was noticed, any historical details found). These cards are still invaluable for taking out in the field. At first photographs were only taken of stones in reasonable condition. Later, when a better camera had been acquired, every stone was photographed, but unfortunately not before some of the milestones seen at the beginning of the survey had disappeared without a record.

RESEARCH

To try to date some of the milestones, the surviving records of the turnpike trusts were consulted (2). Although the clerk usually noted in the minutes when new milestones were ordered, the entries were often not specific enough to determine which stones were meant when there was a mixture of styles along the road. The Norwich to Cromer Turnpike, for example,



Fig. 1. CI8 stone on the Norwich-Thetford Turnpike at Wymondham (TG 126026)



Fig. 2 One of a long series on the former mailcoach route from King's Lynn to Wells-next-the-Sea (TF 769438)

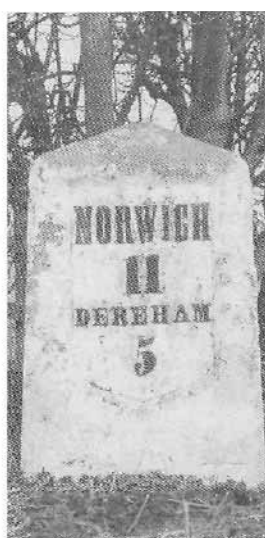


Fig. 3 Stone with caul iron plate made in 1868 for the Norwich-Swaffham Turnpike, N. Tuddenham (TG 057136)



Fig. 4. Post cast by Sturges of Bradford, Wisbech-Downham Market Turnpike (IT 573012). The decoration may refer to the River Nene crossing at Cross Keys Wash.

has four designs, in addition to later concrete Norfolk County Council Main Road posts, and only by weighing up all the available evidence can a guess be made at the date of each style. Few turnpike records have survived, however, and many roads with milestones were never turnpiked. Norfolk had only about 350 miles of turnpiked roads, although it can boast one of the first - that between Wymondham and Attleborough set up in 1695. By 1766 this toll road had been extended to run from Norwich to Thetford and its milestones rated a special mention in *Paterson's Roads* (1786): 'The Mile-Stones from Thetford to Norwich are well adapted for Travellers in Carriages, having two Sides towards the Road, not square, but slaunted [sic] so as the Number may be seen at a great Distance.' Could this signify that they were some of the first to set the trend for angled faces? Four of these stones still stand. Between 1986 and 1997 the results of my survey were published in the *Journal of the Norfolk Industrial Archaeology Society* (3). These seven articles were updated and published as a separate booklet in 2001 to mark the inauguration of the Milestone Society (4). A computer database has also been made of every milestone for which there is evidence in Norfolk, whether or not it still exists. Much of the other information gleaned over the years from most parts of England was incorporated into my book, *Marking the Miles: a History of English Milestones* (see below).

PRESENT AND FUTURE WORK

Since the creation of the Milestone Society each milestone is being revisited and records and photographs updated for entry in the national database. Members have located stones that I missed previously, and the Norfolk Women's Institute Milestone Project in 2002/3 produced further new records, some from private property, one from MoD land which is usually out of bounds, and confirming the continued existence of many others. The recording is still under way, but it is hoped that the final total of surviving milestones will be about 400.

The backing of a national organisation such as the Milestone Society made it easier to approach local authorities to try to get action on endangered stones. The response was often patchy but it brought to their attention that there was a concern about milestones and an interest in preserving them. Recent discussions with the Landscape and Heritage department at County Hall will hopefully lead to a strategy for liaising more effectively with the Highways Department and District Councils. The possibility of Parish Councils taking over responsibility for their local milestones is also being considered. Only 14 wayside milestones are listed but this has not prevented some of them being badly damaged or moved without permission, and it is debatable whether listing confers any benefit.

The Women's Institute Milestone Project also brought the subject to wider attention, many WI members also being involved with Parish Councils. It has resulted in the replacement of a milestone which was buried during the construction of a cycle path, and the proposed replacement of a metal plate which was probably removed during WW2. Other stones have been repainted or cleared of vegetation and made more visible, and further information has been received, such as how a milestone made a few years ago to replace an older one which had been badly damaged came to read Buckingham instead of Buckenham - an error in the instructions to the stone mason! A collection of photographs of about one hundred of the county's milestones taken in the early 1980s has also been acquired, which has proved invaluable.

With a small number of Society members in a large county, meetings are not practical. A group newsletter is sent out twice a year in about April and September to keep members up to date. While there is still much to do, the message is getting heard that milestones matter and progress is being made.

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Other useful references:

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EDITORIAL NOTE

In the five years since the Society was formed, and since the publication of Carol Haines' *Marking the Miles*, her book has become established as a primary source of information on the subject and an introduction into the work of others. Self-published and in the spirit of enterprise which the Society itself seeks to

encourage, it was well received and a significant review from one of the specialists in the field is reproduced here for information and record.

MARKING THE MILES: A HISTORY OF ENGLISH MILESTONES

by Carol Haines

Published in Norwich by the author, 2000. 188 pp., illus. ISBN 0 9538885 09.

£12.00 inc. p/p from author, 2 Shakespeare Way, Taverham, Norwich NR8 6SH.

Reviewed by David Hey, Professor Emeritus at the University of Sheffield

This history and description of English milestones is very timely, for surviving stones are attracting a lot of interest up and down the land and co-ordinated efforts are at last being made to preserve them. Carol Haines started by surveying her local milestones and describing them in the *Journal* of the Norfolk Industrial Archaeology Society, but she has gone from there to write a short general history with numerous appealing illustrations and a gazetteer of the most interesting ones in each county. The book (which she and her husband have published themselves) will appeal both to the general reader with a love of the English countryside and to those who are actively engaged in, or at present just thinking about, recording and preserving milestones. It can be recommended as an accurate and well-written introduction that serves its purpose admirably.

The author has gathered a great deal of interesting and often curious information and has photographed many splendid examples of milestones constructed in

idiosyncratic styles, but she uses this material in a coherent manner to enliven her text, not as an antiquarian collection of facts and oddities. She has provided a clear account of the development of the road system as reflected in its milestones. Having whetted our appetite by demonstrating the appeal of the subject, she has a final, short chapter on 'Research and Fieldwork', showing how to locate and record the surviving examples.

Naturally, she is mostly concerned with the milestones of the turnpike era and in so doing achieves the limited objectives of the present book. She provides a bibliography that will help those who want to go further than mere recording to research the wider history of road transport. My only criticism is that she has little to say about guide stoops, those pre-turnpike milestones that feature in W. B. Crump's classic account of *Huddersfield Highways down the Ages* (Tolson Museum, Huddersfield, 1949 and later editions). We need to add to her bibliography Howard Smith's detailed surveys: *The Guide Stoops of the Dark Peak* (ISBN 0 9521541 3 7) and *The Guide Stoops of Derbyshire* (ISBN 0 9521541 1 0), published by the author at 9 Woodland Road, Sheffield, S8 8PD. These two small books and the one under review show what can be done by good amateur historians with an enthusiasm for a particular subject. Carol Haines's book should encourage others to do intensive surveys of their own districts before any more of these delightful and instructive artefacts are lost.

[This review first appeared in *Industrial Archaeology Review* vol. XXIII No.2 for 2001, p.153 and is reproduced with kind permission of the author and the Association for Industrial Archaeology].

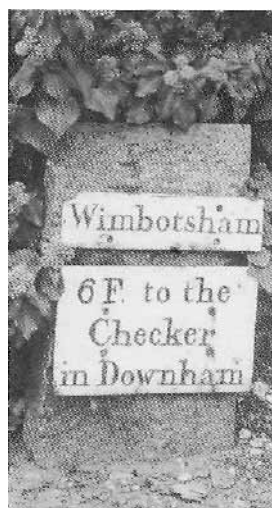


Fig. 5. Metal plates on the Lynn Southgate Turnpike. The Chequers Inn, Downham Market, was demolished in the 1960s (TF 619043)



Fig. 6. Memorial to the end of the Crimean War, 1856, in Attleborough. Mileages are inscribed around the base (TM 049953)

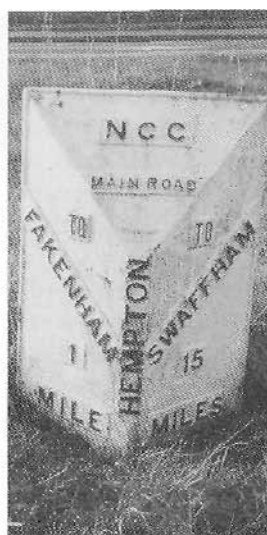


Fig. 7- Early C20 County Council post cast by Pertwee & Back, Gt Yarmouth, on the A1065 (TF 909285)

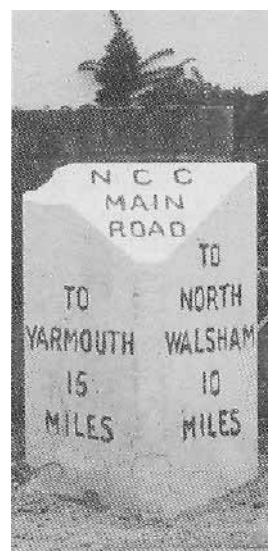


Fig. 8. County Council stone at Sutton (TG 386236) (Photo by Ann Daniells)

Guernsey Milestones

*by John Harland with contributions
from David Kreckeler and Gillian Lenfestey*

John Harland is a Highway Civil Engineer in East Yorkshire with a long-standing interest in roadside furniture. This article acknowledges the extensive and invaluable research carried out by two islanders, David Kreckeler, much of which formed the subject of articles in the Guernsey Evening Press in 1971 and 1978, and more recently Gillian Lenfestey at the invitation of the National Trust of Guernsey.

INTRODUCTION

The Channel Islands comprise two Bailiwicks, Jersey and Guernsey; the latter being made up of the inhabited islands of Guernsey itself, Alderney, Herm, Sark, Brecqhou, Jethou and Lihou. Guernsey measures approximately 5 miles by 8 miles and has an area of about 23 square miles.

The Civic head is known as the Bailiff and is Crown appointed with the Crown's representative being the Lieutenant Governor, both of whom liaise with the island's Government known as the States. The island is self-governing and, whilst British, islanders are not citizens of the United Kingdom and loyalty is to the Crown and not the UK Government.

HISTORY RELATING TO THE MILESTONES

The Actes des Etats dated 11 September 1813 (vol.3, p.335) first relates to milestones when it records "the States are asked to deliberate on a proposition from the Royal Court that a line of Bornes (milestones) to mark each mile of distance on the main routes from the church of the town be set up and if they are agreeable to this, then to nominate a committee for placing the milestones".

Although the record does not show who originally pressed for such activity, it is reasonable to assume that the Governor of the day was behind the proposal. The States agreed that they would be erected, if not as part at least in association with the main road building programme that was to take place between 1813 and 1821 and which began as early as 1806. In 1819, the Committee of Finance agreed to fund the cost.

The Mecure de Guernesey dated 15 September 1821 (vol.4 p.303) shows, in a second report of the Committee of Finance, that funding was approved for 'milestones voted by the States for the major roads', the final cost being £65.00. It does not however show

how many stones were placed in total or the name(s) of the contractor (if such there was) employed to do the work or quarry the stone.

It is however only in 1826 that the existence of stones is first noted in another publication (1). Although not perhaps the most reliable of sources, in 1830 Jacob's Annals perhaps records the year of their provision by stating that milestones were placed on island roads in 1823, although research in archives has not separately confirmed that date. This same reference also indicates sixty milestones in number, which may or may not be the correct figure for the time but seems to be an exaggeration (2).

An alternative view is that there only ever were the same number of stones as there still are i.e. 26. Milestones were the property of the States of Guernsey and were of advantage not least to the military and militia as they moved around the island. Their removal without permission would have resulted in prosecution.

A map dated 1900 (3) shows some milestones but a number were not picked up on the survey, these being the number I in Queens Road, II in Route de St. Andrew (Les Mauxmarquis) and II in La Route Militaire.

THE ROUTES

Stones have been recorded on seven routes all starting at the Parish Church in St. Peter Port (locally called the Town Church), and this equates with Lenfestey's survey (4), which includes location details for each stone.

However, one further route may have existed, as argued by Kreckeler in 1978 (5), and is included here as Route 8 below. It is known that there is another number III stone in existence, which was at one time in storage at a stonemason's yard in Rocquaine. It is understood that this was placed in an auction in 1982 and it is now in private ownership. It is said to have once been stored in a States of Guernsey stoneyard close by the end of Petites Mielles before going to Rocquaine in the 1960's. There is also information that a number II milestone was in the churchyard at St. Sampsons but this was lost into the Longue Houge quarry as the result of a landslide in 1969. Both these stones had been removed some time previously from their original positions, and whilst it has not yet been possible to be certain about these original positions, Route 8 is nevertheless postulated as a solution.

The routes are shown on Fig. 1 as from south to north.

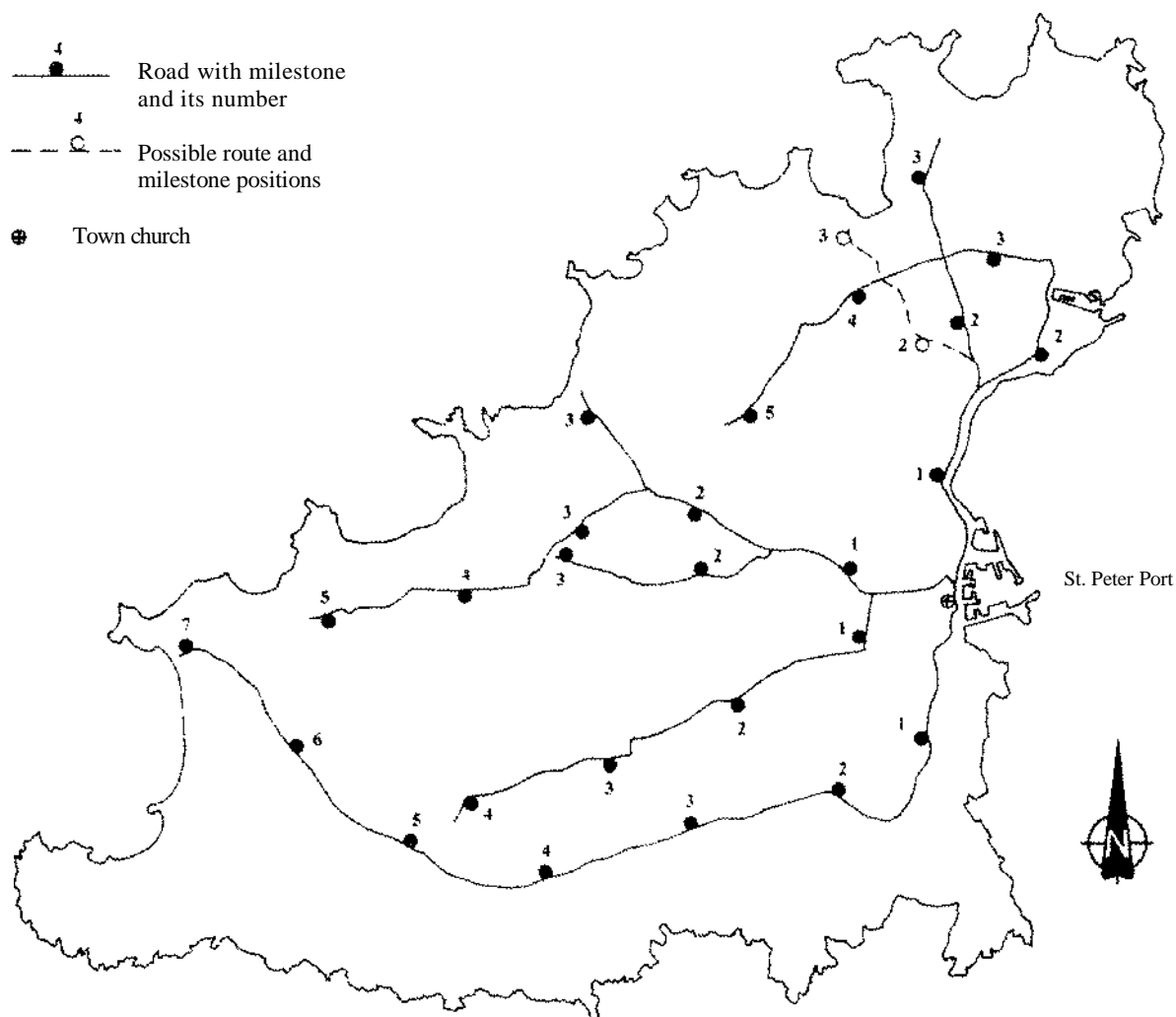


Fig. 1 Milestone routes on the island of Guernsey, drawn by author

Route 1

Town church, Cornet St, Hauteville, George Rd, Fort Rd, La Route de Sausmarez, Les Camps, La Grande Rue, Rue Maze, La Route des Cornus, Forest Rd, Le Bourg, Rue des Landes, Route de Farras, Route de Plaisance, Route du Longfrie, Route des Paysans, Route des Adams.
(7 stones in position)

Route 2

Town church, High St, Smith St, St. James' St, Grange Rd, Queens Rd, Mount Row, Le Vauquiedor, Route de St. Andrew (Les Mauxmarquis), Route de St. Andre, Rue Prairies, Route de St. Andre (Le Bouillon), Route de L'Is sue, Route des Bas Courtils, Rue du Gron.
(4 stones in position)

Route 3

Town church, High St, Smith St, St. James' St, Grange Rd, Les Gravees, De Beauvoir, Rohais^I, Rohais de Haut, Route de L'Eglise, Rue du Preel, Rue des Eturs.
(1+2=3 stones in position)

Route 4

Town church, High St, Smith St, St. James' St, Grange Rd, Les Gravees, De Beauvoir, Rohais^I, Rohais de Bas, Rue des Varendes, L'Aumone, Route de Cobo^{II}, Mont D'Aval, St. George's Rd, Rue des Delisles, Rue de la Porte, King's Mills Rd, Les Grands Moulins, Rue du Dos D'Ane, Mont Saint, La Grande Rue.
(1+4=5 stones in position)

Route 5

Town church, High St, Smith St, St. James' St,
Grange Rd, Les Gravees, De
Beauvoir, Rohais^I, Rohais de Bas, Rue des Varendes,
L'Aumonc, Route de Cobo^{II},
Route de Cobo (continuation).
(2+1=3 stones in position)

Route 6

Town church, High St, Le Pollet, St. George's
Esplanade, Les Banques^I, Les Bas
Courtils Rd, Lcs Grandes Maisons Rd, New Rd, Vale
Ave, La Route du Braye, Le
Grand Fort Rd, Les Petites Capelles Rd, Route du
Camp du Roi, Landcs du Marche.
(1+4=5 stones in position)

Route 7

Town church, High St, Le Pollet, St. George's
Esplanade, Les Banques^I, Vale Rd, La
Route Militaire, L'Ancrese Rd.
(1+2=3 stones in position)

Route 8

Town church, High St, Le Pollet, St. George's
Esplanade, Les Banques^I, Le Murier,
Duveaux Rd, Baubigny Rd, Lcs Gigands Rd, Route
Carre, Les Petites Mielles. This is
the possible route mentioned above.
(1+0=1 stone in position; *see* above).

The road names with the superscript numerals indicate that the same milestone is used for a number of routes ie. Rohais^I shows that the stone with the numeral I, on that road, is used to mark the first mile on routes 3, 4 and 5.

THE MILESTONES

All the stones on Guernsey are of the same simple rectangular form, carved from the local granite. They are 11¾ inches wide and 8½ inches deep but the visible height varies, presumably dependant upon what road-works have taken place in the past adjacent to each location. The tallest is the number II situated at 'The Chestnuts', La Route Militaire (Route 7). It is used as a gate pillar and measures 48 inches high with some 'undressed' stone visible at the bottom (Fig. 2). The shortest is the number III opposite the village store on L'Ancrese Road which measures a mere 12 inches high, (also Route 7). This is due to a combination of wear and tear and the ground level being almost to the bottom of the numerals (Fig. 3).

A recess has been carved into the face of each stone, measuring 9½ inches wide, 7½ inches high and ½ inch deep, which has left the numerals, Roman in form, raised at the same level as the face of the stone.



Fig. 2 Milestone II on Route 7, La Route Militaire

Obviously, milestones have been placed mainly at the edges of the carriageway although over the years some have been incorporated into the boundary walls of properties (Figs. 4 and 5).

A stone with the same dimensions as the milestones, but with no number, is situated at the junction of Rue du Felconte and Route des Adams (Fig. 6). It is unclear what its purpose is, since it is 8/10 miles away from the number V stone on La Grande Rue; it may have been installed to mark the termination of the route although this does not occur elsewhere on the Island.

SOURCE OF MATERIAL

As to the source of stone for the milestones, Guernsey was renowned for its granite, which was exported commercially for over 100 years. During that time there were literally hundreds of quarries on the island, but



Fig. 3 Milestone III on Route 7, L'Ancrese Road



Fig. 4 Milestone III on Route I.

very few if any records were kept of any businesses, let alone stone samples, and apart from being able to suggest that the milestones appear to have originated from the same quarry, and appear to have been made by the same stonemason, it would be very difficult to identify even the area of the island from which the stone came, let alone the individual quarry. However, they have all the hallmarks of a single set, perhaps produced at the same time, or certainly from stone set aside for the purpose even if they were carved over a period of a few years.

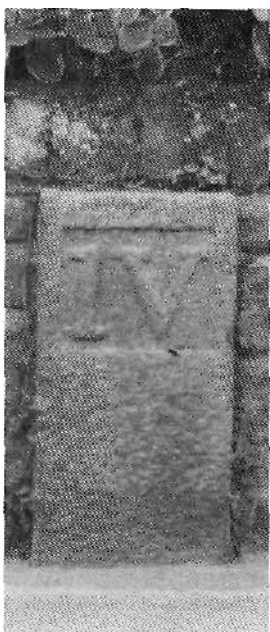


Fig. 5 Milestone IV on Route 4.



Fig. 6 Unscribed milestone situated at the junction of Rue du Felconte and Route des - Adams.

THE FUTURE

For over 175 years milestones have been in place at the roadside on Guernsey and it is remarkable that no less than 26, perhaps the original total and in unbroken sequences, have survived developments, hedgecutting, and the ever-present risk of damage by vehicles and theft. Only one is now in private hands, whilst all the remainder are now listed structures under the protection of the Culture & Tourism Department of the States of Guernsey, and the Public Thoroughfares Committee takes great care when carrying out roadworks to protect them. It is pleasing that their significance has been recognised and that their continued preservation seems assured.

ACKNOWLEDGEMENTS

Thanks in the preparation of this article are due especially to David Kreckeler and Gillian Lenfestey, and to Mr Richard Burton. Secretary of the Public Thoroughfares Committee of the States of Guernsey.

Useful contemporary map references include *The official States of Guernsey 1:25,000 wall map* (2002 edition) published by The Guernsey Geographical Information Service, and Perry's *Professional Guide Maps of Guernsey* (2003 edition) published by Channel Publications.

Editorial Note: an earlier paper on this same subject was submitted in 2002 for consideration for the first volume of *Milestones & Way-markers* but has since been published elsewhere (see Bibliography below). Some useful correlations from that survey have been incorporated into this article, with the author's kind permission.

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All photos by author.

The Milestones and Mileplates of the Dartmouth Turnpikes of Devon

by Tim Jenkinson

Tim Jenkinson has been county co-ordinator for Devon since October 2003. He has a particular interest in the milestones and granite guide stones of Dartmoor and the South Hams region of the county, areas that retain a good number of markers set up by the various Devonshire turnpikes of the 18th and 19th centuries. Tim has had a number of articles on the subject of milestones published in local journals and magazines.

Today Dartmouth is one of Devon's premier tourist attractions. Situated on the west bank of the River Dart as it prepares for its union with the English Channel, it is a picturesque and bustling holiday resort steeped in naval history.

The road networks of the town and its smaller counterpart Kingswear across the river to the east still comprise narrow streets that weave their way through the two resorts. The success of the tourist industry upon which Dartmouth now depends rests upon the ease of vehicular access to the town, which can be reached from Totnes via roads to the north and west and Kingsbridge from the south. Dartmouth can also be accessed from neighbouring Kingswear via the 14th century ferry that brings a succession of cars from the north and east across the river. However, it was not until improvements during the 1970s that the long descent into the town from the west and south was made easier through widening and later the introduction of a park and ride scheme at Townstal to ease congestion.

KINGSBRIDGE AND DARTMOUTH TURNPIKE TRUST

In the 18th century two Dartmouth Turnpikes straddled the river and in total catered for some 107 miles or so of roads in the area (1). The earliest Dartmouth Trust was combined with Kingsbridge on the west side from 1759 and eventually managed over 60 miles between the two towns and surrounding villages of the South Hams. Up until c1824 the main coastal road followed a long and tortuous route to Kingsbridge passing at one time through the narrow streets of Stoke Fleming and Strete before embarking on a sometimes hazardous track-like stretch across Slapton Sands.

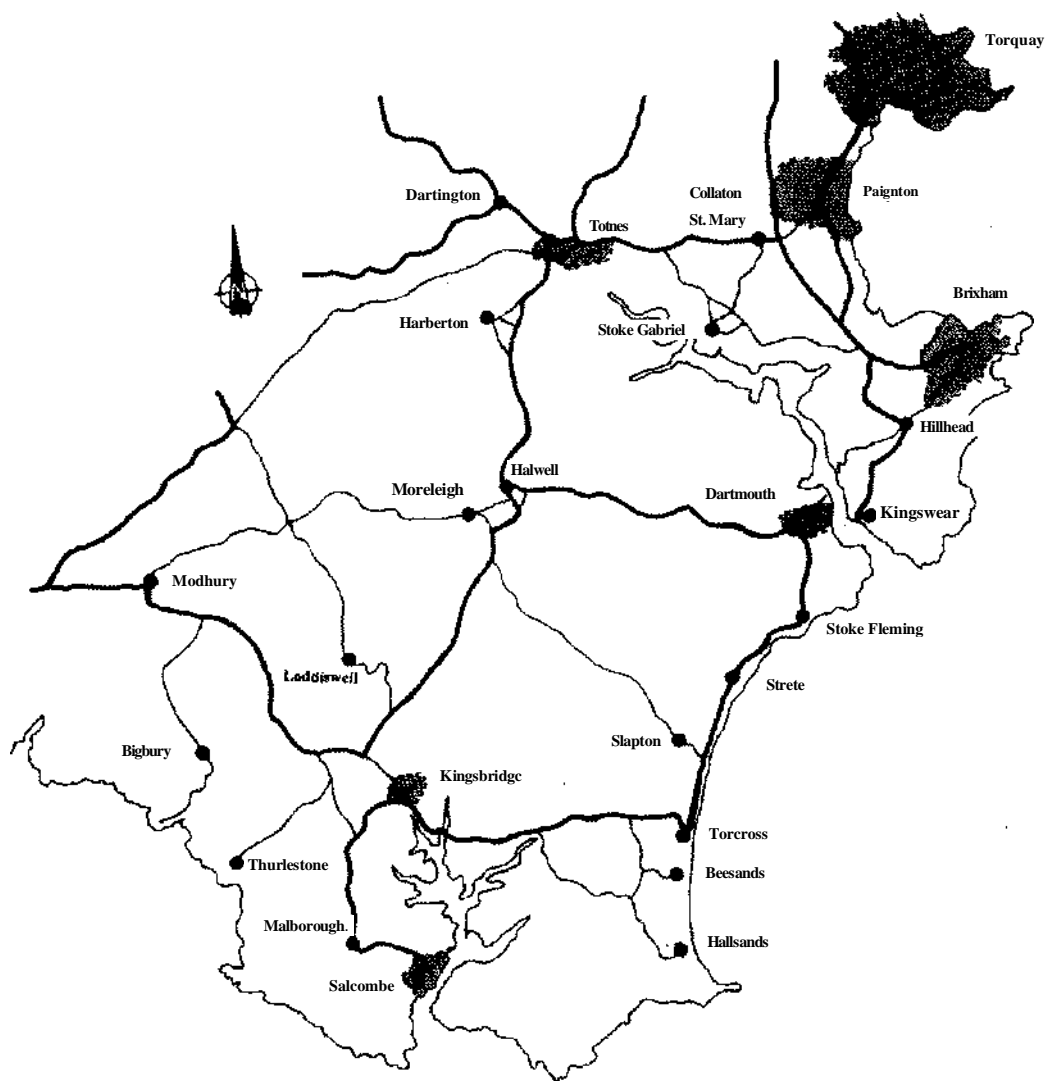
It was not until 1864 that this old packhorse route was eventually turnpiked by the Trust (2). Even today the road is liable to storm damage as it runs parallel

with the shingle beach. As recently as February 2001 a section near Strete Gate was undermined and closed to traffic for two months before a traffic-controlled single carriageway was opened prior to a new road being built in 2002. During the period of closure, vehicles were diverted across country through narrow lanes.

From Torcross the road climbed through the villages of Chillington, Frogmore and West Charleton before reaching Kingsbridge, a distance of 15 miles or so from Dartmouth. This is largely the same road that visitors use today, but is still in parts a narrow and convoluted route considering its A379 classification. A number of milestones were placed in accordance with Turnpike regulations, many of which still survive. All show distances between the two towns and at one time those nearer Dartmouth bore an inscription that was picked out in black paint on a white background. The 2,3,4 and 6 mile markers from the town retain their paint cover, the best of which being the 2-mile stone just outside Stoke Fleming that has been recently renovated and stands on a grass bank above a minor road to Dartmouth Castle (Figure 1 at SX 8666 4938). Stones nearer Kingsbridge are less easy to find. There is one sunken in the bank at Torcross at the 8-mile point with



Fig. 1 Recent renovation at Stoke Fleming (SX 8666 4938).



just its top edge showing (SX 8242 4258). Stones at the 9 and 10-mile point are still in evidence but from here only two others have failed to succumb to the road improvements of the 20th century.

In 1824 an Act of Parliament was passed to improve roads between Dartmouth and Modbury via Halwell and Moreleigh (3), and this is when some villages that had previously been involved in the route were bypassed by new sections of road. Milestones were placed at the roadside, a few of which are still extant but most are in need of repair having endured decades of neglect since the demise of the Trust in the late 19th Century.

The Turnpike also had responsibility for roads south of Kingsbridge into Salcombe (present day A381), all of which are still extant, and north of the same town as far as Halwell on the road to Totnes. It also managed the route north of Kingsbridge to Wrangaton as far as Kitterford Cross through Loddiswell. Some milestones are still extant on all these -roads most notably the 3-

mile marker in Loddiswell (Figure 2 at SX 7194 4876) and a run of dilapidated granite stones towards Totnes. Virtually all of these latter markers have suffered as a result of road widening, most of which are now embedded in banks covered in mud and hopelessly redundant. They perhaps demonstrate more vividly than most the disrespect that present day road builders seem to have for historical artefacts.

DARTMOUTH AND TORQUAY TURNPIKE TRUST

The east side of the River Dart was managed from 1765 by the Dartmouth and Torquay Turnpike Trust but at one time also incorporated the Shaldon Bridge Trust. It eventually covered some 44 miles of roads from Dartmouth into Torquay and all of the Torbay area as well as going as far north as Shaldon and north-west to Newton Abbot. The range of the Trust responsibility is still marked to this day by terminus stones in Brixham

at the old fish market quayside (Figure 3 at SX 9256 5631) and in Newton at East Street outside the Hospital (SX 8617 7114). Though rather worn and at risk of damage from passing traffic, Devon County Council is nevertheless currently seeking Grade II listed status for this stone because of its significance.

The various surviving markers from this era and subsequent years present themselves as a fascinating cluster of roadside artefacts. The start of the Trust begins on the slipway at the lower ferry in Kingswear (Figure 4 at SX 8818 5102) where a flat-topped milestone shows distances to a number of destinations in South Devon including Exeter, all of which are measured in miles, furlongs and poles. At the start of the road to Paignton some 400 metres uphill at the point known locally as the 'Banjo' (4) (Figure 5 at SX 8839 5114) there is the first example of a mile plate much favoured by the Trust as mid 19th century replacements for older granite markers. This once rather rusted example was carefully restored to its former grandeur in August 2004 by Devon County Council and also shows a variety of distances to locations. However, there are a few inconsistencies in the recorded mileage when compared with the lower stone.

To date there are just three other surviving mile plates in the Torbay area of which two, one in Babbacombe and one in St Marychurch, are awaiting replacement having been removed at some point, reclaimed and in one instance restored by a local history group. The plate in Babbacombe is especially rare in so much that it is actually sited alongside the older marker, placed in adjacent pillars outside the site of the

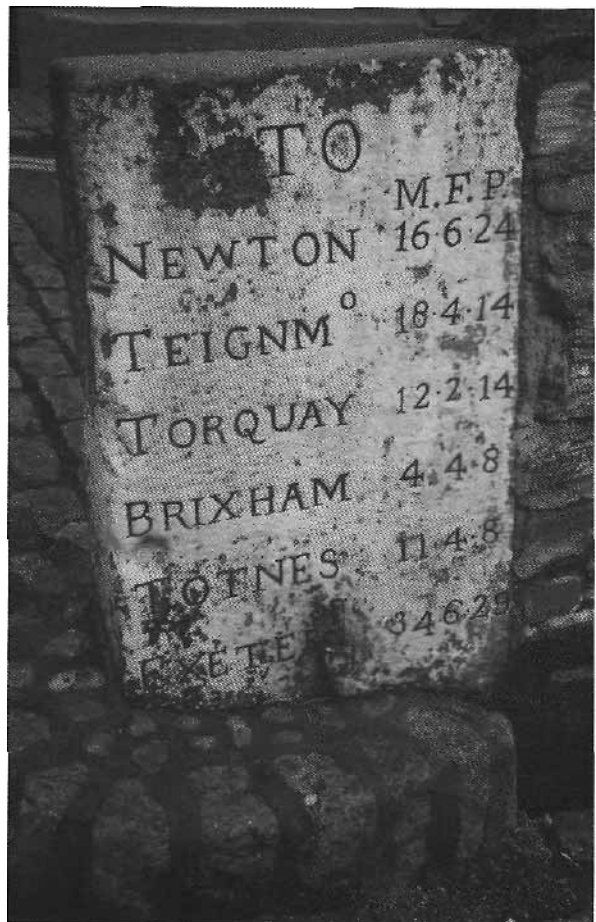


Fig. 4 Milestone at lower ferry in Kingswear (SX 8818 5102)



Fig. 2 At Loddiswell (SX 7194 4876)

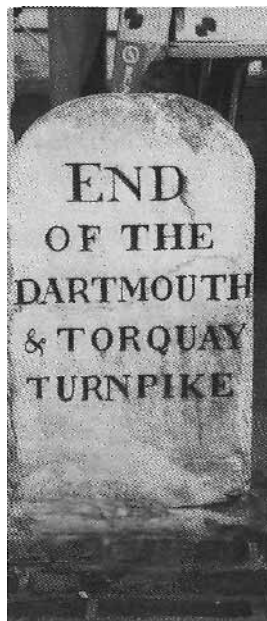


Fig. 3 Trust terminus stone at the old fish market quay in Brixham (SX 9256 5631)

old St Kilda Hotel which is currently undergoing redevelopment into flats.

Milestones are quite rare on this side of the river. There is one showing *From/Newton/14/Miles* at Hillhead (SX 9019 5336) and others in Higher Brixham and Stoke Gabriel marking distances to Dartmouth and Brixham respectively. In the Torbay area itself mile markers are extremely rare mainly because of the boom in tourism during the mid to late 19th century and early 20th century when considerable road widening took place in the bay to accommodate motor traffic. Some disturbance would have also occurred during the laying of tracks for a tramway system in Torquay in the early 1900s. The trams ran for a period between 1907-34 (5). There is evidence in the bay that mileplates from St Marychurch and Goodrington have been taken over the years but whether this is due to theft or as a result of the Removal of Direction Signs Order of 1941 during the Second World War (6) is difficult to determine.

Milestones however, are still extant on the A379 to Teignmouth as far as Shaldon. The road, which runs out of Torquay along Union Street through Torre towards Babbacombe and Watcombe retains all but one

of the original stones culminating in a recently restored miles, furlongs and poles marker at the south end of Shaldon Bridge (Figure 6 at SX 9313 7247). A smaller marker at the foot of the aptly named Horse Lane leading up from the village to the junction with A379 shows *Torquay 7/Miles* (SX 9354 7223).

CONCLUSION

Together with Kingsbridge and Torquay the Dartmouth Turnpike Trust managed somewhere in the region of 107 miles of road in South Devon either side of the River Dart during the 18th and 19th centuries. The roads in their care on the west side were often narrow and convoluted spreading though the very heart of the South Hams region. The somewhat easier passage that we use today was not created until the important road improvements between 1824-36. Many milestones placed at the time, now in varying states of repair, are surprisingly still extant having somehow survived the pace of change in the 20th century. On the east side of the river roads passing to the north into and out of the popular resorts of Torquay, Paignton and Brixham have unfortunately lost most of their markers but those that do remain such as mile plates and two terminus stones are of considerable significance. It is important that our attention is drawn to these roadside artefacts to ensure that they are protected from the inevitable but sometimes careless intrusion of modern life. The willingness of some Parish Councils to care for their stones in

the South Hams district is most encouraging, with evidence of some important restorations taking place and others planned in the future.

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Photographs by the author, taken in 2004.

Map kindly provided by John Harland.

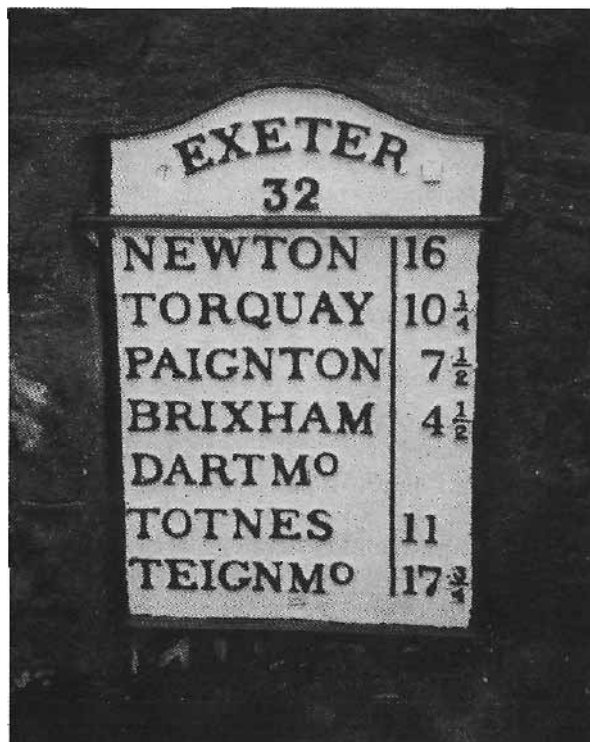


Fig. 5 Restored plate at the Banjo in Kingswear (SX 8839 5114)

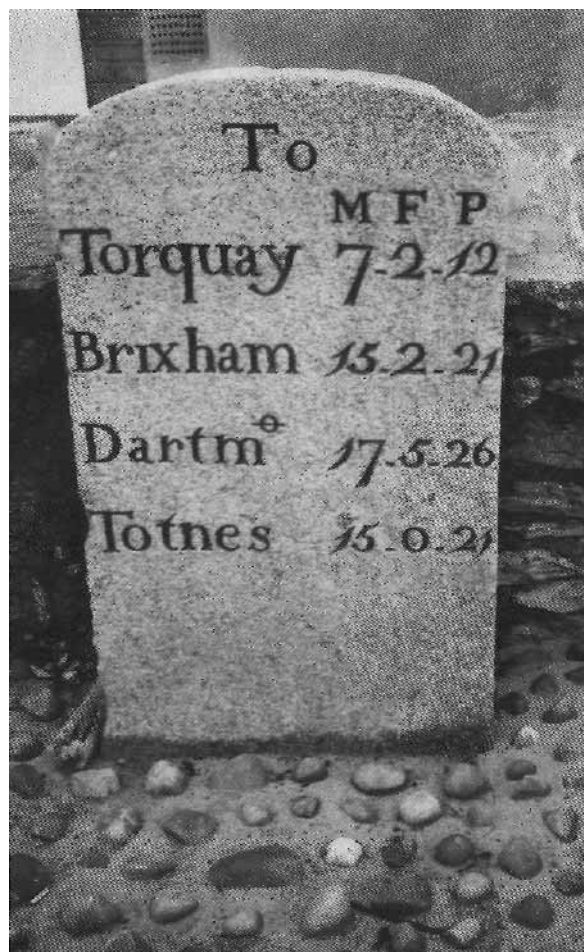


Fig. 6 At the south end of Shaldon Bridge, this recently restored stone lists miles, furlongs and poles (SX9313 7247).

The London to Exeter Road: one of the Great and Direct Roads of England. The road through Hampshire.

by Dr Keith Lawrence

Keith Lawrence is the Society's co-ordinator for Hampshire, and has a long-standing interest in roads and turnpike history. In this study he looks at one of the major routes crossing the county, and presents a model on how the evidence for such a route in all its forms can be collated and presented.

The 'Exeter Road' leaves London and passes through the counties of Middlesex, Surrey, Hampshire, Wiltshire, Dorset and Devon before passing into Cornwall and terminating at Land's End.

This article deals with the cartographic and turnpike history of the 'Exeter Road' in Hampshire with particular reference to milestones. There are five sections:

1. The route of the 'Exeter Road' in Hampshire.
 - a. A description of the route today
 - b. An annotated cartobibliography 1675-2003
2. Recorded mileages from London to, and distances between, selected towns in Hampshire from contemporary maps.
3. Turnpike History including Dates of Acts and sites of tailgates.
4. A review of coach traffic during the 18th and 19th century.
5. Extant remains: Milestones, Parish Boundary Stones and Toll Houses

SECTION 1A : THE ROUTE OF THE 'EXETER ROAD' IN HAMPSHIRE

The 'Exeter Road' leaves Surrey and enters Hampshire at the crossing of the River Blackwater (SU 8545 5989). It then follows the line of the modern A30 to Basingstoke passing through Hartley Wintney, Hook and The Hatch. The ring road on the outskirts of Basingstoke obscures the route but, after a short deviation along the *Ringway South* (SU 6526 5180 to SU 6481 5161), it can be re-gained at *Old Common Road*. *London Road* then leads in to Basingstoke Town Centre and the 'Exeter Road' continues along *Winchester Street*, *Sarum Hill*, *Worting Road* and *Old Worting Road*.

As *Old Worting Road* is a 'No Through Road' we need to re-trace our steps to *Worting Road* to re-join the B3400. The line of the B3400 takes the road to

Andover via Overton and Whitchurch. Again on the outskirts of Andover a ring road - *Churchill Way* - breaks the line of *London Road*. An isolated remnant of the 'Exeter Road' lies between SU 3817 4591 and SU 3770 4580. This section of *London Road* joins *Mitcheldever Road* to form *London Street* as it approaches Andover Town Centre.

Leaving Andover the route heads southwest on *Salisbury Road* to The Wallops. Nearing Lopcombe Corner the road crosses the county boundary to enter Wiltshire. The route now runs through Wiltshire as the A30 to Salisbury and the A3 54 to Dorchester. However the A354 briefly re-enters Hampshire at Grimsdyke Granaries (SU 0691 2222) before passing into Dorset near the Bokerley Ditch (SU 0322 2091).

More detailed descriptions of the entire route of the 'Exeter Road' have been published by Charles Harper (1899) and Margaret Baker (1968).

SECTION IB : CARTOBIBLIOGRAPHY OF SELECTED MAPS FROM 1675 TO DATE WITH ANNOTATIONS

This cartobibliography is based on information from Box (1932-34) & (1935-1937), Fordham (1916), Penfold (1994), the Map collection of Hampshire County Council Museum Services, facsimile copies of various books and atlases, and the *Old Hampshire Mapped* Website maintained by Martin and Jean Norgate (<http://www.geog.port.ac.uk/webmap/hantsmap/hantsmap/hantsmap.htm>). For detailed information about the history of Ordnance Survey maps reference should be made to the publications of the Charles Close Society.

1675 Ogilby's Britannia. Direct Independent Road. The Road from London to Land's End. (Facsimile from Osprey Publications Ltd, Reading, Berkshire. 1971)

Plate 24, Strip B-C clearly shows the entry of the road in to Hampshire at the crossing of the 'Blackwater flu'. Basingstoke is shown on Plate 25, Strip D-E, while Whitchurch and Andover are on Strip E-F. The map is not detailed enough for the exact route through these towns to be determined. The road enters Wiltshire north of 'Lobcocks Corner...at ye Ashe tree'. The route set out in Ogilby is essentially the same as the modern roads described above. However route variations in

comparison with existing roads are many and can be reviewed on the *Old Hampshire Mapped* website (http://www.geog.port.ac.uk/webmap/hantsmap/hantsmap/ogyanal/o25_3tpf.htm).

Mileages within the cartouche indicate the distances between towns while those on the strip maps show the distance to the Standard in Cornhill, London. The cartouche for the Road from London to Aberistwith (Plate 1) shows mileages being measured using a surveyor's wheel (Dimensurator, see other synonyms such as perambulator, hodometer or waywiser) and being followed by a colleague on a horse carrying a theodolite.

1695 William Camden's Britannia by Robert Morden (Facsimile from David & Charles, Newton Abbot. 1972)

The Hampshire County map shows the roads to the southwest via Andover as well as those to Southampton and Portsmouth. The 'Exeter Road' is clearly identifiable as are the towns and villages on route. There are no mileages recorded on the map although a 'Scale of Miles' is present that allows rough estimates of distances between major market towns.

1719 and editions to 1757 John Senex. An actual survey of all the Principal Roads of England and Wales; described by One Hundred Maps from copper plates. On which are delineated all the Cities, Towns, Villages, Churches, Houses and Places of Note throughout each road. As also Directions to the Curious Traveller what is worth observing throughout his journey. The whole described in the most easy and intelligible Manner. First performed and published by John Ogilby, Esq. and now improved very much corrected and made portable by John Senex. Volume 1. Containing all the Direct Roads from London. The Road from London to the Land's End in Cornwall

John Senex's strip maps are clearly based on John Ogilby's 1675 Britannia, although there are some differences especially the recording of 'the Hutt' at 'Lobcocks Corner' (Plate 26). This is a well-known landmark on the 'Exeter Road' that was used through to the Road Books of Paterson and Cary. There is again no detail of the route through the major towns of Basingstoke, Whitchurch and Andover.

Mileages from the Head of Cornhill in London are recorded to all major towns and cities on route and are marked every mile on the strips. The cartouche on the title page of the road (Plate 25) records that the roads were 'Actually Surveyed by a Wheel'.

1731 Edmund Bowen. Britannia Depicta or Ogilby's Improved Road Atlas of England and Wales. The Road from London to the Land's End in Cornwall. (Facsimile Britannia Publications, Tiverton, Devon. 1979)

This map is firmly based on John Ogilby's 1675 Britannia being essentially a half size reduction to make a more readily usable book. However the Hampshire County map (page 262) is so reduced as to make it difficult to read and the roads are poorly defined. There are some evident differences to the 1675 version in that the cartouche on the title page for the road (page 59) shows two sets of mileages - computed and measured. There are significant differences, with the measured mileage being 4 miles longer at Staines, 15 miles by Shaftsbury and 62 miles at Senan (Land's End).

The computed mileage was based on differences in latitude and longitude and the measured mileage is as recorded by a surveyor's wheel. There is no evidence that Bowen re-surveyed the roads but he has made corrections and updated the spelling of town names. One of these corrections involves the 'Exeter Road'; in the 1675 version on Plate 25, Strip C-D there are two 38-mile markers as the 37-mile marker east of Hartley Row has been mislabelled 38. This has been corrected in the Bowen version.

Mileages from London to selected towns on route (in the cartouche) and marked every mile on the strip maps were measured from the Standard in Cornhill.

1742 Thomas Badeslade. Chorographia Britanniae. A set of Maps of all the Counties in England and Wales to which are prefixed.....III. Map of the Great Roads. Engraved and published by William Henry Toms, London

The map of the 'Great Roads from London to all parts of South Britain' shows the 'Exeter Road' passing through Bagshot, Basingstoke, Andover and Salisbury. The Hampshire County Map on page 18 also shows the road but there is little detail.

The most valuable element of this atlas is the Table 1 (with a binding instruction 'to follow Plate 3') registering the distances along the 'High Roads through England'. The Great Western road from London to the Lands End in Cornwall is recorded in detail with both computed and measured miles and furlongs from London to the towns on route. The computed mileage was based on differences in latitude and longitude and the measured is as recorded by a surveyor's wheel. On the 1763 Kitchin's Most Accurate Map of the Roads of England and Wales that was included in the *London Magazine* there is a telling comment on computed mileage. "We have wholly omitted the Computed Distances on the Roads, they being nothing better than the effect of wild and random Imaginations..."

1744 I. Cowley (Geographer). 'The Geography of Britain' Done in the manner of Gordon's Geographical Grammer. R. Dodsley Printer, London

This map of Hampshire is very sketchy on detail. The road beyond Andover is shown dividing to go to either

Truro or Senan. The 'Exeter Road' is that marked Senan and the Truro road represents the current A303. Mileages are shown between Market Towns.

1759 Isaac Taylor (surveyor), R. Benning (Engraver). Map of Hampshire and the Isle of Wight. One inch to one mile

This is the first one inch to the mile map of Hampshire and was produced in an attempt to win the 1759 Royal Society Premium of £100 for an accurate county survey at this scale. This map is notable as it was the first submitted and the first to be rejected; in 1765 a map of Derbyshire by Benjamin Donn won the £100 award. The detail of the 'Exeter Road' exceeds all the previous maps of Hampshire with the route through major towns such as Basingstoke and Andover being well defined. However with the exception of the weighing engine near Basingstoke the main feature of the map is 'Gentlemen and their estates and rectors and their parishes'. Indeed the dedication in the lower left corner is quite revealing, " Estates are accurately surveyed and Maps of them neatly drawn at the Customary Price".

There are no mileages shown on this map with one exception, a road running from Beurn Chine near Christchurch is labelled 5 miles & V₂ To Pool.

1765 Gentleman's Magazine. The Road from London to the Land's End, and the Road from Exeter to Truro, scale about 2 inches to the mile. Published as a supplement to the 12 monthly issues

The whole journey is covered on one sheet over 12 strips, with the journey through Hampshire being recorded on Strips II to IV. The route through major towns cannot be clarified from the maps.

Mileages are shown to London, measured from Hyde Park Corner.

1767 John Hinton. Universal Magazine of Knowledge and Pleasure, London. The Road from London to the 204th Milestone in the Way to the Land's End in Cornwall

Plate X shows a by now 'standard' strip of the road. The journey carries over 8 strips with the road through Hampshire on Strips 2 and 3.

Mileages to the individual Market Towns are shown in the cartouche with each individual mile being shown on the strips. The distances are measured from Cornhill, London.

1767 Thomas Kitchen. Kitchen's Post Chaise Companion through England and Wales; containing all the Ancient and New additional roads with every topographical detail relating thereto. For the use of travellers on one hundred and three copper plates. Carington Bowles (Publisher), London The General Map of the Direct and Principal Cross

Roads in England and Wales, extended to Edinburgh, Scotland identifies the, roads by number with the 'Exeter Road' being 25, the number of the strip map page. The strips are difficult to distinguish from John Hinton's map of the same year.

Mileages to the Market towns on route are even recorded in identical cartouches but are measured from the Royal Exchange, London. It is perhaps surprising then to find the mileages on John Hinton and Thomas Kitchen's maps are identical.

1776 Daniel Paterson. A New and Accurate Description of all the Direct and the Principal Cross Roads in Great Britain

The frontispiece is a map entitled: A General View of the Roads of England and Wales 1776. Engraved by J. Ellis. While the 'Exeter Road' is only represented by a single line joining Bagshot to Basingstoke, Andover and Salisbury there is a detailed description of the road on pages 19/20 and 23/24.

Mileages from London are measured from Hyde Park Corner.

1785 Daniel Paterson. Paterson's British Itinerary. Carington Bowles (Publisher), London. Volume 1. Later versions show the Printer as Bowies and Carver

A road book of strip maps with two strips per page. The 'Exeter Road' is covered by strip 37 and 44 to 59, with the Hampshire section of the road by strips 45[^]47. These maps are notable for the relative detail of the route through the towns of Basingstoke, Whitchurch and Andover. There are new spellings for the notable landmarks of 'The Hut' and 'Lapcombe Corner' where the 'Exeter Road' leaves Hampshire.

The header for each page shows the mileage to the notable towns on the two strips initially from the commencement of the strip and then between the towns. Each mile from London is shown measured from Hyde Park.

1785 John Cary. A New and Correct Atlas. Hampshire

A detailed single sheet county map with the 'Exeter Road' clearly delineated.

Mileages from London are shown on all the major routes and between towns on the cross roads. While not indicated on the map the London mileages are clearly measured from Hyde Park.

1791 Thomas Milne. Hampshire or the County of Southampton including the isle of Wight. Surveyed by Thos. Milne in the years 1788, 89 & 90 executed and published at the private expense of the Proprietor W.Faden, Geographer to his Majesty, Charing Cross, London This is the second of the 1 inch to 1 mile maps of

Hampshire. The map in the Collection of Hampshire County Council Museum Services (item HMCMS: FA1998.124) is a six sheet map dissected in to 48 pieces, and mounted on a linen backing. This map is a major advance over Isaac Taylor's map of 1759 because of the clarity of the engraving and printing. Not only is the 'Exeter Road' easy to follow but also the detail allows the identification of tollhouse sites, a weighing engine and individual milestones not just mileages from London. The road from Exeter is clearly labelled on the map as 'GREAT ROAD TO LONDON'.

There are two sets of mileages shown with a milestone pictogram and the mileage to London in roman numerals and Arabic script for the distance between towns. This map also records Direction Posts, both in words and as a pictogram, that would have also been erected under for instance the General Highway Act 1778. *"The Justices, at their special sessions, shall give order to the Surveyor to erect Direction Posts....., where necessary. The surveyor neglecting to execute such order for three months, after it is directed and delivered to him, shall forfeit 20s"* (Scott 1778).

This also became a clear responsibility of the Turnpike Trusts so that we find in the General Turnpike Road Act of 1822 (3 GeoIV Cap. 126) in paragraph CXIX the following instruction: *"...and also such direction post at the several roads leading out of any such road, or at any crossing, turning or terminations thereof, with such inscriptions thereon denoting to what place or places the said roads respectively lead..."* (Bateman 1822). Two Direction Posts are shown on the 'Exeter Road' at the junction of the modern A30 and B3016 (SU 781 583) and at Lopcombe Corner at the junction of the A30 and the A343 (SU 249 354). The second of these Direction Posts even makes it into Paterson's Roads (1829) on page 44.

1805 W.C. Oulton. The Travellers Guide or English Itinerary. Published by James Cundee, Ivy-Lane ; and C. Chappie, Pall-Mall, London. Two volumes

The frontispiece is a coloured map of England and Wales showing the counties and the major roads. The 'Exeter Road' is not represented on the map rather the alternate routes from Basingstoke to Salisbury following the current A30 and the route from Andover to the south-west along the current A303. However mileages to London are recorded in the text for the major towns in Hampshire.

1806 S. Neale on behalf of J. Wilkes, London. Hampshire, published as the Act directs

A single sheet county map with a very clear delineation of the major and cross roads. The major roads are identified using a much thicker line and greater width between the lines. This leads to a much clearer representation of the route of the 'Exeter Road' through the major towns.

*

Mileages from London are only shown for Market Towns so on the 'Exeter Road' it is limited to Basingstoke, Whitchurch and Andover. While there is no indication on the map the distances to London would appear to have been measured from Hyde Park Corner.

1816 Ordnance Survey One-inch First Edition. Sheet 8. Dorking

The sheet has been reprinted by David & Charles as Sheet 79 Dorking and Kingston (2nd impression 1979) but it is from a much later date of 1862. This sheet covers the 'Exeter Road' from the River Blackwater to Hartford Bridge.

On the reprinted Sheet 79, mileages from London are shown along the major roads.

1817 Ordnance Survey One-inch First Edition. Sheet 12. Whole of Surrey with portions of Hampshire, Wiltshire, Berkshire, Middlesex and Sussex

This sheet was primarily a map of Hampshire in spite of the title. It was reprinted by David & Charles in the 1970s as Sheet 78 Basingstoke for the 1886 edition printed in 1909. The sheet covers the 'Exeter Road' from Hartley Row to Abbots Anne, just south of Andover.

There are no mileages recorded on Sheet 78, although it appears that the milestones may be being represented by height datum points along the major roads.

1822 Owen's New Book of Roads or a Description of the Roads of Great Britain being a Companion to Owen's Complete Book of Fairs. Illustrated with a neat and correct Map, describing the principal Roads and chief Towns in England and Wales

The frontispiece is a map of the Mail Coach and Principal Post Roads in England and Wales. The Exeter Road is illustrated via Kingston, Basingstoke, Whitchurch, Andover and Salisbury. A detailed description of the route with mileages from Hyde Park Corner is presented on pages 27/28, with the road entering Hampshire at Blackwater - 30 miles from London. The book is set out in a clearer manner than Paterson or Cary with no additional information about the local gentry.

1826 C & J Greenwood and N L Kentish. Map of the County of Southampton. From an actual survey made in the years 1825 and 1826 by C & J Greenwood and N L Kentish. Most respectfully dedicated to the Nobility, Clergy & Gentry of Hampshire by the Proprietors Greenwood, Pringle & Co., London

A 1 inch to 1 mile map in the Collection of the Hampshire County Council Museum Services

(HMCMS: FA1965.589). The copy has six sheets cut into 60 pieces and mounted on a linen backing. Comparisons with Milne (1791) show many differences in the shape of ponds, parks, woodlands and road details. Where these can be compared with a modern map the Greenwood map appears more accurate. The 'Exeter Road' can be followed to show details of toll-gates, toll bars and side gates.

Mileages are shown between towns in the same form as Milne (1791).

1826 Smith's New Pocket Companion to the Roads of England and Wales and part of Scotland, Charles Smith & Sons, London

The frontispiece is entitled "A General Map of England and Wales to Accompany Smith's Pocket Companion to the Roads". While the 'Exeter Road' can be clearly seen the detail is revealed in Strip Maps 17 to 25.

Mileages from London are recorded to the nearest half-mile for significant landmarks on the route. The distances appear to have been measured from Hyde Park Corner.

1828 John Cary. New Itinerary or an Accurate Delineation of the Great Roads, both Direct and Cross, throughout England and Wales. Eleventh Edition with Improvements

Frontispiece is a "New Map of England and Wales, Adapted to Cary's New Itinerary, showing the whole of the Roads Direct and Cross contained in this volume". The 'Exeter Road' is shown as a Mail Road but there is little detail in the map; this contrast with the detailed written description of the route of the London to Land's End Road on pages 51/52 and 63/64.

Distances from London and between towns are recorded in the route description. The distances to London are measured from Hyde Park Corner.

1829 Edward Mogg. Paterson's Roads: being an entirely original and accurate description of all the Direct and Principal Cross Roads in England and Wales. Eighteenth Edition

Frontispiece is a "General Map of the Roads of England and Wales. Engraved for Mogg's Improved Edition of Paterson's Roads". The 'Exeter Road' is identified as a Mail Coach Road but the detailed description of the route, with mileages from London (Hyde Park Corner) and Land's End is set out on pages 42 to 51. Mogg keeps the spelling of Labcombe corner near Salisbury as in the 1785 Paterson's Roads.

1835 Robert Creighton (Surveyor) and J & C Walker (engravers). Samuel Lewis's Topographical Dictionary. Andover

This map is useful for tracing the route of the 'Exeter Road' through Andover. The labelling of the roads

would be most help to a traveller from Exeter being shown as "From Salisbury" and "To London". There are no mileages shown on the map.

1840 J. Pigot & Co's British Atlas. Counties of England. Comprising the Counties of England with additional maps of England, Wales and London. (Facsimile copy, slightly reduced in size, Bramley Books. 1997)

In the Introduction there is a summary of 'Routes from London'. The London to Falmouth road describes the route of the 'Exeter Road' through Hampshire with distances between towns and an accumulative mileage from London.

The County section for Hampshire identifies the 'Exeter Road' as a Mail Road but shows no mileages along the route. The accompanying text contains an 'Index of Distances from Town to Town in the County of Hants'.

1874-1877. Ordnance Survey 6 inch edition (1:10,560). (Website www.old-maps.co.uk. Landmark)

These maps give excellent cover of the 'Exeter Road' including the text on the milestones. The sheets are accessed on the web-site via a Gazetteer of town and village names. To cover the whole course of the road in Hampshire you will need to look in Blackwater (1874 edition), Hartfordbridge (1874 edition), Hartley Wintney (1874 edition), Hook (1875 edition), Nately Scures (1875 edition), Hatch (1877 edition), Basingstoke (1877 edition), Church Oakley (1877 edition), Overton (1877 edition), Freefolk (1876-1877 edition), Whitchurch (1876-1877 edition), Andover Down (1876 edition), Andover (1876 edition), Anna Valley or Little Anne (1876 edition) and Middle Wallop (1876 edition).

Each milestone has destination and mileage but while guideposts are shown they are not treated in the same manner.

1924-25. Harry R.G. Inglis. The 'Contour' Road Map of England. A series of elevation plans of the roads, with measurements and descriptive letterpress. Gall & Inglis, London

Route 513 is the road from London to Salisbury and Exeter. The state of the road in the mid-1920's is described, along with the mileages to the market town on route from Hyde Park Corner, London. What makes this book of particular interest is that the maps show the elevation of the road, the hills and valleys, as this was an important consideration for early motorists. Likewise this was one of the factors that affected the speed of coaches being pulled by horses with the coach drivers looking for 'galloping grounds' - long flat sections of road - on which to show their prowess.

One of the most famous of these 'galloping

grounds' was the Hartford Bridge Flats .. "where they sprang their horses over it for all they were worth, through Hartley Row and Hook" (Harper 1899). The map on page 381 shows the climb from Blackwater at 200 feet above sea level to the Hartford Bridge Flats at just over 300 feet with a five mile long plateau before the road heads down hill through Hartley Row to Hook. The time for the "best five miles for a coach in England" (Tristram 1893: 1973 facsimile) was just over 20 minutes - a speed approaching 15 miles per hour. This was not the only 'galloping ground' on the Exeter Road. The four mile stage from Wincanton to Last Gate also proved tempting with the four miles being covered in as little as 12 minutes - a speed of 20 miles per hour (St. Maur 1889).

Modern Ordnance Survey Maps

Popular Edition and New Popular Edition until the 7th series

See sheets 167,168 & 169 to follow the 'Exeter Road' through Hampshire. Many of these maps do not show milestones, especially those produced during and immediately after the Second World War.

1:50,000 series

See sheets 184, 185 & 186 to follow the 'Exeter Road' through Hampshire. Not all milestones are shown on these maps especially when there is a lot of information in the immediate area. **1:25,000 series**

See sheets 131, 144 & 145 to follow the 'Exeter Road' through Hampshire. Most milestones are shown on these maps but there are still exceptions to this rule.

SECTION 2 : RECORDED MILEAGES FROM LONDON TO, AND DISTANCES BETWEEN, SELECTED TOWNS IN HAMPSHIRE FROM CONTEMPORARY MAPS

The mileages from London to selected towns in Hampshire are presented in Table 1 and the distances between towns in Table 2.

The mileages can help to provide context for the figures shown on the milestones bearing in mind the initial dates of the Turnpike Acts.

Year	Name of Mapmaker	Miles from London to				
		Blackwater	Hartley Row	Basingstoke	Whitchurch	Andover
1675*	Ogilby	33	38	48	59/60	66
1719*	Sennex	33	38	48	59/60	66
1731*	Bowen	33	38	48	59/60	66
1742*	Badeslade	-	38	48m 1f	-	66m 2f
1765\$	Gentleman's Magazine	30	35	45	56/57	63
1765*	Hinton	33	38	48	60	66
1767+	Kitchen	33	38	48	59/60	66
1785\$	Paterson	30½	36½	46½	58	65
1785\$	Paterson	30	36	46	58	65
1785\$	Cary	30	36	46	58	65
1791\$	Milne	XXX	XXXVI	XLV	LVII	LXIV
1805\$	Oulton	30m 1f	36m 1f	45m 1f	56m 6f	63m 4f
1806\$	Neale	-	-	46	58	65
1816	OS Sheet 8 Dorking	30	-	-	-	-
1822\$	Owen	30	36¼	45	56¾	63½
1826\$	Smith	30½	-	45	56	63
1828\$	Cary	30m 1f	36m 1f	45m 1f	56m 6f	63m 4f
1829\$	Mogg	30½	36¼	45¼	56½	63½
1840\$	Pigot	-	-	45	57	64
1893\$	Tristram			45m 1f	56m 6f	63m 4f
1924	Inglis	33½		48½	60⅞	66⅞

* - London mileage measured from Standard in Cornhill

\$ - London mileage measured from Hyde Park Corner

+ London mileage measured from Royal Exchange

Table 1 Mileages to significant Hampshire landmarks and towns on the 'Exeter Road'

Year	Name of Mapmaker	Hartley Row to Basingstoke	Basingstoke to Whitchurch	Whitchurch to Andover
1675	Ogilby	10	11	7
1719	Sennex	10	11	7
1731	Bo wen	10	11	7
1742	Badeslade	10m 1f	-	-
1744	Cowley	8	10	6
1765	Gentleman's Magazine	10	11	7
1765	Hinton	10	12	6
1767	Kitchen	10	11	7
1785	Paterson	10	11½	7
1785	Paterson	10	12	7
1785	Cary	10	12	7
1791	Milne	X	XI	VII
1806	Neale	-	12	7
1822	Owen	8¾	11¾	6¾
1826	Greenwood	9		6
1826	Smith	-	11	7
1828	Cary	9	11m 5f	6m 2f
1829	Mogg	9	11¼	7
1840	Pigot	-	12	7
1924	Inglis	-	11⅝	6¾

Table 2. Distances between Hampshire towns on the 'Exeter Road'

SECTION 3 : TURNPIKE HISTORY INCLUDING DATES OF ACTS AND SITES OF TOLLGATES

A foreign visitor after travelling on the Great Western Road to Exeter during 1752, wrote in the Gentleman's Magazine .. "after the first 47 miles from London, you never set an eye on a turnpike for 220 miles. What fine roads from London to Land's End or even to Exeter ; you have such roads as the lazy Italians have fruits, namely, what God left after the Flood" (Webb & Webb 1913).

The first 47 miles from London takes us to

Date	Identity of Turnpike Act	Section of road covered
1737	10 Geo II c.12	Blackwater-Basing
1755	28 Geo II c.44	Basing-Andover-Winterslow
1753	26 Geo II c.30	Winterslow-Harnham Bridge
1798	38 Geo III c.38	Winterslow-New Sarum
1756	29 Geo II c.54	New Sarum -Dorchester

Table 3. The Dates of the initial Turnpike Acts for the sections of the 'Exeter Road' passing through Hampshire.

Basingstoke and it will be evident from the dates of the initial Turnpike Acts in Table 3 that the visitor is correct but if he had travelled four or five years later things would have been different. From the first of the initial Turnpike Acts covering the 'Exeter Road' to the last was 61 years, although the latest section is strictly in Wiltshire. The early pressure for the turnpiking of the Blackwater to Basing section could well reflect the underlying geology, which is initially an Upper Eocene merging in to a Lower Eocene or 'London' Clay. It is only as the road reaches Basingstoke that chalk starts to dominate as it does for the rest of the journey through Hampshire.

There are six Toll Gates recorded on the length of road through Hampshire. The main sources of information were the one inch to one mile maps of Milne (1791), Greenwood (1826) and the First Series Ordnance Survey (1817). Additional information was provided by Cary's Roads (1828) and Harper (1899); indeed Harper's description of the Andover Tollhouse gives an additional insight in to 'what is a milestone?'. He writes... "Just out of Andover, on the rising road, stands the old toll-house that commanded either route, with the mileages to various towns still displayed prominently on its walls." This does not exactly coincide with the photograph of the Round House, Andover included in a history of Andover (Greenway undated)

National Grid Reference	Site name	Reference
SU 7585 5568	Phoenix Green (Hartley Row Gate)	Milne 1791, Greenwood 1826, OS 6 inch to mile 1874.
SU 6499 5200	Eastrop, Basingstoke (Newram's Turnpike)	Milne 1791*, OS First Series 1817, Greenwood 1826, Cary 1828.
SU 6106 5176	Worting Gate	Greenwood 1826, OS First Series 1817.
SU 5740 5 106	Clerken Green	Milne 1791, OS First Series 1817, Greenwood 1826, Cary 1828, Viner 1969
SU 5123 4958	Overton	Hampshire Treasures Volume 2, page 241, entry 10
SU 4701 4822	Whitchurch	Milne 1791, Greenwood 1826, Viner 1969. Hampshire Treasures Volume 2, page 342, entry 9.
SU 3598 4540	Andover West	Milne 1791, Greenwood 1826, Harper 1899

* - Weighing Engine shown at site

Table 4. Toll house sites identified from maps and written sources.

in which only destination boards are shown bolted to the walls. The sites are shown in Table 4.

SECTION 4 : A REVIEW OF COACH TRAFFIC ON THE 'EXETER ROAD' DURING THE 18TH AND 19TH CENTURY

Pawson (1977) showed an increase in the speed of coaches between London and Exeter between 1750 and 1811, with the fastest coaches reducing the travel time from 40 hours to just under 21 or an increase in speed from 4¼ to 8¼ miles per hour. During the final flourish of the 'Coaching Age' in 1836 the fastest coaches were *The Defiance* and *The Exeter Subscription* coach at 19 hours and *The Telegraph* at 18 hours. However even then there were coaches still taking up to 37 hours for the trip (Anderson & Anderson 1973).

A General Post Office Time-Bill for the 1790s is reproduced in Table 5 and the timings for the Exeter Mail from 1836 (Bates 1969) in Table 6. A sample of the coaches moving through Basingstoke and Andover in 1830 (Pigot 1830) are presented in Table 7.

Speed of travel is not a measure of the number of coaches using a road and a Commons Committee of 1752 during investigations of Turnpike Trusts showed that the Basingstoke to Hartfordbridge Trust had one of the lowest incomes at only £300 per annum. Most other trusts had at least double that income with the best at ten times being £3,000 per annum (Pawson 1977). However as the 'Coaching Age' drew to a close over 30 coaches a day were passing through Hartley Row (Wintney) until the arrival of the London & South Western Railway killed the trade.

There is usually little information on the distances run between changes of horses. We have an interesting account of a London-Basingstoke coach (St. Maur 1889) with the following stages from London:-

St Pauls to Bedfont (Middlesex) - 15 miles

Miles	Time allowed	Arrival at:-	Actual time
30.5	3h 55m	Bagshot	11.55pm
20	2h 30m	Basingstoke	2.25 am
8.5	1h 10m	Overton	3.35 am
28.5	3h 40m	Salisbury	7.15 am
Thirty minutes are allowed for Breakfast in Salisbury			
10	1h 20m	Woodyears	9.05 am
12.5	1h 40m	Blandford	10.45 am
16	2h 10m	Dorchester	12.55 pm
Thirty minutes are allowed for Dinner etc. in Dorchester			
27.5	4h 0m	Axminster	5.25 pm
9.5	1 h 15 m	Honiton	6.40 pm
16	2h 10m	Post Office, Exeter	8.50 pm
Total distance 179 miles Total travel time 24h 50m			

Table 5. A reproduction of a time-bill from the London to Exeter Mail coach leaving the General Post office in London at 8pm. (after Baker 1968)

From London		To London
7.30 pm	LONDON Swan with Two Necks Bell & Crown	5.57 am
8.00 pm	General Post Office, London	5.42 am
9.56 pm	Staines	3.46 am
2.42 am	Andover	11.00pm
4.27 am	Salisbury	8.50 pm
6.41 am	Shaftesbury	6.48 pm
8.53 am	Yeovil	4.30 pm
10.12am	Crewkerne	3.40 pm
11.00am	Chard	2.55 pm
12.31 pm	Honiton	1.27pm
2.12pm	Exeter	11.50am

Table 6. *The timings of the Exeter Mail -1836 (after Bates 1969)*

Bedfont to Bagshot (Surrey) - 13 miles
 Bagshot to Hartley Row - 13 miles
 Hartley Row to Odiham - 4 miles
 (no change of horses) Odiham
 to Basingstoke - 6 miles 4 sets of
 horses used - 16 in total Total
 distance 51 miles
 Total journey time 5 hours (starting at 9.30 am)
 Average speed 10 mph.

A London to Southampton Railway had been proposed in 1831 (Stephens 1831) with the company, London & South Western, being incorporated on July 25th 1834 (Ellis 1956). The railway reached Basingstoke on 10th June 1839 but the coaches still ran to Exeter. Basingstoke became the terminal of the West Country coaches with the Exeter Telegraph and the Davenport Mail (Quicksilver) travelling to and from London by train but being 'horsed' on the remainder of the journey (Anderson & Anderson 1973). The Great Western Railway eventually killed the coach trade on the 'Exeter Road' when a branch from Bristol to Exeter was opened on 1st May 1844 (Beckett 1980). What probably surprised many at the time was that Chaplin - the greatest of the coach proprietors - moved to actively support railways. Indeed he was, for many years, the chairman of the London & South Western Railway.

SECTION 5 : EXTANT REMAINS -MILESTONES, PARISH BOUNDARY STONES AND TOLL HOUSES

The information in this section was derived from a survey undertaken by the author during 2002 and 2003.

Each milestone and Parish boundary stone was surveyed and its position established using an 8 figure National Grid reading derived from a hand-held GPS receiver. The position of the tollhouse was also established using the GPS receiver but it was not surveyed. Viner (1969) as part of the University of Southampton Industrial Archaeology Group (SIAG) reported a survey of Hampshire Roads. As this survey represents an important comparator to show the loss of milestones over the last 35 years there is a preamble to facilitate a ready comparison. The SIAG survey was set out under modern road numbers; so to follow the 'Exeter Road' within this document it would be necessary to use the A30 information to *MS inscr in central reservation 693532* (page 159) then move forward to the B3400 (page 171) and back to the A343 to *MS displaced 349448* (page 165).

The milestones along the 'Exeter Road' through Hampshire are presented in Table 8. A total of 32 milestones were found during the most recent survey, although one stone (SU 4419 4636) was only present as shattered remains and a further stone (SU 0532 2116) had been knocked over. The distance from the Surrey/Hampshire County Boundary to the Hampshire/Wiltshire Boundary is some 40 miles; taken along with the three mile section of the A 354 on the Hampshire/Dorset Border we have 32 stones left out of a potential of 43 or over a 70 per cent survival. On the A30 one stone is recorded in Viner (1969) and was not found in the current survey (SU 784 584) and one stone was missed by the SIAG survey (SU 6486 5201); therefore on this section of road there has been the loss of a single stone due to a junction improvement scheme where the A327 joins the A30.

The design of the stones in this section of the 'Exeter Road' are relatively complex with a rectangular base set with a leading edge to the road with a carved top to allow a rounded surface with a triangular facet below (*see* Figures 1a: SU 6922 5306, 1b: SU 8156 5885 & 1c: SU 7076 5319). It is perhaps unfortunate that the first stone recorded on this route shows the wrong mileage; the distance to London (Hyde Park Corner) should be 31 miles but is recorded as 30 miles. The remainder of the stones record the mileage to London accurately. Travelling from the Surrey border the mileages are recorded initially to Hartfordbridge and from Bagshot (Bagniol on the stones). There is then a change, to Basingstoke, from Hartfordbridge with London being a constant feature. Most of the stones also record the distance to Hyde Park Corner on the face away from the road.

Two stones (SU 8315 5909: SU 7076 5319) mention Odiham; in the first case a simple mileage but in the second to record a distance to London via Odiham. The Blackwater to Basing Turnpike Trust also covered the road to Odiham and Pigot's 1830 Directory records Joseph Monk's coach running from Basingstoke to

Name of Coach and Towns	Route and Time of Departure (24 hour clock)	Time between Towns (hour.minutes)	Distance between Towns (miles)	Speed (mph)
Defiance (2)				
Basingstoke	London to Devonport			
Andover	21.30			
	24.00	2.30	18	7.2
Andover	Devonport to London			
Basingstoke	6.00			
	8.00	2.00	18	9.0
Hero (1)				
Basingstoke	Bridgewater to London			
Andover	2.00			
	22.00	3.00	18	6.0
Magnet				
Basingstoke	London to Weymouth			
Andover	11.00			
	13.00	2.00	18	9.0
Andover	Weymouth to London			
Basingstoke	13.00			
	15.00	2.00	18	9.0
North Devon				
Basingstoke	London to Barnstable			
Andover	19.45			
	22.00	2.15	18	8.0
Andover	Barnstable to London			
Basingstoke	2.00			
	5.45	3.45	18	4.8
Phoenix				
Basingstoke	London to Devonport			
Andover	14.00			
	16.30	2.30	18	7.2
Andover	Devonport to London			
Basingstoke	5.00			
	7.00	2.00	18	9.0
Royal Mail (Devonport)				
Basingstoke	London to Devonport			
Andover	1.00			
	3.00	2.00	18	9.0
Andover	Devonport to London			
Basingstoke	24.00			
	1.45	1.45	18	10.3
Royal Mail (Exeter)				
Basingstoke	London to Exeter			
Andover	1.00			
	4.00	3.00	18	6.0
Andover	Exeter to London			
Basingstoke	23.00			
	1.00	2.00	18	9.0
Subscription				
Andover	Devonport to London			
Basingstoke	9.00			
	11.30	2.30	18	7.2
Basingstoke	London to Devonport			
Andover	22.30		18	
	1.00	2.30		7.2

Table 7. Timetable of coaches travelling on the 'Exeter Road' through Hampshire in 1830
(Pigot's 1830 Directory Hampshire)

Road Number			Side of Road	Stone Width-height (cm)	Stone Depth-mid height (cm)	Stone Height-visible (cm)	Shape of attachment	Attachment Dimensions (cm) W-width H-height	Legend-left face	Legend-centre face	Legend-right face
A30	S	8464	5968 S\$	47	44	58			LONDON/30		
A30	S	8315	5909 S	45	44	86			Hartford/Bridge 3 ¹ / ₄	LONDON/32	ODHAM 5 ¹ / ₄
A30	S	8156	5885 S	49	45	86			Hartford/Bridge 2 ³ / ₄	LONDON/33	Bagsbot 6 ³ / ₄
A30	S	7997	5863 S	48	44	94			Hartford/Bridge 1 ³ / ₄	LONDON/34	Bagsbot 7 ³ / ₄
A30	S	7722	5743 S	48	44	91			Hartford/Bridge 1 ¹ / ₄	LONDON/36	
A30	S	7609	5635 S	37	37	117			Basing/Stoke 8 ¹ / ₂	LONDON/37	Hartford/Bridge 11 ¹ / ₄
A30	S	7499	5537 S	35	37	82			Basing/Stoke 7 ¹ / ₂	LONDON/38	Hartford/Bridge 2 ¹ / ₄
A30	S	7214	5402 S	37	37	70			Basing/Stoke 4(1/2)	LONDON/40	
A30	S	7076	5319 S	37	37	66			Basing/Stoke 3 ¹ / ₂	LONDON/41	Hartford/Bridge 5(1/4)
A30	S	6922	5306 S	30	40	100			Basing/Stoke 3 ¹ / ₂	LONDON/42	Hartford/Bridge 6 ¹ / ₄
A30	S	6486	5201 S	49	35	92			BASINGSTOKE 1 ¹ / ₂		HARTFORD BRIDGE 9 ¹ / ₄
UC	S	6147	5173 N	36	34	80	Missing				
B3400	S	5835	5147 S	35	36	69	Missing				
B3400	S	5400	4977 S	36	36	97	Rectangular	29w by 34h			LONDON/52 BASINGSTOKE/6
B3400	S	5243	4962 S	35	34	52	Rectangular	29w by 34h	LONDON/53/ANDOVER/1		
B3400	S	5089	4954 S	39	32	87	Rectangular	29w by 34h	LONDON/54/ANDOVER/10		LONDON/54 BASINGSTOKE/8
B3400	S	4796	4855 S	36	36	89	Missing			LONDON/56 ?/Corner	
B3400	S	4671	4829 S	-	-	-	Rectangular	29w by 34h	LONDON/57/ANDOVER/7		LONDON/57 BASINGSTOKE/1
B3400	S	4419	4636 S				Missing				
B3400	S	4102	4654 S	36	36	48	Rectangular	28 w by 23 h	LONDON/61/ANDOVER/3		LONDON/61 BASINGSTOKE/15
B3400	S	3947	4613 S	36	36	40	Rectangular	28 w by 23 h	LONDON/62/ANDOVER/2		LONDON/62 BASINGSTOKE/16
UC	S	3760	4597 E	28	34	46	Rectangular	29 w by 34 h	LONDON/63/ANDOVER/1		LONDON/63 BASINGSTOKE/17
A343	S	3487	4468 W	32	34	72	Rectangular	28 w by 23 h	LONDON/65/ANDOVER/1		LONDON/65 SARUM/6
A343	S	3372	4358 W	34	31	52	Rectangular	28w by 33 h	LONDON/66/ANDOVER/2		LONDON/66 SARUM/5
A343	S	3197	4099 W	30	34	82	Rectangular	28w by 33 h	LONDON/68/ANDOVER/4		LONDON/68 SARUM/13
A343	S	3067	4002 W	33	36	69	Rectangular	28w by 33 h	LONDON/69/ANDOVER/5		LONDON/69 SARUM/12
A343	S	2971	3873 W	30	36	70	Missing				
A343	S	2858	3761 W	33	36	57		28w by 33 h	LONDON/71/ANDOVER/7		LONDON/71 SARUM/10
A343	S	2575	3610 W	30	37	89		28w by 33 h	LONDON/73/ANDOVER/9		LONDON/73 SARUM/8
A354	S	0671	2201 E	37	23	66				To/SARUM/7/BL ANDFORD/15	
A354	S	0532	2116 E	36	20	45					
A354	S	0391	2029 E	36	20	109				To/SARUM/9/BL ANDFORD/13	

\$ N - North, S - South, W - West, E - East
 * / indicates a new line in the milestone inscription

Table 8. The milestones along the 'Exeter Road' through Hampshire. Results of a survey undertaken during 2002 and 2003.

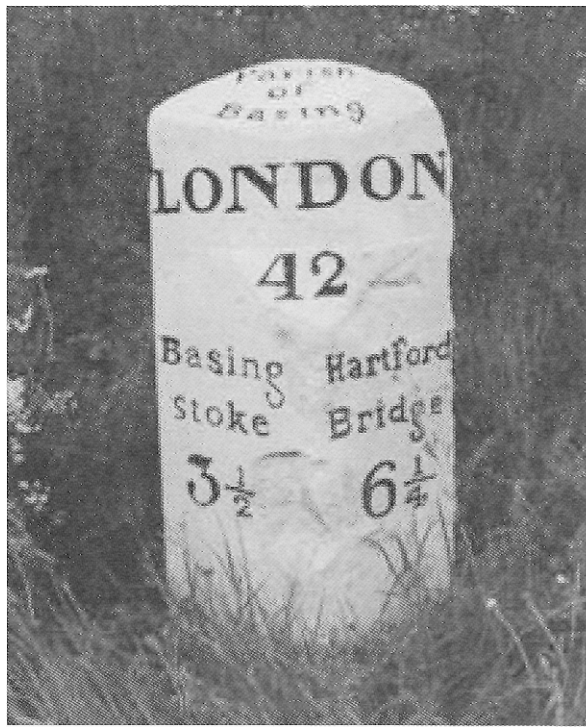


Fig. 1a SU 6922 5306, Water End near Old Basing, showing mileages to London, Basingstoke and Hartford Bridge. Note Parish name on the top of the stone.

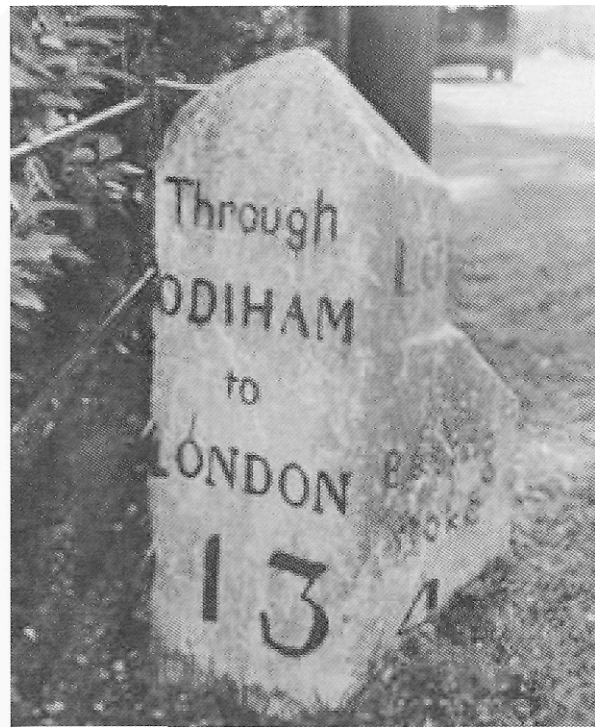


Fig. 1c. SU 7076 5319 Nately Scures, showing the distance to London through Odiham.

London, stopping at his office in the High Street and proceeding to London via Hartley Row. The route is represented by the current B3349 from Odiham to the A30 on which three milestones still stand.

The next section of the road from Basingstoke to

Andover again shows the loss of a single milestone (SU 569 511) from the twelve recorded by Viner (1969), although an additional set of plates from a milestone were found bolted to a house in Whitchurch (SIT 4671 4829). The design of the stones is much simpler being a rectangular column with attached plates, the mileage to London is recorded on each plate along with either Andover or Basingstoke. A typical example of the stone is shown in Figure 2a (SU 5089 4954). One stone in the series SU 4796 4855 shows an addi-

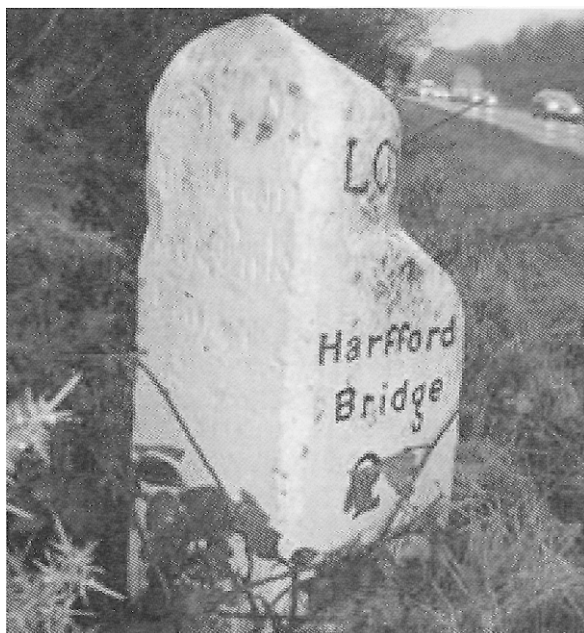


Fig. 1b SU 8156 5885 Hartford Bridge Flats. Original inscription showing the distance to Hyde Park Corner.



Fig. 2a at SU 5089 4954 Overton, showing rectangular plate.



Fig. 2b. SU 4796 4855 Freefolk with the original inscription on reverse of stone.

tional inscription apparently recording the mileage to Hyde Park Corner. It is similar to that shown in Figure 1b and may represent the original form of the stone suggesting that the other stones are a replacement set or the plates a later addition - *see* Figure 2b.

The road from Andover to Salisbury has also lost a stone (SU 329 423) that appears to be associated with the modernisation of a cottage including the construction of a new fence. The milestones are very similar in design to those on the Basingstoke to Andover road with again both plates showing the mileage to London with either Andover or Sarum (Salisbury) - *see* Figure 3.

The final section of the 'Exeter Road' in Hampshire contains three milestones. All are still present although one is currently fallen. This section of road was not part of Hampshire in 1969 and was not included in the STAG survey. The stones are of a 'tombstone' shape with an inscribed destination and mileage. The stones record the distance to Sarum and Blandford; none record the distance to London - *see* Figure 4.

Parishes are represented in two different ways either as a specific boundary marker between parishes or as a designation on a milestone. Under the General Turnpike Road Act 1822 (3Geo IV. Cap126) Section CXIX the trust "...shall also cause stones to be put up marking the boundaries of parishes where such boundaries shall cross any turnpike road." While there are no parish boundary stones recorded in this survey five of the A30 milestones record the parish in which they are situated.

Three tollhouses were extant when the Viner (1969) survey was completed - Clerken Green, Overton and Whitchurch (*see* Table 4). Only one of the tollhouses was recorded in Viner. All three houses still survive with the Overton and Whitchurch examples being



Fig. 5a. SU5740 5106 Clerken Green Toll Gate. Turnpike Cottage, Andover Road, Oakley, Hants.

regarded as 'Hampshire Treasures' - *see* Figures 5a, 5b and 5c. Quoting from the 'Hampshire Treasure' listing:-

Overton. Toll cottage, No 67, High Street. 2 storeys. Brick structure, tile hung on west face. Tiled roof. Double casement windows. Formerly a toll keeper's cottage.

Whitchurch, Toll house. London Street. Octagonal pebble-dashed structure. 2 storeys. Low pitched slate roof with wide spreading eaves forming a continuous veranda supported on rustic posts. Metal casements.

The 'Weighing Engine' shown at Newram's Turnpike (Eastrop, Basingstoke) in Milne 1791 was probably of a type that physically lifted carts and wagons up from the road. There are no examples of this type of engine left in Hampshire. However examples of the more familiar weigh bridge associated with a toll gate can be seen at 196 & 198 Brockhurst Road, Elson, Gosport, Hants.

The 'Exeter Road' as it passes through Hampshire provides excellent opportunities for the development of a cartobibliography to identify milestone and other sites for survey in an attempt to show the remains of the 'Coaching Age'.



Fig. 3 SU 3487 4468 Salisbury Road, Andover.

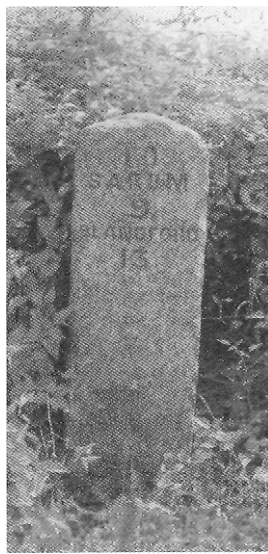


Fig. 4. SU 0391 2029 Tidpit near Martin

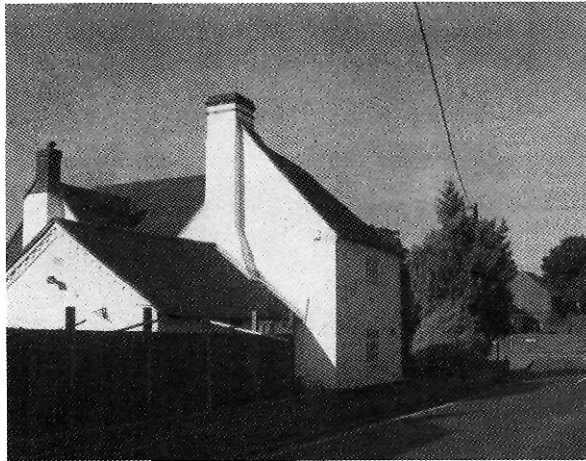


Fig. 5b SU 5123 4958 Overton Toll Gate. 67, High Street, Overton, Hants.



Fig. 5c SU4701 4822 Whitchurch Toll Gate. Toll house, London Road, Whitchurch, Hants.

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On Roads and Milestones in County Galway, Ireland

by Peadar O 'Dowd

Peadar O 'Dowd is a lecturer in Information Technology and Heritage Studies in the Galway-Mayo Institute of Technology and is a former president of the Galway Archaeological and Historical Society. The author of several books on the heritage of Galway, both city and county, his most recent publication is entitled "The History of County Galway". This article first appeared in the Journal of the Galway Archaeological and Historical Society Vol. 53, 2001, pp. 105-19 (ISSN 0332-415X) and has been updated for the Milestone Society's publication. The Milestone Society thanks the author and the Society for permission to reproduce this article and our member Maurice Barrett for his good offices throughout.

Once important to travellers, the few remaining milestones on the ancient roadways of County Galway hardly merit a glance now in an age when speedometers mark the passage of time and place. Sixty miles per hour is all we are allowed to travel on our highways --not so long ago, such a journey would be exceptional in a day. Thus, tarmacadam and white lines are the culmination of our incessant need to move faster and in comfort when we travel by road across Ireland's second largest county.

Yet this small corpus of milestones, usually free-standing limestone pillars about a metre high with a distance number inscribed, introduced mostly during the 18th century, marked significant improvements in transport conditions of the time. They heralded an age when average carriage or coach speeds reached over five miles an hour on staged sections of roads we would simply class as trackways today. These same roadways were themselves the culmination of Irish endeavour over many centuries to improve movement into the heart of the island, where transport by water was impossible.

Thus, as populations grew in numbers from Bronze Age times, overland communications between settlements and even sacred sites saw the first rough pathways cut through forests, and over toghers (causeways of timbers set over wetlands) as at Kellysgrove near Ballinasloe (1). Some Bronze Age standing stones may have even marked clan boundaries, and were in their own way milestones of their time.

While some of these ancient roadways are still evident on Galway landscapes as in the townland of Doughiska, on the outskirts of Galway City, where par-

allel lines of boulders mark "Bothar na Caillighe" (2), other residues of these early roadways exist as toghers, derived from the Irish word *tóchar*, anglicised as "togher". Jack Mulveen (3) noted that such *tóchars*, dating from the Middle Bronze Age, were basic narrow timber trackways built mainly for pedestrian traffic across otherwise impassable wetland between areas of firm ground.

A. T. Lucas (4) also noted that the building of toghers represented a continuing response to the needs of people following the settlement of new lands, and that they were essential for the foundation of ecclesiastical establishments in deliberately selected, isolated sites to which access had to be provided. C. O'Lochlainn (5) continues the religious theme and expands the time scale of these early roadways towards the present when he noted that invading Normans found little difficulty, it seems, in moving bodies of mailed warriors in all directions across them.

It is not the intention here to deal with the evolution of these early Irish highways in more detail, however, but to move quickly to the growth and networking of road systems (rough as they are to modern eyes) from the 17th century onwards. Despite the troubled times of that century, with war, confiscations and ethnic cleansing generating more than normal movements of people and stock, subsequent peaceful times spawned the "big house" era with all its farming improvements leading to the increased transport of produce and goods, and the growth of market towns and fairs. These, in turn, led to a spreading network of estate roads and roadworks, joining estates with existing roads and nearby towns, the latter sometimes founded by the adjacent landlord himself, such as Williamstown in North Galway founded by William McDermott.

J. H. Andrews (6) in his Introduction to a subsequent reprinting of the famous *Taylor and Skinner's Maps of the Roads of Ireland of 1778* paints this picture of the period:

"Public coach services were still poorly developed, but with the growth of Dublin and, to a lesser extent, the provincial towns, the number of horses and conveyances, private and hired, was on the increase as the government, the legal profession and the army each contributed a larger quota of traffic. For men of wealth, the seasonal rhythm of town house and country estate was well established and with building and rebuilding of gentlemen's residences there was more scope for entertaining and so for cross-country visiting. "



Thus, as Ireland settled into the relative peace of the 18th century, albeit with more than ninety per cent of the countryside in the possession of the landed gentry, the pressures for new and better roads and means of transport occupied local as well as government minds. The increasing number of travellers from Britain, as well as from Irish landed estates to view the natural beauty of Ireland, to partake of spas, horse racing events and fairs such as the annual event in Ballinasloe, only increased these pressures. Towards the end of the 18th century, new industrial stirrings also brought their own pressures for upgrading of the road system, a process which had already commenced at the start of the 17th century.

In 1613, an Act was passed which, as well as making Ireland responsible for its own road making and repair (and, subsequently, the "Irish mile" measure of 2,240 yards as against the Imperial measure of 1,760 yards), also brought this responsibility right down to the parish unit. W. A. McCutcheon (7) notes that:

"During the century and a half following the original enactment of 1613 the maintenance of roads in Ireland was the responsibility of the parish, operating a system of direct, statutory labour. The act of 1613 required parishes to maintain those roads within their boundaries which served the principal market towns, using the direct labour resources available in the

parish, as decreed and marshalled by directors and overseers, for a minimum of six days within the period from Easter to Midsummer Day. "

While this was a major step forward in the upgrading of our ancient roadway system, it had some serious disadvantages. This became apparent in the variations in, and the non co-ordination of work carried out by different parishes at boundary level. As the 1613 Act did not cover the making of new roads or bridges, or even the repair of bridges already in existence, other road improvement schemes were called for and were already in operation when parochial efforts ceased in 1765.

One of the first, which started in 1634 and lasted right up to 1898, was the Grand Jury Presentment system which allowed thirteen or more jurors (usually landlords or their agents) to present payments within a county for the repairing of old roads or making new roads or bridges. Expenses of such schemes were levied as a tax on land, and while it did provide a road system superior to the parish scheme, it led to favouritism and misuse, before the County Council system took over after its inauguration in 1898.

Another type of road improvement called the Turnpike system, which was initiated in the Dublin area in 1729, lasted until 1858. This system saw the parliament appointing trusts or companies to maintain, improve and control the major "trunk" highways

between the main centres of population of the day. This meant turning such roadways into toll roads, with the toll being collected at "turnpikes" along the way. Initially, these turnpike roads were rather profitable to their promoters, helping to alleviate the problem of increasing road traffic, with initial mail car contracts more than paying their way. However, administration problems, the eventual weaning of traffic over to the "free" Presentment roads, and the arrival of the railways eventually brought an end to the turnpike system. A further major factor in road improvement schemes in the 18th century was the entry of the Post Office and its mail service on to the scene. W. A. McCutcheon (8) explains it thus:

"For a relatively brief period at the beginning of the 19th century the Irish Post Office played a significant role in the development of road communications. The act of 1783 establishing the Irish Post Office called upon the Postmaster General to have measured all roads along which mail was already being carried on foot or on horseback, and to see that the average speed at which the mails were carried was at least 3.5 Irish miles per hour. "

Mail services to and from Galway had started much earlier, of course, as Jimmy O'Connor, the late Treasurer of the Galway Archaeological and Historical Society, mentioned in his Galway postal history (9) in the *Journal of the Galway Archaeological and Historical Society*:

"The establishment of the "Connaught Road" by Evan Vaughan in 1659 brought the first mail to Galway and the West. It was conveyed between the offices along the main "roads " with no delivery made en route..... Mail coaches were introduced in Ireland in 1789. A coach between Dublin and Galway commenced in 1807. "

Thus, at the start of the 19th century, other Acts were enacted ordering the Postmaster General to carry out further surveying of the major roadways, which resulted in Major Alexander Taylor's survey of over 2,000 miles. By then a whole plethora of maps, from country estate to county size in extent and with varying degrees of accuracy, had made their appearance. While the need for greater accuracy in surveying was ever present - in estate maps to show the actual properties involved, and in county maps, such as William Larkin's of County Galway in 1819 to help in the proper computation of cess or county tax, the exact measuring of roads, of which the erecting of milestones at mile intervals played a part, also had a monetary purpose.

This was hinted in a Grand Jury Act of 1727 requiring that "able, knowing and skilful" persons should be made surveyors of new country road projects when monetary charges were coming into play in the computation of fares in the increasing public transport facilities, culminating in the famous Bianconi coach services to places such as Clifden in the 19th century, in the granting of state bounties on the carriage of corn and flour, and also in the new postal charges along the post roads. In other words, payment by the Irish mile in all these cases was the driving force behind the need for exact linear measurements and hence the importance of the proper placements of milestones along the main routes.

The initial 18th century road maps in this rush for more efficient communications were of the single-line, strip or itinerary type with lines drawn between towns, minimising horizontal distances, without too much attention to the natural terrain such as hills. From the 1760s onwards, more emphasis was placed on road improvements by following "flatter" routes (easier for wheeled transport) on these strip maps of which Taylor and Skinner's Maps of 1778 are perhaps the most famous. While some confusion was inevitable in many of these maps being compiled just then, a far more serious problem lay in deciding the initial unit of measure, which the first milestones purported to show.

J. H. Andrews (10) complains:

"However, taking measurements itself becomes a modification of the landscape when the surveyor marks its progress with a line of milestones. Irish road mileages remained in a state of disarray well into the eighteenth century. A good deal of legislation embodied distance limits of one kind or another, but often without properly specifying any particular unit. "

Nevertheless, while the Irish mile came to be the measure adopted as we see on Taylor and Skinner's Map and on the aforementioned Larkin's Map of County Galway of 1819, more confusion occurs because of the disparity in the sourcing of the actual miles marked on either map, reflected also in corresponding milestones on the ground. In the case of the former map, distances were measured from Dublin, as is still evident on the milestones in the Menlough and Ahascragh areas of County Galway. They are also shown in the Dublin/Galway map (11) published in *The Travellers New Guide Through Ireland: Containing a New and Accurate Description of the Roads*, while those milestones on the Headford/Tuam roads measured distances from Galway and are noted also in this important publication.

Another problem was the inaccuracy of the distances between milestones set up by masons or quarry-

men as discovered by more efficient surveyors. As well as incompetence, J. H. Andrews (12) also states:

"Such accusations could involve something worse than incompetence; more than one inn-keeper was charged with deliberately causing stones to be too widely spaced in the hope of enticing travellers towards his establishment under the erroneous impression that it would shorten their journey."

That there were problems with Irish milestones from the start is also echoed by Andrews (13) in the introduction pages of Taylor and Skinner's Maps:

"This introductory matter is brief and to the point, and one misses the exhibition of miscellaneous learning which enlivens the corresponding section of Ogilby's 'Britannia'; it would have, been interesting, for instance, to have the authors' comments on Irish milestones."

Thus it seems that the erection of milestones and the sequencing of their measurements and positioning in County Galway were not a fully co-ordinated or a singular act. Nevertheless, the few that survive today tell of a time when their installation promised a better transport system for the future. The milestones themselves were measured proof of this, and their positioning along evolving road systems offered hope for sustainable growth in the overland communications of the time.

The difficulty, now, is to determine the date of erection of each set or individual milestone that survives today. Research has failed to reveal this, as the various road agencies mentioned above, from the first half of the 18th century right down to our County Council era, undoubtedly produced their own.

The earliest samples, four in all, would seem to be the set of milestones in the Menlough/Ahascragh area as they show the original distances from Dublin, or to be exact, Dublin Castle, using the old Irish mile measurement of 2,240 yards in length. That sets of milestones became obsolete is exemplified by a group found together on Roscam foreshore in October 2000 (14) (A subsequent search in April and May 2001 conducted by a group led by William Henry and Jacqueline O'Brien unearthed eleven more milestones covered by vegetation, numbered 10, 11, 13, 14, 27, 33, 37, 39, 43, 45 and 50).

While other stones have been found, mostly in situ, along what many locals class as former "coach" roads, more difficult to explain were outliers on roads which may not have been of the "coach" type such as at Ballydonnellan, near Headford (Fig. 12).

These singular stones may have been erected by the local landlord to show distances from his estate. One

particularly finely carved stone at Annagh Cross (Fig. 25) was erected by John Bodkin, the local landowner and shows distances to Galway, Tuam, Dunmore, Moylough and Athenry, but that to Castlereagh was not included!

Some other carved stones also show multiple distances such as the most noted milestone in Co. Galway, that on the bridge at Mountbellew (Fig. 26), which shows distances from the town to Dublin, Galway, Tuam, Dunmore, Ballyforan and Ballinasloe. More modern versions occur at Cranmore (Fig. 22), on the old Galway/Gort road which shows distances from Gort, Galway and Oranmore.

A different version of multiplicity of information on stones occurs on the Ballinasloe/Aughrim Road (Fig. 18) and on the Ahascragh/Ballinasloe Road (Fig. 17) both of which also record distance information in Irish, denoting erection perhaps in the post-Independence period. As a result of enquiries from County Council personnel such as Paul Duffy, from field archaeologists and local historians, and with the perusal of local historical tracts and maps in various libraries, as well as requests in local newspapers and on local radio through the "Keith Finnegan Programme" on Galway Bay FM (15), thirty milestones have been identified. Others, classed as milestones (Figs. 31 to 35) by local correspondents, but containing no data, have also been included. They may, in effect, be ancient distance markers in their own right and so are noted here.

Using the Taylor and Skinner linear maps and William Larkin's Map of 1819, in which mile points are included, not necessarily meaning milestones, the main County Galway coach roads in which milestones are still extant include the old Galway/Dublin road via Menlough/Ahascragh/Ballinasloe, the old Galway/Limerick Road, the old Galway/Castlebar Road with branches to Headford and Tuam, and the old Connemara Road which originally terminated at Oughterard. Single examples are indicated as they occur, although precise location sites are not given in some cases due to local worries of stones being stolen as a result.

Only a fraction of the original number of milestones remain in situ in County Galway and are recorded here, although other examples have been notified to the writer since the original article was prepared for publication. Of these, and to hand in 2005, are the eleven aforementioned discovered in the Roscam 'hoard' by William Henry and Jacqueline O'Brien in 2001, while another was discovered in 2003 by the author at Claran, with the number two carved in the normal fashion on a slab now inserted into a boundary wall, two miles west of Headford on the road to Greenfields in north County Galway. Another milestone was reported to the author by the Very Rev. Sean Higgins, P.P. of Kilkerrin in East Galway, who unfortunately died before the exact location could be indicated.

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DESCRIPTION OF REMAINING MILESTONES

(all carved in limestone - site names indicate town-lands)

GALWAY/OUGHTERARD ROAD [This is now the N 59 road]

Fig. 1 Irregular shaped slab containing the number 2 opposite Bushypark Church inserted in wall beside gateway leading to Bushypark House.

Fig. 2 Tall pillar c. 27 cm square at Killannin containing the word, **GALWAY** and underneath the number **10**. Near entrance to Ross House, former home of the Martyn family, including Violet Martyn of literary fame.

[Milestone Society member, Maurice Barrett, inspected this milestone in April 2003. The stone was obviously broken mid-way up at some stage and has been repaired; however, it was re-positioned incorrectly and the inscriptions on three faces are now facing inwards rather than towards the road with the fourth blank face facing the road. The inscriptions appear to be **GALWAY / 10 // OUGHTER / ARD / 3 // CLEGGAN / 30**].

OLD GALWAY/HEADFORD/CASTLEBAR/TUAM ROADS [This road covers parts of the N 17, a county road running north and broadly parallel to the N 84 road and the R 333] This former important highway north from Galway City, branched off at present day Loughgeorge, then went through Aughcleggan and connected up with the present Headford/Tuam Road at Caherlistrane. It continued north to Shrule and Castlebar from Caherlistrane.

Fig. 3 Fine pillar with large number **4** built into left roadside wall at Pollaghrevagh going from Galway (See pp. 195, 206, *Claregalway Parish History 750 Years*). The first milestone of this series was covered by roadworks at Riverside Estate; the second is said to be covered by briars, etc., near McHugh's Public House at Two-Mile-Ditch; nothing is now known of No. 3.

Fig. 4 Pillar type, half the size of Fig. 3, incorporated into roadside wall on left going from Galway, opposite side road exit to Oranmore in Claregalway. It contains the number **5**.

Fig. 5 Pillar type, incorporated into roadside wall on the left side of road going from Galway, a hundred metres the city side of Loughgeorge. It contains the number **6**.

Fig. 6 Pillar type, hidden in roadside wall at Waterdale, off the main Galway/Tuam Road going away from the city. It contains the number **7**.

Fig. 7 Pillar type, inserted in left roadside wall in Barravilla townland going from Galway. It contains the number **8**.

Fig. 8 As numbers 9 and 10 have disappeared, Fig. 8 continues the series towards Caherlistrane. This contains the number **11** beside Mrs Maureen Mulroe's thatched house on the left hand side of the road at Cluide.

Fig. 9 At time of writing (October 2000), this stone was removed from left side of roadway at Manusflynn for a new housing development, but is to be put back in its former location when work is completed. The stone contains the number **12** and a roughly carved benchmark.

Fig. 10 At Quelly's Public House, Caherlistrane, re-inserted beside gate entrance on left hand side of Shrule Road. Contains the number **14**.

Fig. 11 A mile further on the Shrule Road from Quelly's Pub at Abbeytown, on left hand side of road, covered mostly by grass and bracken. Contains the number **15**.

Fig. 12 Another of the above type, with the number **12**, lies in Ballydonnellan Townland, near the old school at Kilcoona on left hand side of the road on way to Headford after branching off from the Auchlegeen Road at Cahermorris Cross. Another such stone nearer to this cross roads has been removed.

FORMER GALWAY/BALLINASLOE/DUBLIN ROAD VIA MONIVEA/MENLOUGH [R 339 and R 358 roads]

Fig. 13 Mostly buried in the grass verge, two hundred metres on the Monivea side of Garbally Castle, on the left hand side from Monivea, contains the number **83**, signifying the distance from Dublin. It seems to be part of the oldest series of milestones in County Galway.

Fig. 14 Removed from a nearby position, during road works, this stone was taken into safekeeping and now lies in the possession of Glynn's Public House, Menlough. It contains the digit 8 with either the digit **3** or **6** beside it.

Fig. 15 In the safe keeping of Joe Larkin, Killure, Ballinasloe, this stone forms the main ornament in his front garden, and has the number **74**, now outlined in black paint.

Fig. 16 Also salvaged from obscurity by James Doyle of Killupan, Ballinasloe, this stone, at present, forms a corner stone in front of his garage. Carved in the same early style, this stone has the digit **7** with possibly the digit **0** beside it and with what appears to be the digit **1** and the letter **G** underneath.

Fig. 17 A more modern milestone, triangular in shape, with lettering on the two outward facing sides stands on the opposite side of the road to Doyle's garage, Killupan, Ballinasloe. It contains in Irish and English, an abbreviated **AHASCh** and the figure $\frac{1}{2}$ and, on the other side, the abbreviated **BaSLOE**, the figure **5** and underneath, "**béal Áta**" above the ground.

Fig. 18 Another of this later type of milestone occurs on the Ballinasloe/Aughrim road on the left hand side leaving Ballinasloe. On the east facing side it contains the word **LOUGHREA** and the number **18**, with the Irish version underneath. On the west facing side appear the word **BaSLOE**, the number **3** and the Irish version underneath.

GALWAY/LIMERICK ROAD [N 18 road]

Fig. 19 Known as Collins' milestone, it is situated on left side of main road (going toward Gort) south of Kilcolgan, beyond the first side road to the left. A

trapezoidal prism in shape, this freestanding stone contains the number, **11** on front and underneath the words, "**From Galway**". A benchmark is carved on top.

Fig. 20 Same type stone as Fig. 19, but half buried in earth on left side of the road Caherpeake one mile further on towards Gort. Freestanding, surprisingly, contains the number **10** and the words, "**From Galway**", underneath. A benchmark has been carved on top.

Fig. 21 Same type stone as Fig. 19, on left hand side going towards Gort on the former Galway/Gort road, 200 metres north of Sheehan's Cross. It has the number **12** and "**From Galway**" underneath.

Fig. 22 Same type of stone as Fig. 19, but heavily covered with vegetation, on former Galway/Gort road, on left side going towards Gort in Crann Mor town-land. Carving is on three sides. Facing road, are the numbers, **14** and "**From Galway**" underneath. On left side are the number, **3** and the words, "**From Gort**", and on the right side, $9\frac{1}{2}$ and, underneath, the words "**From Oranmore**".

Fig. 23 Same type of stone as Fig. 19 on right hand side of main Galway/Gort road going towards Gort, just south of entrance to Coole Park. It contains the number **16** and the words, "**From Galway**" underneath. A benchmark appears on top. This stone was removed from the other side of the road for safety reasons.

OUTLIERS ON OTHER ROADS

Fig. 24 This stone, set into a ditch, at Derreen Lough nearly a kilometre on the Kilkerrin side of McGann's Cross, Kilkerrin Parish, has the number **25**.

Fig. 25 This fine multi-distance noting milestone is inserted into a garden wall at Annagh Cross near Ballyglunin on the Galway/Roscommon Road. As well as the inscriptions, **To Galway 11 Miles, Tuam 7, Dunmore 15, Castlereagh, Moylough 9 and Athenry 6**, it also notes that the stone was "**Erected by John Bodkin**", the local landlord for the area. It also contains a carved hand pointing towards Galway, an incised hand pointing towards the word "**miles**" and an elaborate incised triangular pattern on the edge with damaged fin decoration in top right hand corner, as well as internal looping decorations. A pair of more recently incised letters, **CB**, appear in the bottom right-hand corner.

Fig. 26 Probably the most famous milestone in County Galway, this multi-distance noting milestone is

now affixed on the centre of the bridge over the Castlegar River in Mountbellew. Of the trapezoidal prism type, it has the following information on the panel facing the road: **CG Dublin to Mountbellew Bridge 79 M.** On the west panel appear: **To Athlone 20, Ballyforan 9, Ballynasloe 12.** On the east panel, **To Galway 23, Tuam 12, Dunmore 12.** At the base of the inscriptions is a benchmark. (Note: CG = County Galway). [N 63 road]

A DEPOSITORY OF DISCARDED MILESTONES AT ROSCAM

To date, a total of ten milestones have been discovered within a radius of a hundred metres on the foreshore, a half kilometre to the west of the Roscam Early Christian monastic site. In addition to the following four milestones, six further milestones have been unearthed at Roscam by Jacqueline O'Brien and William Henry. All were probably discarded to make way for a new system of distance marking milestones starting from Galway. The numbers they contain suggest distances starting perhaps from Athlone or Limerick.

Fig. 27 This stone was half buried in an upright position at the side of a rough trackway leading eastwards towards Roscam monastic site. It contains the number **46**. At first, it was thought to be in situ.

Fig. 28 Mary O'Dowd discovered this stone on 29 October 2000 lying flat on the land side of the aforementioned trackway c. 60 metres from the previous stone. It contains the number **32**.

Fig. 29 Nearby, on the same day, William Henry, Honorary Secretary of the Galway Historical and Archaeological Society, discovered this stone among stone rubble on the beach side of the trackway. It contains the number **44**.

Fig. 30 On the same day, William Henry discovered this stone amid the beach rubble nearer to the aforementioned upright stone. It has the number **38**.

PROBABLE MILESTONES

The following five stones have been suggested as milestones or distance markers by local people, although all lack numbers or, in most cases, lettering of any sort.

Fig. 31 This large free-standing stone at Bushfield was re-erected by County Council workmen during recent widening of the main Galway/Dublin less than a kilometre from the turn off for Athenry on left hand side of road leading from Galway. It contains a lightly incised letter D and other indecipherable lettering.

Fig. 32 This stone is incorporated into a front lawn wall on the Old Oranmore Road from Galway before the last bend into Oranmore on the left hand side of the road. It seems to contain the lightly incised word, **John**, and other indecipherable lettering.

Fig. 33 Just the top portion of this stone is visible above the grass verge a mile east of Menlough, on the left going towards Ballinasloe.

Fig. 34 Only the top of this rounded sculpted stone is visible above the grass verge at Eglishe on the Ahascragh/Ballinasloe Road.

Fig. 35 This stone, without any script, is set into an earthen road margin at Killure, on the left hand side going from the Ballinasloe/Aughrim Road towards Ahascragh.

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stones in the time in question is clearly evident in the numbers mentioned here and the help they gave the traveller in pinpointing side roads, monuments and other physical features encountered.

12. Andrews, J H., *op. cit.*

13. Taylor, C. and Skinner, A., *op. cit.*, p.x.

14. While one (Fig. 27), had already been notified to the writer, three others, (Figs. 28, 29 and 30), were discovered by William Henry and Mary O'Dowd strewn nearby on the foreshore.

15. In all, over forty replies to the various media requests for site information of milestones were received. Not all milestones were located, however, because some had been removed, while others were lost during road or water scheme developments or simply overgrown by dense vegetation.

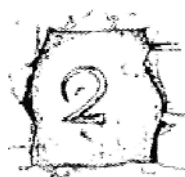


Fig. 1 Bushypark



Fig. 2 Roscahill

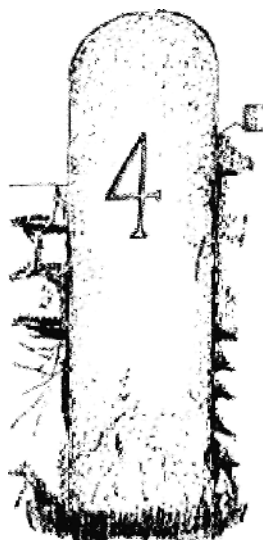


Fig. 3 Pollaghevagh



Fig. 4 Claregalway

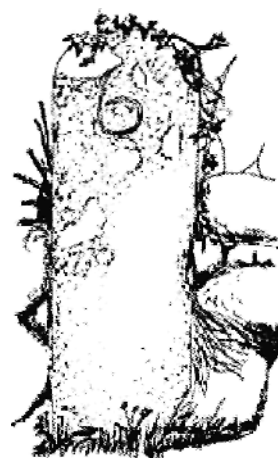


Fig. 5 Loughgeorge



Fig. 6 Waterdale



Fig. 10 Caherlistrane



Fig. 14 Menlough



Fig. 7 Barravilla



Fig. 11 Abbeytown



Fig. 15 Killupan



Fig. 8 Cluide

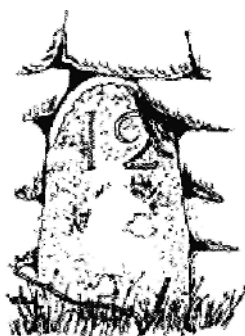


Fig. 12 Ballydonnellan



Fig. 16 Killupan



Fig. 9 Manusflynn



Fig. 13 Garbally Castle

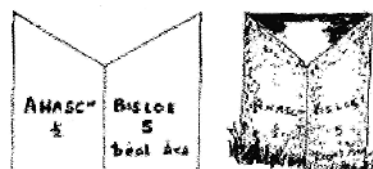


Fig. 17 Killupan

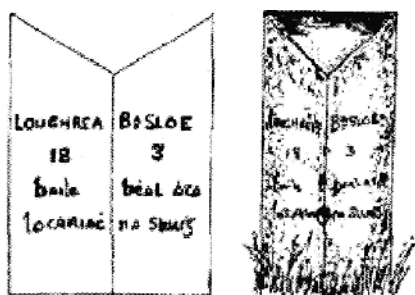


Fig. 18 Aughrim

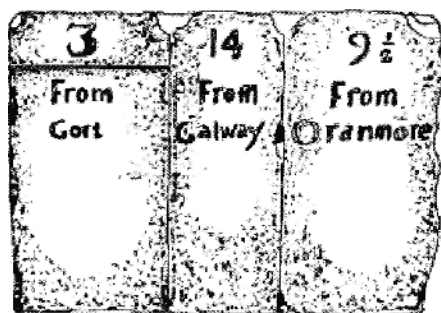


Fig. 22 Cranmore

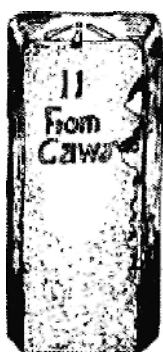


Fig. 19 Kilcolgan

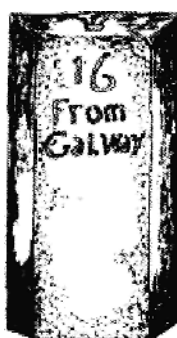


Fig. 23 Coole Park

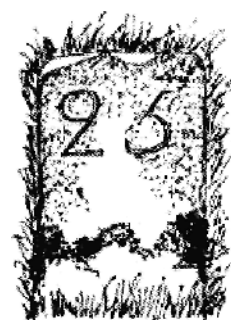


Fig. 24 Derreen Lough



Fig. 20 Caherpeake

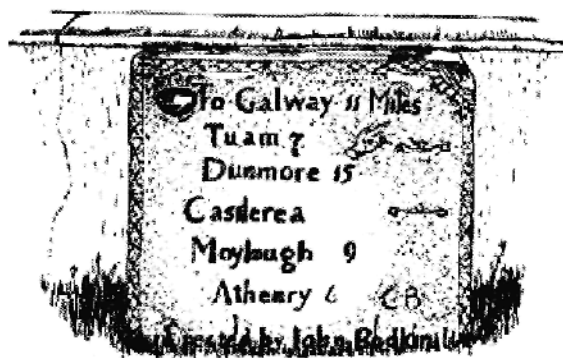


Fig. 25 Armagh Cross



Fig. 21 Sheehan's Cross



Fig. 26 Mountbellew



Fig. 27 Roscam

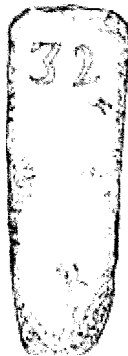


Fig. 28 Roscam

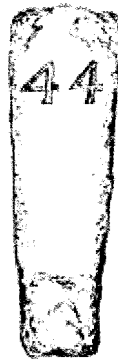


Fig. 29 Roscam



Fig. 30 Roscam

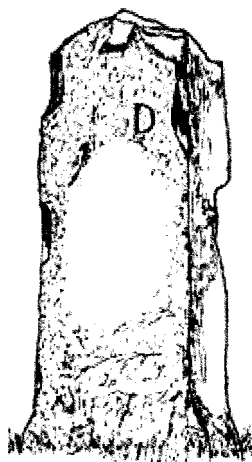


Fig. 31 Bushfield



Fig. 32 Oranmore



Fig. 33 Menlough



Fig. 34 Eglis

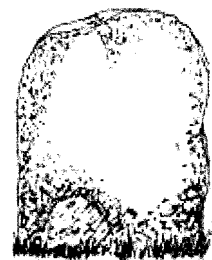


Fig. 35 Killure

Casting New Suffolk Mileposts

by Alan & Carol Haines

Alan Haines is a retired chemistry lecturer and was therefore interested in the science of the casting process. Carol has recorded milestones from Norfolk, and beyond, for many years. They are members of the Norfolk Industrial Archaeology Society, and jointly edit the Milestone Society Newsletter.

INTRODUCTION

In August 2003 the authors were invited to Thurton Foundries in south Norfolk to watch two mileposts being cast. The posts were commissioned by friends of John Gibbs of Kesgrave, Suffolk to mark his eightieth birthday. Mr Gibbs had developed an interest in historic highways while working in the Suffolk Record Office and wanted to see the gaps filled where the original posts were missing. Money was raised from friends and family, from the Martlesham Monthly and the Martlesham Historic Society. The mileposts were to stand beside the A1214 in the parish of Martlesham. The road was originally part of the Ipswich to Great Yarmouth Turnpike, created in 1785.

Thurton Foundries had previously made two similar posts. In 1984 a replica was produced, for The Beccles Society, of the post cast in 1822 by Jacob Garrett for the turnpike from Beccles to Bulcamp. This now stands outside Beccles Town Hall. The second mile-post, which can be seen beside the A146 in the centre of Thurton, was made as a memorial to Arnall and Elizabeth Capps, parents of the foundry owner, and was erected in November 1985.

PREPARING THE MOULD

The basic pattern of the V-plan post was made of wood and the characters of the inscription were of either wood, aluminium or resin. To allow for shrinkage, the pattern was about 1% larger than the finished casting. The pattern was placed, inscription uppermost, in a large wooden moulding box which had metal bars passing through it to aid lifting and turning (Figure 1). The mould was then filled with sand which had been pre-mixed with furfuryl alcohol and an acid (usually phosphoric or lactic acid). The acids cause a polymerisation reaction with the alcohol, and gradually form a hard resin over a relatively short period of time, which



Fig. 1 The milepost pattern in the moulding box

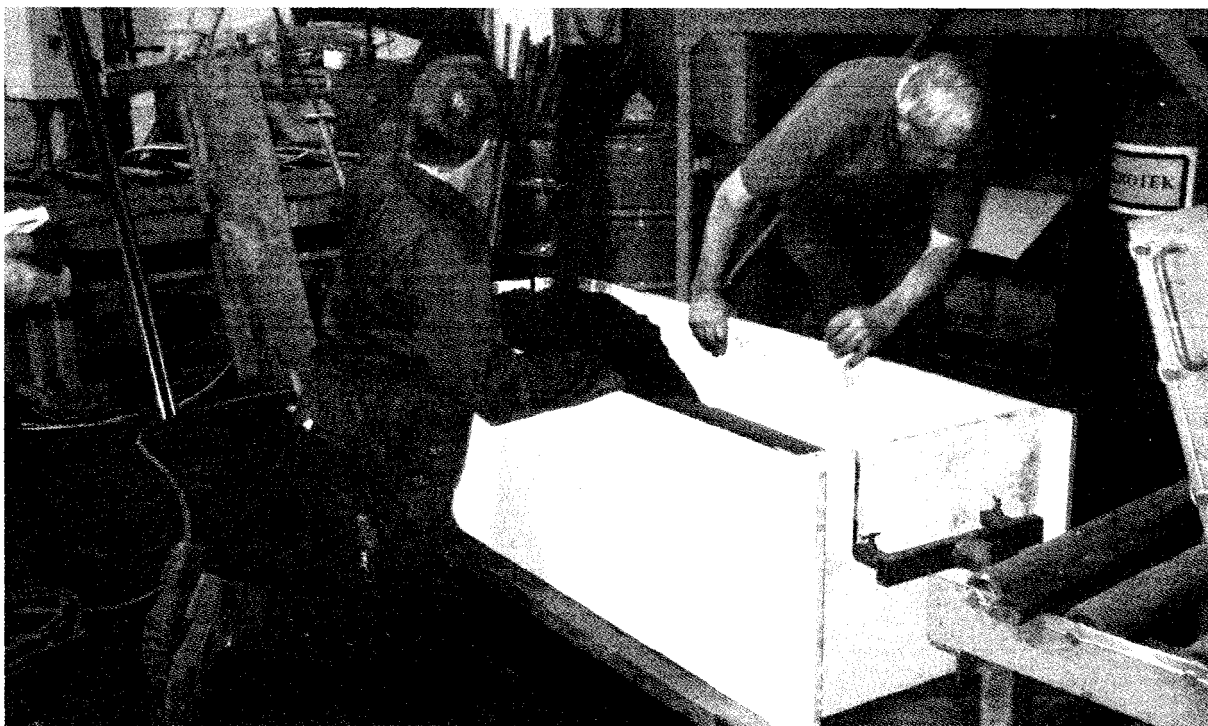


Fig. 2 Filling the moulding box with sand.

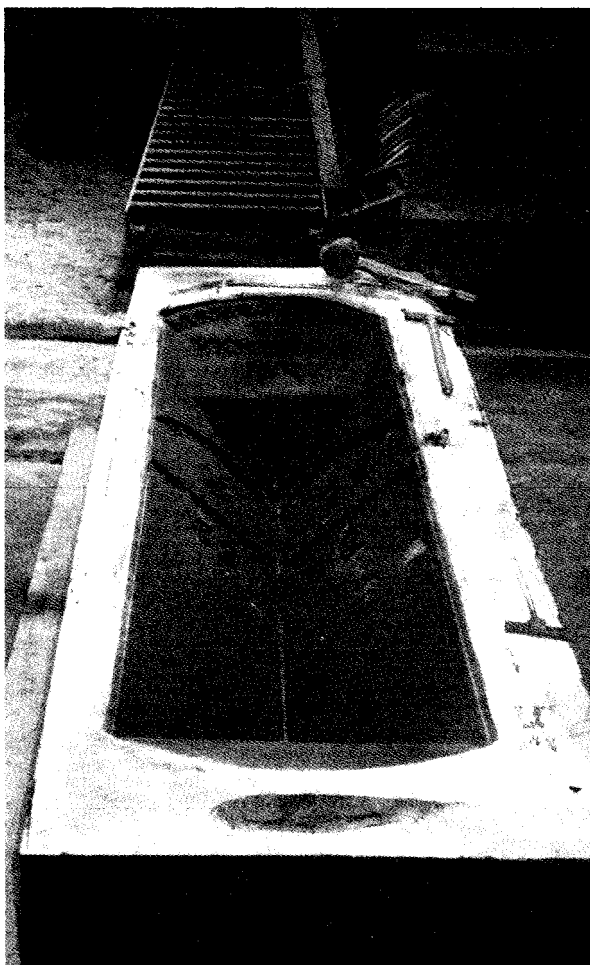


Fig. 3 The mould with pattern removed.

solidifies the sand mixture. The quantities of sand, alcohol and acid in the mixture were computer controlled and components were mixed by an Archimedian screw as the sand was fed down a pipe into the mould (Figure 2). Sand with the required properties was obtained from Leziate near King's Lynn or Congleton in Cheshire and furfuryl alcohol is an imported chemical prepared from agricultural waste products such as corn cobs and oat husks. After ramming down the sand, which was still free flowing at this stage, the sand mixture was left to harden for about 20 minutes. The mould was then turned over using an overhead hoist, the top moulding box was put on and this was then filled with sand.

When set the top mould was lifted off and the pattern removed. The numbers and destination panels were first unscrewed from the rear so that the main pattern could be lifted out, then the separate pieces of the inscription were carefully removed using wire inserted into the screw holes (Figure 3). Both sides of the mould were sprayed with an isopropanol suspension of graphite which was then ignited (Figure 4). This sealed the surface to make it impervious and to create a slippery surface to facilitate eventual removal of the cast from the mould.

Channels were made in the top of the lower mould, and several smaller channels parallel to these running to the milepost mould. These channels were linked to three pouring holes in the top of the mould. Over each pouring hole was placed a conical receptacle which helped to disperse the molten metal quickly around the mould.

Another mould was then made for the second milepost. When the sand was set the wooden moulding box

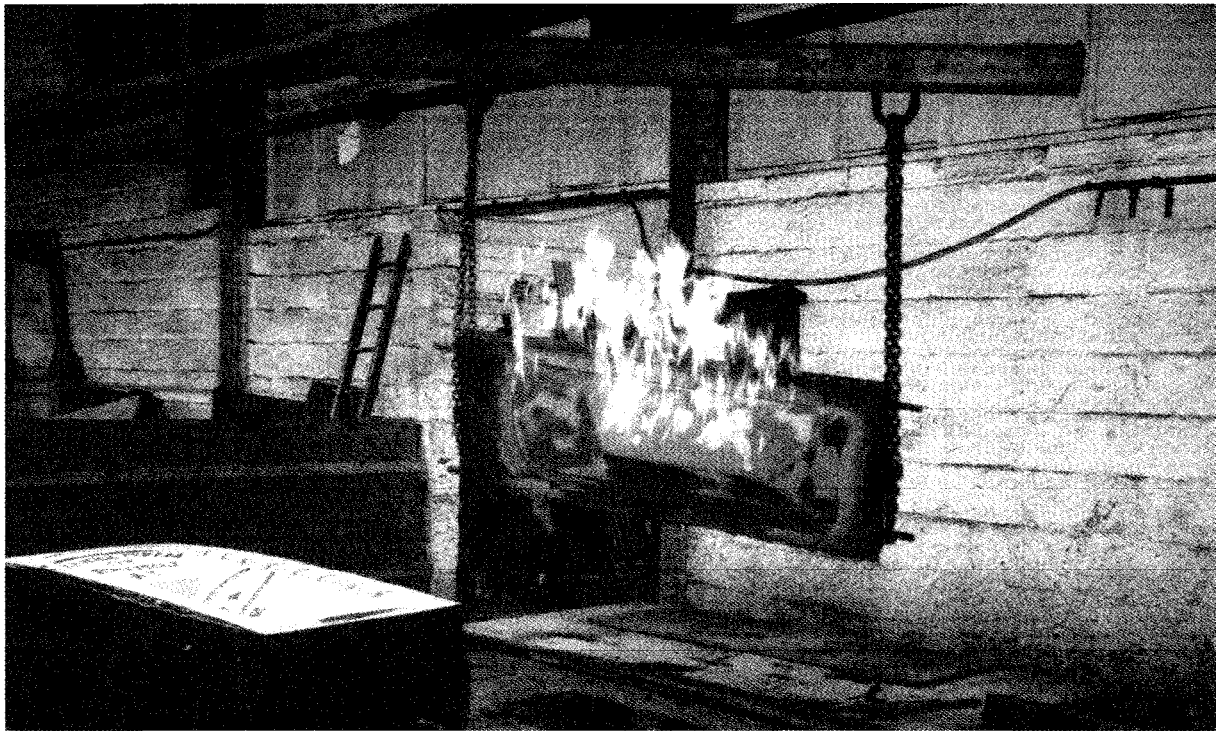


Fig. 4 The mould surface ignited after being sprayed with graphite.

was removed and weights totalling half a tonne were placed on top of each mould to counteract ferrostatic pressure achieved during casting (Figure 5).

THE POURING PROCESS

The foundry still used a cupola to produce molten iron. Coke (currently from Belgium or Italy) was burned to the required temperature, and predetermined weights of limestone and iron were fed into a container which was automatically winched to the top of the cupola and

the contents tipped in. The cupola can melt up to 5 tonnes and besides ingots of pure metal, waste iron such as old brake drums and railway line 'shoes' are used. Manganese and calcium carbide were also added to absorb some of the sulphur. Iron melts at about 1500C, and when the time was appropriate a clay plug was removed from the base of the cupola to allow the molten iron to pour into a bucket lined with ganister (fire-resistant clay). A portion of a volcanic ash (perlite) was added to the molten iron surface and then skimmed off to remove any floating impurities and slag

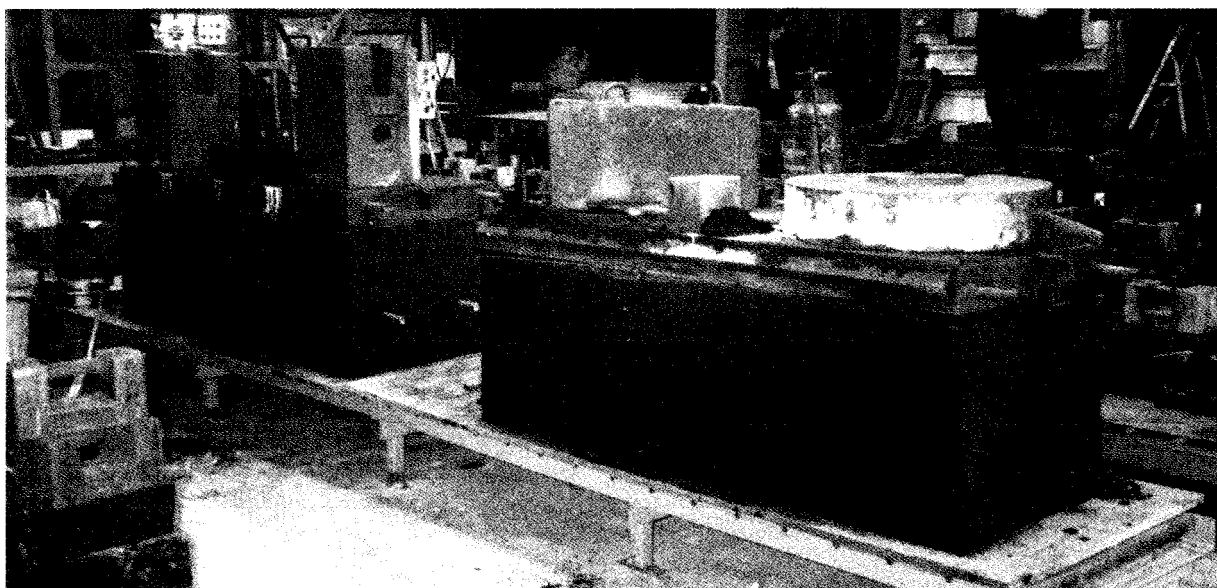


Fig. 5 Half-tonne weights on each mould.

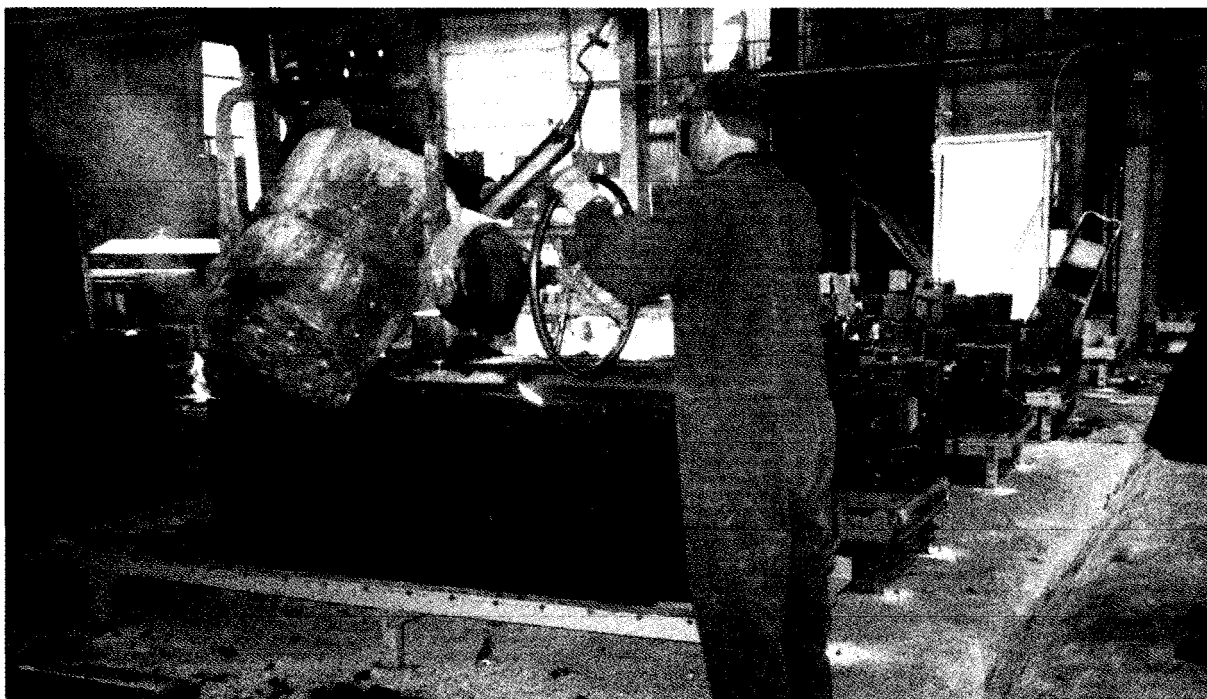


Fig. 6 Pouring molten iron into the mould.

which might hinder the smooth entry of the liquid iron into holes in the top of the mould. The bucket was carried by overhead hoist to the moulds and the molten iron poured down the raised pouring holes (Figure 6). It flowed along the runner bar, along the channels parallel to this into the mould and up the risers.

Hardening is best done slowly, and the mileposts were therefore left overnight. The mould was then knocked away. About 92% of the sand can be recycled by mechanical attrition. Any metal is sieved out and the sand is automatically fed back into the hopper, topped up with new sand, and re-used.

The mileposts were then placed in a large cabinet for sand-blasting, after which any imperfections were corrected in the finishing, or fettling, shop. Before leaving the foundry they were given three coats of paint.

MILEPOST HISTORY

The original milestones on the road from Ipswich to Great Yarmouth were stones of triangular cross section. Replacements were later made by Jacob Garrett at his foundry at St Margaret's, Ipswich. Most are dated 1818 and 26 remain in Suffolk. Garrett's foundry was set up in 1802 and many mileposts were made here for Suffolk turnpikes. Most bear the maker's name and foundry address and a date, the earliest date being 1818. Jacob's brother Richard ran the family business in Leiston which later became renowned for traction engines. Another member of the family, Elizabeth Garrett Anderson, was one of the first women doctors in England, and also the first woman to be a mayor (of Aldeborough, Suffolk, 1908-9).

The replacement mileposts can be found on Lamb Barn Hill near the entrance to the police headquarters at TM 238461 (London 74) (Figure 7), and near the Red Lion Inn at TM 250470 (London 75). It is to be hoped that the two new mileposts will survive the coming centuries, and although they bear no maker's name, will be a fitting memorial to John Gibbs and to the Capps family.

ACKNOWLEDGEMENTS

The authors would like to thank John, Ian and Maureen Capps for allowing them to watch the casting process.

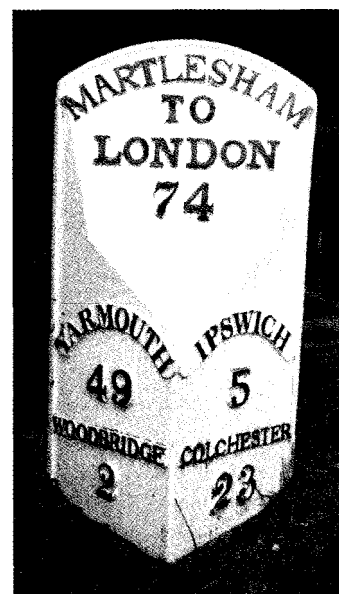


Fig. 7 New milepost in Martlesham.

Review Article
The Turnpike Roads of Leicestershire and Rutland
by Arthur Cossons
Manx Milestones
by Stuart Slack
Wiltshire Toll Houses
by Robert Haynes and Ivor Slocombe
Reviewed by David Viner

A number of factors are common to these three publications. They each represent the work of one individual, brought together and put into print by others after their deaths; they are classic examples of focussed research topics in which individual effort and enterprise can be so productive; and they offer period approaches, dating in range from the 1950s up to the 1990s, which might seem arcane but which also challenge some of our preoccupations with the benefits of present day IT as the principal mechanism by which research can and should be done.

Good old-fashioned fieldwork in the fresh air and the record office is visible here, in one case of a very traditional kind. Not least of the commonalities, each is the product of a local publisher, drawing on subventions from local sources to ease the cost of publication. This is essentially local history, the cumulative sum of the parts. The vast majority of road and transport history has been approached and published in this way.

Arthur Cossons' study of *The Turnpike Roads of Leicestershire and Rutland* brings into print the final piece in the jigsaw of his important work on road history, some forty years after his death. A Nottinghamshire headmaster and a committed local historian, he set about a systematic study of the turnpike road network, initially with Nottinghamshire in 1934 (republished in a second edition in 1995), and by the 1950s with Norfolk, Northamptonshire, Warwickshire and Wiltshire all in print. These were then and remain now primary sources for accumulated information for these counties.

Leicestershire and Rutland also belongs to this period, but remained unpublished when Cossons died in 1963. Without the efforts and commitment of his two children, themselves distinguished respectively in the world of museums, heritage and archives, one suspects it might have lingered as no more than a deposited manuscript somewhere. This study certainly deserved better and here the sense of the original has been replicated, adhering to the author's text and accompanying hand-drawn route maps and sketches. There is even a contemporary reference to the recent loss of the Old

Cavendish Bridge over the Trent on the Leics-Derbyshire border, swept away by the floods of March 1947!

The book's format (two-thirds A4) is well chosen and it is by far the easiest of the three books under review to handle, a not insignificant issue for users. There is a very useful summary of local road management in the medieval and post-medieval periods, summarising the deficiencies of the pre-turnpike system, and then the spread of turnpiking, first arriving in Leicestershire from the south in 1721-2. Useful extracts from contemporary descriptions of the state of the road system include - inevitably - Defoe and William Marshall, and serve to drive home the obvious point about poor conditions, as indeed does the terminology of some of the early petitions to Parliament: 'deep and foundrous' and 'ruinous and bad' being two choice examples.

The development of the network is then described, illustrated by eight chronological maps which show how the early routes through and across the county (e.g. Market Harborough-Leicester-Loughborough-Derby, later the A6) were followed by a detailed network in north west Leicestershire stimulated by the needs of the developing coalfield, to a peak in the 1840s. The last act expired in 1885.

Half the volume is given over to the sequence of acts relating to individual routes, complete with route maps and presented in a numbered and chronological gazetteer, providing the basis upon which more detailed studies might be made. There are relatively few photographs, and only one milestone (Leicester 4 on the Uppingham road), but several toll houses including the delightful Lount toll near Ashby-de-la-Zouch. Feature boxes discuss particular topics such as toll bridges, vehicle types and toll schedules, with one on the boundary changes which tidied up an administrative mess along the county boundary with Derbyshire.

As befits the scholarly approach of its compiler, the book is well referenced but there is no separate bibliography bringing the study of this area up to date, one of



Fig. 1 Milepost at Ullesthorpe, Leics at SP 513873 (photo Carol Haines, July 2000).

the prices paid for keeping the period piece intact. Overall, as its promoters wish, this study greatly helps make sense of the historical geography of a significant part of the road network of the east midlands of England.

Manx Milestones by Stuart Slack is the record of one man's interest in his island's highway history, which included bridges, street names and the history of cycling. Much of this awaited retirement to bring to maturity, alas not achieved, although some studies were published. This book essentially publishes the text of a lecture given by the author in 1970, updated by colour photographs taken by his family members as part of an 'in memoriam' resurvey of what remained thirty years later. The whole is presented in a quality printing and a handy A5 format.

Inevitably the text reveals its presentational and sometimes anecdotal origins, with some scene-setting back to the Romans revealing the absence of subsequent studies and their analysis of early influences and significance. The main thesis is achieved in 45 pages, looking forwards from the 18th century development of the Manx road network, with the appointment of a General Supervisor or Surveyor overseeing the work of the Parish Overseers under the Act of 1753. This was

James Hamilton, a Scot brought to the island by the Duke of Atholl and who "appears to have been very successful in improving the roads from mere bridle paths unsuitable for wheeled traffic", for which he earned himself a gold medal.

Slack's lecture and survey looked at around 150 milestones on the island, plus another 33 sites from which stones had been removed. There were - and are - three main groups of markers. His greatest concern was with the earliest of these, the stone markers - without plates but inscribed - which represent the first phase of route marking on the island from 1760 onwards. There is a very nice early reference in Hamilton's accounts for the measurement for, carriage and installation of stones in May 1761 on the Castletown to Douglas road by way of Newtown.

Slack found 66 of these early stones "still virtually in situ" and another 32 identified sites no longer with stones. Their types and survival rate is examined stone by stone along a specific number of routes, a chapter to each, accompanied by the photographs taken 30 years later. The overall impression, both in 1970 and certainly again in 2000 is one of decay, neglect and loss, with an apparently cavalier attitude to their preservation criticised in the editorial observations which conclude the book and bring it up to date. It asks: are they not listed and are there no policies for their protection?

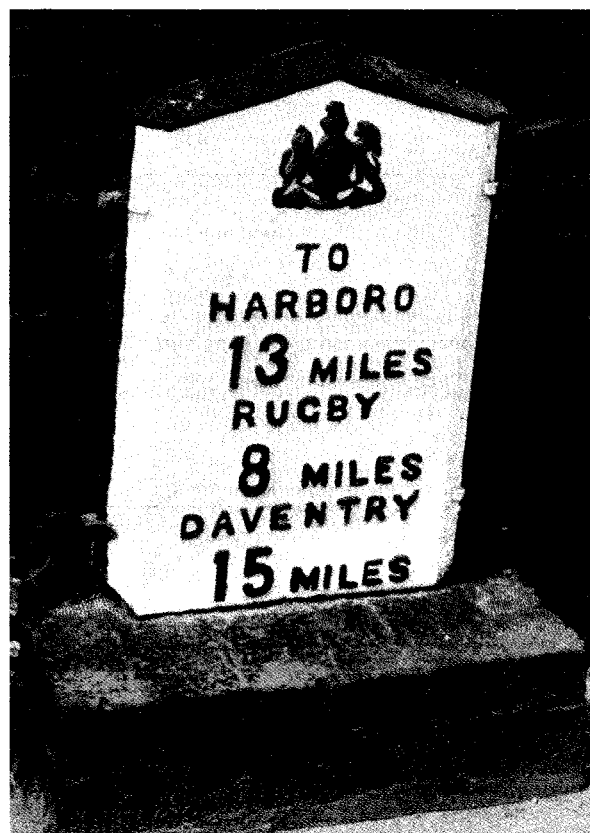


Fig. 2 Milepost at Lutterworth, Leics at SP 54484. (photo Carol Haines, July 2000).



Fig. 3 The Lount toll house, near Ashby de la Zouch, at the junction of what became the A453 and the Hinckley to Melbourne turnpike, later B587.

With the Aims & Objectives of the Milestone Society in mind, there is clearly unfinished business here - any volunteers?

The two later groups seem to have fared less badly, as checked during a recent visit by this reviewer to the island for other reasons. A run of fine metal triangular-faced mileposts totalled 65 in 1970 (plus one missing) and can be found principally on the roads radiating from Douglas to Castletown. Peel and Ramsey via Laxey and a few other routes. They appear to date from the period of the Ordnance Survey's work on the island between 1866 and 1871, and are almost certainly the products of one of the island's foundries. The three-legged Manx logo graces the top of each post, and their installation largely ignored the earlier series, so that sometimes one of each can be found close together.

An even later series of 14 smaller round-topped metal markers, giving the distances between Douglas and Ramsey via Bungalow, can be found on the mountain road. Slack dates these to the 1920s. They all survive. Is there a link, incidentally, with the evolution of the TT course around the island after World War One?

None of the stones have grid references, and the description implies some local knowledge (not surprisingly given its original audience in 1970), and a supporting gazetteer would have made a useful checklist for future researchers. The accompanying map is more illustrative than informative. There are no references and no bibliography to tell us what other work has been done. However, this is without doubt a useful updated survey, and a fitting memorial, with a sting in the tail regarding preservation on a rapidly changing island.

Finally, a toll house study, another essential aspect of turnpike history but less well studied in any detail

across the system. *Wiltshire Toll Houses* presents the accumulated work of retired county architect Robert Haynes, who also undertook a major survey of the

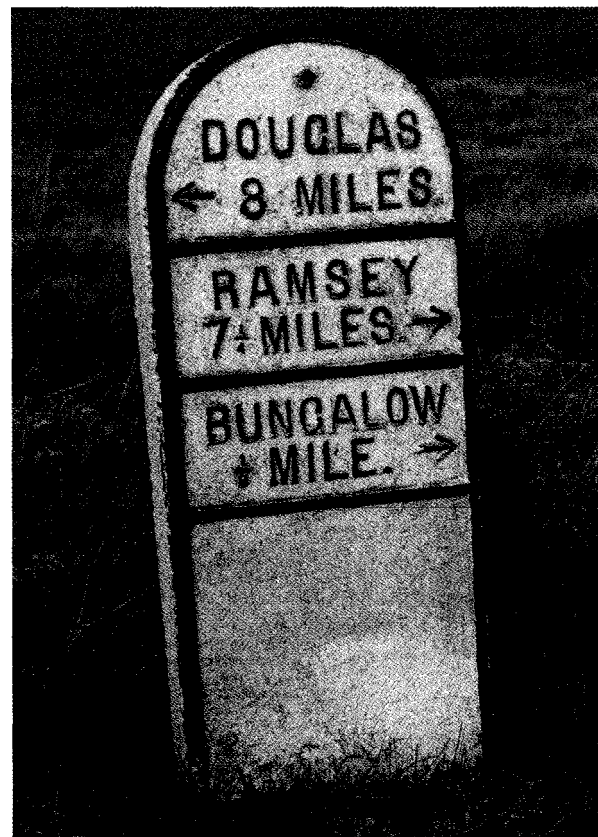


Fig. 4 Isle of Man mountain road milemarker, at SC 395865 on A18 Douglas to Ramsey road (photo David Viner, April 2005)



Fig. 5 Milemarkers old and new; the Isle of Man TT course "Milestone 31" sponsored sign alongside the mountain road milemarker, at SC 395865 on A18 Douglas to Ramsey road (photo David Viner, April 2005)

county's milestones (one of several with which Wiltshire is blessed). After his death, Ivor Slocombe brought it to publication, adding more detailed documentary and research evidence.

Wiltshire probably had around 200 toll houses in total; some were 18th century in origin, some re-buildings of a later date and some smarter and grander examples of the 19th century, up until the system's demise in the 1870s. They are all represented in this survey, which lists alphabetically in gazetteer form 122 examples. Only 50 of these now survive, and of those only 19 are listed as of historic interest, a clear reflection of the degree both of loss over the years and of subsequent alterations to structures which have reduced their heritage value (and therefore listed building potential), at least in the eyes of those charged with listing them. This last point is graphically made by Slocombe in the same way as the Slacks for their part on the Isle of Man.

The introductory essay is a short but most useful description of toll house function and form, from the small and essentially ephemeral toll booth (a rare photographic example is included in this book) through to rebuilding in the second quarter of the 19th century, at just the point when the system approached its nadir. There is a short discussion on weighing engines, a topic little researched and understood, and for which more information and examples are sought.



Fig. 6 Burderop toll house on B4005 Wroughton to Chiseldon road at SU163799 (photo Steph Gillett, May 2004)



Fig. 7 Another view of the Burderop toll house (photo Steph Gillett, May 2004)

The core of the volume is the gazetteer, which includes a building description, a photograph of what survives now and/or earlier prints or illustrations, and often one of Haynes' sketch plans. The relevant turnpike trust is quoted, a grid reference given, and references cited from a list of source material which also includes the photographic sources. There is no attempt at a bibliography of the wider subject of turnpike history in Wiltshire, which is fair enough. A publication subvention from the Wiltshire branch of RIBA is acknowledged, which may have helped keep the retail price to an attractive £6.50, and proceeds from sales will benefit the Wiltshire Buildings Record, which is both appropriate and proper in view of the architectural approach taken throughout this study.

The volume falls down on several counts. There is no map of Wiltshire, which is a major deficit for a survey of this kind, and the alphabetical approach needs to be offset by some correlation of type or route or trust. Even allowing for the relatively poor state of survival of some of the earlier photographs, the overall quality of photographic reproduction is disappointing, not least with the recent material, some of which could usefully have been redone. The pictures don't excite, even when the subject is as interesting as Shane Castle at Devizes, and a number seem out of focus, as are some of the small sketch plans. The focus of the colour illustration on the front cover of the toll house at Box (Melksham Road) jars a bit too.

However, this is a valuable record of toll-houses in Wiltshire, a large county with an extensive and important road system, and this survey joins with others from Herefordshire, Devon, Somerset and more recently Cornwall (for this last see the review in the Society's *Newsletter*, no 4, January 2003, pp.25-6 as a 'most useful exemplar for county studies elsewhere').

All these studies reviewed here have in common their focus upon the local story, as a contribution to the wider picture, and that's how the bigger picture is brought together. These three volumes can take their share of credit for adding to the sum total of all the parts.

The Turnpike Roads of Leicestershire and Rutland by Arthur Cossons, published in 2003 by Kairos Press, 552 Bradgate Road, Newton Linford, Leicester LE6 OHB. 72pp, 42 figs and illus. £6.50. ISBN 1-871344-30-1.

Manx Milestones by Stuart Slack, published in 2003 by The Manx Experience, 24 Sunnybank Avenue, Birch Hill, Onchan, Isle of Man IM3 3BW. 64pp, 52 colour illus, 1 map. £7.99. ISBN 1-873-120-58-3.

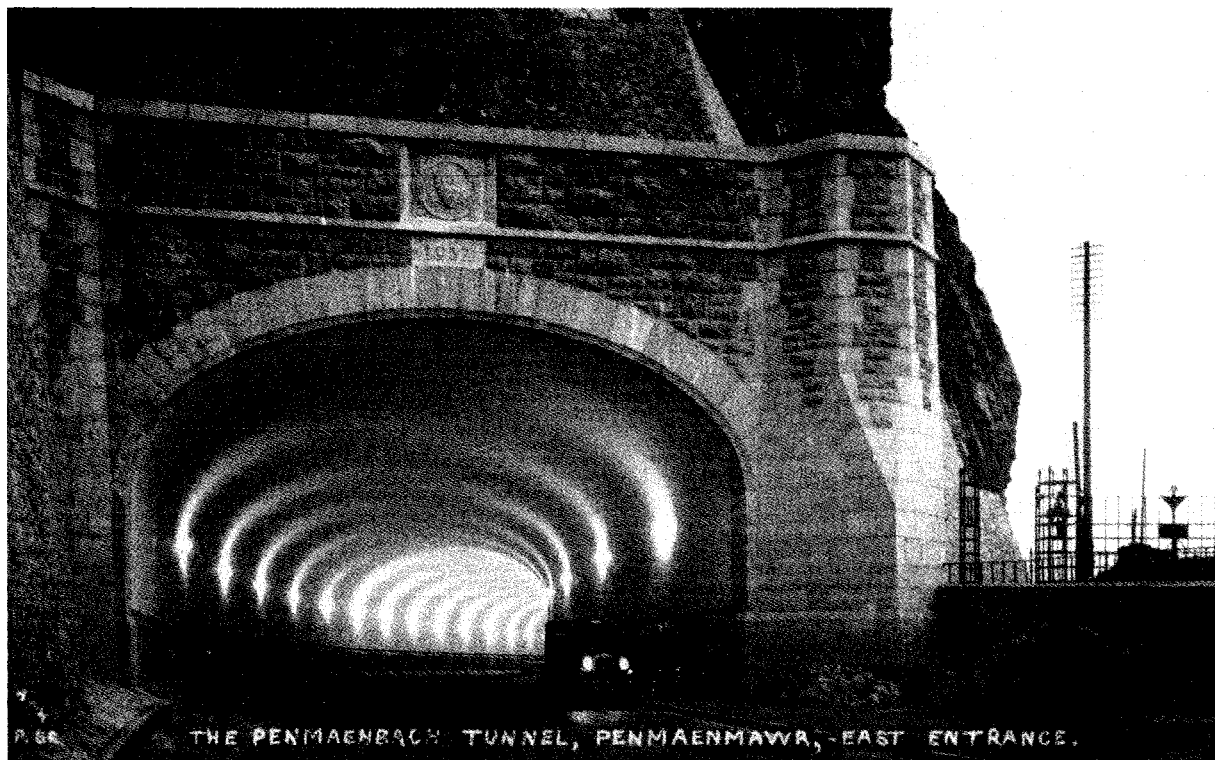
Wiltshire Toll Houses by Robert Haynes and Ivor Slocombe, published in 2004 by The Hobnob Press, PO Box 1838, East Knoyle, Salisbury, Wilts SP3 6FA. 94pp, 153 illus. £6.50. ISBN 0-946418-21-7.

Book Review
Roads - Archaeology and Architecture
by Richard K Morriss
Tempus Publishing Ltd, Stroud, Gloucestershire.
Twenty chapters, seven parts, 288 pages. £19.99.
Reviewed by Keith Lawrence

I bought my first book on the history of roads over 30 years ago; it was *English Local Government. The Story of the Kings Highway* by Sidney and Beatrice Webb. The book cost £1 and triggered an interest in the history of roads and their traffic that is still with me. Since the early 1970's I have read numerous extensive and more condensed histories of British roads and this book devotes Part I to this story. There are a few new minor insights in this part of the book but there was a real possibility of saving over 70 pages of text as the space taken up seems to have lead to the loss of a bibliography and a gazetteer.

While I accept that the recent book from Tempus Publishing on *Roads in Roman Britain* by Hugh Davies may have been aimed at a different market, the further reading and the gazetteer enabled an easy pursuit of more information. I suspect that Richard Morriss had

been developing either footnotes or a numbered list of referenced books and articles because on page 96 a bracketed number 41 appears for no other discernable reason. Part I is well written and it will provide a good introduction to the history of roads but it adds little to the current literature on the subject. So if this is your first book on road history read on, but you may feel some degree of frustration as to where to go next for follow-up reading. If you have some background in the subject I would skip to the beginning of Part II as it is the remaining chapters that are the essence of the book. Part II: Road Engineering is made up of three chapters covering Earthworks, Tunnels and Road Surfaces. It was whilst reading the chapter on earthworks that an underlying frustration started - where exactly do you go to see a really good agger on a Roman road? It would just be so much easier to know that for the best



Penmaenbach tunnel east entrance at Penmaenmawr on the North Wales coast, opened in 1932, its portals designed by the Secretary of the Royal Fine Art Commission, complete with coat of arms and date, (photo Hutton of Llanellian, Colwyn Bay)

portion of the 'Stane Street' agger you go to ... (OS Landranger Map 197 - Chichester & the South Downs. Park your car on Bignor Hill at SU 973 129 and follow the footpath to the south-west to view the agger at SU 955 116). The history of British roads can be visited on foot not read about in a book or driven past in a car. Martin Down near Salisbury provides excellent walks that take in not only a major Roman road with an exceptional agger but also Bokerley Ditch (OS Landranger Map 184 - Salisbury & The Plain. Park your car on the Down at SU 035 201 and walk to SU 034 203 for the agger).

While many of the places mentioned in the text may be well known and easily found on small-scale maps others such as the packhorse tracks across the Pennines pose a bit of problem with no directions or recommendations for further reading. This is especially frustrating as the South Pennine Packhorse Trails Trust publishes an excellent book by Titus Thornber providing information on these tracks, opening up hundreds of miles to walkers and horse riders. Chapter 5 on Road Surfaces gives an excellent review of the personalities involved in road improvement be it McAdam or Telford but, as many other authors have done, continues to neglect the role of Richard Lovell Edgeworth. In spite of producing a ground breaking book on the construction of roads in 1813, some seven years before McAdam, he has been generally lost to transport history, but is still remembered as an educationalist and member of the Lunar Society.

Part III: River Crossings covers Fords, Ferries and Bridges. The frustration as to where to go for additional information peaked as I read the chapter on fords. On the internet you can find a site listing every ford, water splash and tidal road in the United Kingdom (www.wetroads.co.uk). There are currently 1529 sites listed by county, each one is photographed, described and the site fixed with an Ordnance Survey six figure reference. There is little in the chapter to suggest this sort of survival rate and the ease with which an interested reader can visit a local site. Again please do not let my frustration about being able to get out into the country to visit sites detract from the quality of the writing. The subjects are as well covered as you would expect with only 6 to 7 pages devoted to each of them. With your appetite whetted you are ultimately hungry for more information.

Part IV: Buildings includes Inns, Bridge chapels, Toll-houses & toll gates, The manufacturing industry, Garages and Car parks. The chapter on Inns is just too short to give anything other than the briefest history and description of the huge network of buildings supporting coach travel. In the hey-day of coaching, horses were changed every 10 to 15 miles, on the London to Edinburgh route this represented over 40 major

establishments. Multiply this by the number of rival coaches on this route and you have hundreds of coaching inns on one, albeit a long, route. This is ultimately the problem with the book, book-sized chunks of information are summarised in a chapter and the reader is left wanting much more. Where the book works is in the more modern manifestations of road architecture such as the Garage and the Car park.

Part V: Signs. Milestones, Direction signs and Traffic signs. Just what can you say about milestones with four pages of text and four photographs? Perhaps enough to bring the subject alive but not enough to feed an interest. We are thus back to the general theme of the review: too little on too many subjects and no guidance as to how to find out more. It is perhaps even more important, for small easily missed objects such as these, to give specific map references for interesting examples. Milestones in England were reviewed by Carol Haines while direction stones in the Peaks are well documented by Howard Smith and on Dartmoor by Brewer and Harrison - all bear OS map references.

Part VI: Public Transport. Trams and Trolleybuses & motor buses. It probably reflects my current state of knowledge that I found these three chapters the most interesting in the book. I have travelled on the Manx and Blackpool tram systems and on London trolleybuses as a schoolboy but had not really thought about them since. My interest was renewed and perhaps this is the secret of this book - it is a high level tour pointing out interesting sights to see if any catch your imagination and in these chapters I found a few that did.

Part VII: Tailpiece. The rule of the road. It is quite a number of years since a general book on Roads has appeared, especially approaching the archaeology and architecture. I read it over a weekend and if I was at the start of my reading on road history I believe it would have done now what Sidney and Beatrice Webb did thirty years ago - created an interest. However there comes a point when reading about must turn to getting out and looking at objects either in museum collections or searching in the townscape or country side. The interest created by this book would have been better fed by a bibliography, a gazetteer and maybe even a guide to museum collections to visit. How would I have found the space in a relatively long book? I would have dropped the first seventy pages which are a standard and much repeated history. I was surprised by the episodic feel to many of the chapters as though written in isolation of the rest of the text, the number of typographical errors, the poor index and the inferior quality of many of the colour photographs - was there a rush towards the finish?

However, please do not be put off buying this book. It is a good introduction and the bibliography in this review will provide some further reading.

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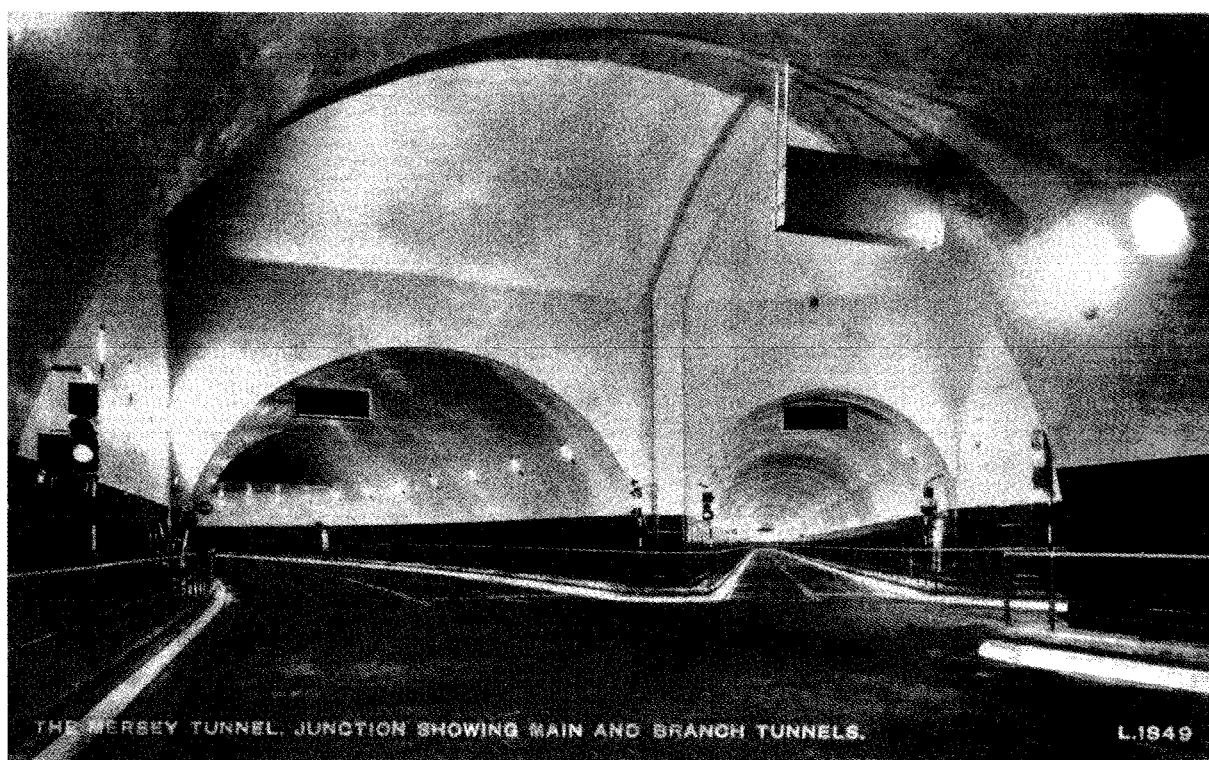
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Over two miles long, the Mersey Tunnel (Queensway) between Liverpool and Birkenhead was built between 1925-34; it has a number of dock branches, one of which is seen here, (photo *The Dainty Series* by E.T.W. Dennis of Scarborough)

Review Article
The Turnpike Roads of Leicestershire and Rutland
by Arthur Cossons
Manx Milestones
by Stuart Slack
Wiltshire Toll Houses
by Robert Haynes and Ivor Slocombe
Reviewed by David Viner

It must be clear at the outset that the constructions from the town of St Ives across the Great Ouse river valley comprise two distinct components: (1) the six-arch medieval river bridge of St Ledger, supporting a chapel, and (2) its extension south along an elevated brick causeway over the flood meadows. It is primarily towards the rebuilding of this latter structure that the author's text is directed. Earlier 'causeys' had always linked the St Ives district (a major drovers' area) with markets south, notably that at Smithfield in London.

A Petition 'to repair and amend' the route out of fen-land Huntingdonshire had been put before Parliament in 1754 by an influential group of landed gentry. This became law on 15 May 1755 and was effective in the first instance for 21 years, renewable in 1776. The bulk of the author's investigation is confined to the years 1818-1833, a period overlapping with railway expansion, which is also given brief coverage. It is upon the 1819 continuance Act that Bridget Flanagan concentrates her attention.

Necessarily the author first outlines the course of a road of length 29 miles 3 furlongs and 18 poles commencing at 'Berry' and concluding at the hamlet of Stratton junction with the Great North Road. Or, as one of her quotes puts it, '... a comparatively insignificant by-road from an obscure village in Huntingdonshire to a place equally obscure in Bedfordshire'. After her concise treatment of the confused and often tendentious proceedings between the various interested factions this highway assumes a much lesser insignificance, for as she records: 'The Bury to Stratton Trust... had built a unique bridge; in 1822 the New Bridges were the longest road causeway with the greatest number of continuous brick arches'.

The subject is diligently researched, eloquently compiled with apt quotes, competent sketch maps and appropriate photographs. Overall, this produces an

imaginative survey of a rural Turnpike Trust. Personalities in the saga are highlighted, particularly the 'awkward squad'; their commercial and political leanings are documented. Of the 178 trustees listed in the 1819 Act (a reduction of 101 gentlemen since the 1755 Act) very few take active part in procedures required to rebuild a not inexpensive causeway.

Accounting, where used, is confined to a minimum and deals largely with constructional materials - such as the estimated 1.3 million bricks. That the 55-arch structure was completed in just over 23 weeks is reminiscent of a pace that previously could be accredited only to the Romans. The Writ of Mandamus, quoted in full on page 70, is a gem of archaic legal jargon.

A substantial part of the text deals with the litigious issues of tolls and tollgates, ever seen as yet an additional tax upon the freedom of the individual. The Fifth Duke of Manchester, for years an absentee landlord (as Governor of Jamaica), does not come out of this saga with any credit. Later, the Ninth Duke was declared insolvent in 1918 and by 1950 the family had sold their ducal home at Kimbolton Castle, to be transformed into the present Independent School.

Source material is not merely confined to the end; it forms a well-appraised if minor chapter of its own. The 43 centimetre cover photograph would make a fine rustic landscape picture of which (I venture to add) Constable himself might have approved.

This is a fascinating, if parochial, tale of a Turnpike Trust which perhaps gives an insight into the fractious business transactions conducted by other Trusts across the nation. As an important local research project this book is long overdue. Bridget Flanagan has set the historical record straight; get one while stocks last.

[See also Laurence Dopson's review of this book in *The Milestone Society Newsletter*, no 10, January 2006 28-9]

What's in Print

edited by David Viner

This section is intended to provide 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.

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

Material is listed alphabetically by author. Publication reviews in the Milestone Society Newsletter (nos 7 to 11) are referenced here. The section editor would be pleased to have further references, suggestions or copies for inclusion and can be contacted at 8 Tower Street, Cirencester, Glos GL7 1EF, and e-mail dviner@waitrose.com

Anon 2003. *Milestones : a survey of four routes north and west from Gloucester*, Hartpur Historic Land & Buildings Trust, 29pp, illus. ISBN 0-9538968-3-8. (see review in Newsletter 7, July 2004, pp.29).

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- References to other newspaper and magazine articles are included in the Notes & Queries and Cuttings sections of the Society's *Newsletter*. The Society is grateful to Grainne Farrington for her Index to Newsletters Nos. 1 (July 2001) to 10 (Jan. 2006) inclusive.

July 2006

MILESTONES & WAYMARKERS

This is the Journal of the Milestone Society; it is a refereed publication, and contributions are welcomed from all prospective authors. Views expressed in the Journal are not necessarily those of the Milestone Society or its officers and should not be regarded as such.

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Material should be submitted in the first instance to the Hon. Secretary:
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NOTES FOR AUTHORS

Articles should form a permanent record of the work of the Society, its members and other supporters and specialists, working within the Aims and Objectives of the Society, viz. *to identify, record, research, conserve and interpret milestones and other waymarkers of the British Isles.*

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 (T). 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 123 456, 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.

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Please add a note of which software is used (e.g. RTF, Word 97 - and please do use the conventional suffix for the programme (.rtf .doc. etc) and which hardware (e.g. Mac, PC). 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. In general the use of footnotes is probably best avoided. 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.

NOTES, REFERENCES AND BIBLIOGRAPHIES

The author may use end notes corresponding to reference numbers in the text, or provide a bibliography together with abbreviated end notes. For a bibliography, books and articles should be arranged in alphabetical order according to the authors' surnames. References should be numbered consecutively in the text, either in brackets or as a superscript, and be listed at the end of the article.

References to printed books should state: name or author, date of publication, title of book (in italics), place of publication, edition (if not the first), and page number referred to (it is also helpful to have an ISBN reference number), for example:

1. Dodds, A E & Dodds, E M, 1980. *Peakland Roads and Trackways* (Ashbourne: Moorland, 2nd edn, 1980) 143
2. Rackham, O, 1995. *The History of the Countryside* (London: Weidenfeld & Nicholson) 73

References to articles in journals and periodicals should state: name of author, title of article (in quotation marks), title of journal (italics), volume or part number, date of publication, page number of article or actual page referred to, for example:

3. Viner, D J, 'The Industrial Archaeology of Hampshire Roads: A Survey', *Hampshire Field Club and Archaeological Society Proceedings* 26 (1969) 155-172

References to manuscripts should state: location (with abbreviation after first mention), archive and document details, identification letter or number, page or dating references, volume or folio, for example:

4. Public Record Office (PRO), Papers of Miles Nightingale, C.109/1.17
5. Norfolk Record Office (NRO), Hastings papers, DE/500/108, 1863
6. PRO PC 2/77, fol 25,31

Repeat citations from the same document or publication should be given a new reference number in sequence, referring back to the first citation of the work, giving the author's name or short document title and stating the new page number, for example:

7. Rackham, O, 1995 ref 2,92
8. Papers of Miles Nightingale, ref 4,19

The expression 'ibid' may be used where a reference is identical with the immediately preceding one in all respects except the page number, for example:

9. Ibid 22