

# The Milestone Society

Newsletter 30  
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### MILESTONE SOCIETY COMMITTEE 2015/2016

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### Specific Roles and Responsibilities

Local Representatives	See page 6 of <i>Newsletter 28</i>
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Editor, <i>Newsletter</i>	Mike Hallett
Editors, <i>Milestones &amp; Waymarkers</i>	John V Nicholls, David Viner
Editorial Panel (in addition to above)	Carol Haines, Keith Lawrence
Heritage & Conservation Agencies	
Liaison	Jeremy Milln
Milestone & road history & heritage	Mervyn Benford, Carol & Alan Haines
	David Viner
Highways Liaison Manager	Alan Reade
Theft & Recovery Liaison	Robert Caldicott
Insurance	Mike Buxton
Canals and Waterways Liaison	David Blackburn
Database co-ordinator (canals)	Mike Hallett

Norfolk is a county with strong Milestone Society activity, home to Carol Haines, author of *Marking the Miles*, and to Nigel Ford who has carried out much recent restoration work. The cover photo shows a well-kept Norfolk milestone on the B1108 Watton to Norwich road.

## **THE CHALLENGE THAT FACES US**

In recent *Newsletters* you will have found the Letter from the Chair on this page. But on this occasion the position of the Society's Chairman is vacant.

The Society has many strengths. The meetings programme has expanded around the country and meetings remain popular. In this issue you will find many pages of County News demonstrating how active the Society is in many areas of the country. The Society's Facebook Group continues to grow (now 118 members), complementing a mature and respected database, now accessible through the Heritage Gateway. The Society is being consulted by Historic England on listing of milestones and, although patchy, some good relationships with highway authorities have formed.

Four years ago in 2012 second class postage rate increased sharply from 36p to 50p, triggering an increase in the Society's subscription rates which hadn't changed since 2001. At the time we thought that a consequential fall in membership numbers would be a challenge for the Society. In fact, membership of the Society (now £12.50 single) remains good value (compared to £15 for the Charles Close Society, £15 for the Inn Sign Society, £25 for the Letter Box Study Group and £33 for the Association of Industrial Archaeology). Membership has fallen slightly but the fall in numbers wasn't the challenge we had expected.

Today we find that we face a different challenge. The position of Chairman remains vacant and there are vacancies for committee members and trustees. The provisions of the Society's revised constitution (if ratified by the Charity Commission) are important as these will allow vacant positions to be filled outside the AGM. But without people to fill those vacant positions, the new provisions of the constitution don't in themselves provide the solution. In order to consolidate the good progress the Society has made since 2001 and move forward the Society needs strong leadership in depth. Can you help - as a committee member, as a trustee or even as Chairman? Do you know anyone who might help? I'm sure that many members will be hesitant about volunteering if they don't know what is involved. If you are uncertain but think that you might be interested, please do contact me (or any committee member) to discuss it further. You'll find my contact details on p.39.

*Mike Hallett*  
*Newsletter Editor & Vice-Chairman*

## **THE CONSTITUTION**

Thank you to those members who attended the AGM at Handforth in October and approved the revisions to the Society's constitution. The revised constitution is now with the Charity Commission for ratification.

*Mike Hallett*

### COUNTY REPRESENTATIVES

The names of County Representatives are shown against the relevant counties in this section. For counties not shown here or to obtain contact details for your County Representative, please contact Brian Barrow, John Haynes or myself.

*Mike Hallett*

### ENGLAND

#### **Cornwall** (*Ian Thompson*)

A mere handful of Society members in Cornwall has had a real and significant influence on the survival and celebration of our historic roadside milestones and waymarkers but very many people and organisations are involved with us in our work. Looking back over the last year shows this outside involvement more than ever before.

#### The Lizard



*Two new arms fitted successfully*

Cornwall Council's Historic Environment Service and the Helston Old Cornwall Society had funded a project to restore a cast iron fingerpost (at SW 692 229) made by the Toy Foundry of Helston. Unfortunately the aluminium replica arms, made by a small foundry in Camborne, were too long. One was not fitted and the other was broken off by a passing vehicle within a few months.

St Mawgan in Meneage Parish Council took up the case and found funding for two new cast iron arms of the right length. These were made and painted by the excellent Irons Brothers foundry at Wadebridge. Unfortunately the holes in the new arms did not quite line up with the holes in the disc on the fingerpost, so Cormac could not fit them.

Ian Thompson visited the fingerpost with a Cormac engineer and the new arms. He took some careful measurements and returned to his shed to fettle the arms. They were very tough, being made from recycled cast iron brake discs.

When Pete Goodchild and Ian were next on the Lizard to paint some milestones, they took the modified arms and four nice stainless steel bolts supplied by Cormac to fit the arms to the fingerpost. More fettling was required on site and it was during this that one of the nice stainless steel bolts fell down the inside of the fingerpost column. This was unfortunate!

A motorist stopped to see what Ian and Pete were doing. He said he lived just



down the road and had some spare bolts which might help. It transpired that he was a contractor at the nearby naval airbase, and his workshop contained racks of brand new bolts of every description. He gave the lads a couple of the right size and they returned to complete the job.

So while the Milestone Society was involved throughout this story, it was the other organisations, groups and individuals that made the project work, despite the setbacks.

### Launcells

Ian had written a piece for Cornwall Council's email newsletter to the over two hundred Parish Councils in the county. In the article Ian had asked for help from the parishes in maintaining milestones and fingerposts. He had a number of positive responses.

Dave Richardson from Launcells in North Cornwall wanted to help. Ian pointed out that a rare slate milestone had disappeared from the end of Dave's drive. Dave wrote an article for *Launcells Parish News* and for the North Cornwall weekly newspaper asking if anyone had seen the missing milestone. Eventually Ian and Dave agreed that a replica would have to be made. It should be in local Delabole slate like the original. The Delabole quarry wanted an extravagant price to supply a replica, but a stonemason in Launceston was found who had a suitable piece of recycled Delabole slate at a sensible price. Fund raising brought in Launcells Parish Council and the Launcells History Group who offered money themselves and drew up a successful application to a local charity which more than covered the cost. The locals – the parish council and the history group - took over the project, liaising with the stonemason in Launceston and with Cormac who agreed to erect the replica in due course. Nothing is finished yet and the Milestone Society is keeping an eye on progress, but this sort of local enthusiasm is surely the way to preserve our wayside heritage for the future.

### Enys and Feock

Philip Pearce visited Enys Gardens, north of Penryn, (SW 791 364) where he saw a fingerpost in the tea garden. Wendy Fowler told him the story of how it was removed from the main road in the 1970s by Miss Enys who wanted to discourage visitors to Enys House! Wendy was keen to see the fingerpost restored and put back by the turn on the A39 as the gardens were now a popular tourist attraction. The Society was able to give advice on restoration and to liaise with the highway authorities about options for re-erection beside the highway.

Philip continues to work with Feock Parish Council on the restoration of the parish's fingerposts. This includes one hit by a lorry where a successful claim has been made against the vehicle owner's insurance company for repair and reinstatement. It is hoped the restoration will take place shortly.

### Ludgvan and Marazion

Ian repainted the milestone in Long Rock, Ludgvan Parish in May (SW 501 314). The A30 by-passed Long Rock in the 1980s, separating this milestone from the others on the road from Hayle to Penzance. He had spoken to Ludgvan Parish Council in December last year and they had agreed to keep all their milestones clean and clear of weeds.

Marazion Parish has two milestones on the A394 Penzance to Helston road. Ian was pleased to find one of these had been repainted recently and wrote to the Parish Council to thank them. He found the other milestone completely overgrown and had to cut it clear of brambles and ivy before he could repaint it. This was also reported to the Parish Council.

### Scorrier Station Milestones

On the B3298 three milestones mark the miles to a railway station that no longer exists. In September, Ian repainted all three milestones. Two are in St Day Parish and one in Carharrack Parish. Ian contacted the two Parish Councils on completing his work to ask them to take responsibility for keeping the milestones clean and clear of undergrowth. After consideration, both Councils agreed.

Some of the old railway and tramway routes which served the mining heartland of Cornwall have been linked together and waymarked with modern granite milestones to form a recreational cycle route from the north to the south coast of Cornwall. Scorrier Station stood where this route crosses the spine of the county.

### Cornwall Community Awards 2015

The Milestone Society in Cornwall was asked to put its name forward for a 'Cornwall Community Award', a new scheme to celebrate and encourage the many voluntary groups working to improve the Cornish environment and community. The application process involved writing a bit about what we were doing in Cornwall and an assessment interview. Ian Thompson represented the Society and spent an enjoyable half day with his assessor, Peter Tatlow, a senior engineer with Cormac, the main sponsor of the award scheme. After a chat in Peter's office in Scorrier, they drove along the road to Perranporth, stopping to look at each of the four milestones which had received new cast iron plates earlier in the year (See *Milestones & Waymarkers* Vol 8 p 9), then to look at a group of milestones awaiting refurbishment.

The awards ceremony was held at the Eden Centre in September 2015, where a function room was filled with all manner of groups from around Cornwall. Everyone got a mention and a certificate. It was a celebration, not a competition. The Milestone Society received an award in two categories – 'Helping Heritage' and 'Unsung Heroes' – which was very nice.

### St Dominick

The Callington to Saltash road, A388, was realigned a few years ago. A fork in the old road has what appears to be a guidestone at its apex (SX 384 675) with writing incised vertically on two of its three sides. This is in fact a parish boundary stone. In September Pete and Ian noticed that it was leaning over at a dangerous angle. They found that if you strap a garden fence post, which you happen to have in the back of your car, to a parish boundary stone after loosening the soil around its base you can heave it upright and pack it in position with a few stray rocks and a little postcrete.

Ian reported their repair work to St Dominick Parish Council and took the opportunity to ask about the proper guidestone at the crossroads nearby (SX 395 672). This was incised on two faces with the writing barely legible in an arc on each face. There was no trace of paint. Ian asked if the Council would be happy for the Society to paint the guidestone white with black lettering so that it could be read and appreciated by visitors and local people. The Parish Council discussed this idea and asked 'that the Milestone Society should carry out the necessary refurbishment'.

This was late in 2015. Since April Ian and Pete had cleared, cleaned and repainted 53 milestones. The St Dominick guidestone would be put on the list for the 2016 painting season.

### Saltash replica milestone

Peter Clements became involved with the Milestone Society when he found that one of the milestones within his parish of Saltash had been smashed in a road traffic incident. He found that the Society was already on the case and knew a lot about his other local milestones. The Society had contacted the highway authority to have the broken pieces collected from the roadside and taken for repair.

Peter joined the Society and worked with Ian Thompson to find a long lost milestone on the A38 near Saltash, buried in undergrowth and dirt. He went on to discover a fascinating marker post erected by the Saltash Trust near a bridge on the old line of the A38 and added this to the Society's database.

Sadly the pieces of the broken milestone were not recovered quickly enough. Vital fragments were lost and the milestone was beyond repair. Peter led the fight for a replica milestone to be made, making detailed notes and photographs of the neighbouring milestone for the stonemason's reference.



The replica is now in place (photo on p7), completing the run of Saltash milestones, and Peter has decided not to renew his membership to the Society to concentrate his efforts on supporting and developing the Saltash parish footpath network, but we know that he is still there for us, keeping an eye on the milestones.

### Crowan

Crowan Parish Council invited the Milestone Society to a meeting in Praze an Beeble toilets!

This was not as bizarre as it sounds. Like many parish councils, Crowan had been told to take over the public toilets in their parish from the county authority. With imagination, the parish council remodelled the toilet block on the green at the heart of Praze an Beeble so that it had three individually accessed cubicles and a new fully fitted committee room.

The Society had been invited to the meeting to help with the parish's plans to smarten up their fingerposts. Using the Society's database, Ian was able to show that there were nine pre-Warboys fingerposts in or on the borders of the parish. Some of these had been refurbished recently through the efforts of Peter Tatlow of Cormac and Councillor Bert Biscoe of Cornwall Council. Some others would require replacement arms, while others would simply need a fresh coat of paint.

### Perranarworthal

Philip Pearce has been working with Perranarworthal Parish Council to improve their collection of fingerposts. Chris Hatch had led the project for the parish council. Phase one had seen the repainting of most of the fingerposts. Phase two required research and design for new arms for one fingerpost. The final phase sought to make a new arm and a new finial for the only disc mounted fingerpost in the parish. This was an early Visick design with a rare onion shaped finial. Irons Brothers foundry had amassed a good collection of patterns for Cornish fingerposts over recent years, but they had no pattern for an onion finial.

The results of the Federation of Old Cornwall Societies Fingerpost Survey of 2011 had been transferred to the Milestone Society database. Study of the database showed that there was one other Visick disc fingerpost not far away and this had an intact onion finial. Ian Thompson offered to visit this fingerpost (SW7035B at Penmarth, Wendron) to take photographs and measurements with callipers and a rule of the finial and to pass these on to Chris Hatch and to the foundry.

Historically, this is the earliest and rarest of all the fingerposts in Perranarworthal, so it is hoped that the parish council will agree to fund the additional cost of pattern making to complete the splendid work on their



fingerposts.

### Bodmin

The Milestone Society is not yet recognised as a statutory body to be consulted when roadside heritage assets are under threat, so it was especially good that the Society in Cornwall was consulted on plans to move a grade II listed guidestone as part of the redesign of a road junction on the outskirts of Bodmin. The plan was to replace a triangular traffic island with a new roundabout where the turnpike road to Launceston (A30) forks from the turnpike road to Liskeard (A38) (SX 076 667). The triangular, capped, granite guidestone stands on the island and it was proposed to move it to the south verge of the road to Liskeard. On behalf of the Society, Ian Thompson pointed out that this would make the guidestone redundant and irrelevant. He suggested that it should be placed to the east of the new roundabout so that it still stood at the fork of the two roads, and would point the way correctly to 'LANSON', to 'LISKEARD' and TO (Bodmin Parkway) STATION. He studied the plans attached to the planning application and saw that there was a suitable location on a wide verge planted with trees where the guidestone would be visible, safe from potential damage and would not be a traffic hazard. The planners have agreed to this revised location.



*Capped guidestone awaiting a new roundabout and resiting*

### L4 - a lost milestone found

Painting milestones on the B3254 north of Launceston in July, Ian could not find the four mile stone. It used to stand on the verge next to a telephone box and a post box, opposite the Countryman Inn, immediately north of Langdon Cross, but there was no sign of it. As Ian was searching around, a lady drove out from beside the cottage opposite. He walked over to speak to her and explain what he was doing, and she told him the milestone was still there, but had been flattened. She said that over the last few years the mowing machine would bash the milestone down each time it cut the verge. Someone would stand the milestone up, only for the mowing machine to come along again and bash it flat.

Ian was concerned because this was an original Launceston turnpike trust milestone, dating from the 1760s. It was grade II listed and was nowhere to be seen. In July the ground was rock hard, but Ian promised to return later in the year when the ground was softer to see if it was indeed lying buried where the mower had last bashed it down. Meanwhile he contacted the highway authority

who asked the road gang who said they hadn't seen it. It had definitely not been recovered to a depot and they regarded it as gone. The lady in the cottage was adamant that it was still there.

In December, in the rain, Ian and Pete returned. They had a GPS fix on the milestone and a copy of the 1907 map, overlaid on a modern map, showing that the milestone had originally been on the opposite side of the road, like all the others on this road. Prodding about in the soft soil, they quickly found the milestone, lying on its side, but with the top corner showing signs of the repeated bashes from the mower. When Ian had first seen this milestone in 2003 it was perfect.

In the discussion that followed, with the lady from the cottage, it was decided that the milestone would have to go somewhere safer, and that there was a raised section of grass on the opposite side of the road between the cottage and the Countryman Inn where the milestone could be re-sited. This would be very close to its location on the 1907 map and would match the other milestones on this side of the road to the north and south.

Subsequently Ian has approached the landlord of the Countryman Inn and the senior officer for the highway contractors – Cormac, both of whom were happy with the idea. The next hurdle is to discuss this with Cornwall Council's Conservation Officers and the Historic Environment Service, because the milestone is grade II listed and consent is needed to move it.

More on this at a future date.

### A30 – a fingerpost to be resurrected

If there is a big road scheme near you, it is important to check that no milestones will be adversely affected by it. In Cornwall, after years of lobbying, the last single carriageway stretch of the A30 trunk road across Bodmin Moor was to be made a dual carriageway, relieving the bottleneck of traffic jams that used to build up here every summer holiday. At the eastern end of the new section, at the Temple crossroads, there stood a granite pillar with 1893 carved vertically up one face in very large numbers. Research in the Courtney Library in Truro found an old photograph from the 1970s which showed that the granite pillar was once topped with an iron framework and wooden arms – It was an example of a 'granite fingerpost', a number of which survive around Bodmin Moor. Ian Thompson approached the design team of the new road scheme and suggested that they should restore the granite pillar to its former state, using the old photograph as a guide. He followed this through when Historic England was asked to comment on the scheme, and later when the contractors were chosen to carry out the work. This winter he visited the construction site to see where the granite pillar was being stored and to meet the team involved in building a new overbridge at the Temple crossroads. Ian put the idea to the Public Relations Officer that the restored granite fingerpost would make a fitting marker to record

the completion of the new road and could be a centrepiece for the opening ceremony. The 'Temple to Higher Carblake Road Improvement' has another year and a half to run, but it would be nice if a restored granite fingerpost was a landmark at the start of the new section, perhaps with a commemorative plaque to record the work done and the date?

### A388 - A task completed

The Saltash replica milestone (see p7) inspired Pete Goodchild to find a local sponsor to fund a replacement milestone near his home in Callington. The Saltash Turnpike Trust and the Callington Turnpike Trust meet halfway along the A388. Each trust has its own very distinctive design of milestones. Using the surviving Callington Turnpike Trust 2½ mile stone as a pattern, Pete arranged for De Lank Quarry to make a replica of the lost 1½ mile stone in local granite. These things always take longer than you expect but in December 2015 the new milestone was finally erected beside the highway, completing the run of milestones between the two towns.

### **Devon** *(Tim Jenkinson)*

A milestone (DV\_EXTN12) at the side of the north bound carriageway of the A380 at Eagle Farm in Kingsteignton near to Newton Abbot was found to be broken in June 2015, the victim of vehicular impact. The stone marking 12 miles to Exeter at SX 870759 is one of a handful surviving along the route between the city and Torquay in South Devon. The damage was duly reported to Devon County Council (DCC) with a positive response but at the time of writing (mid November 2015) it remains piled in three pieces.

A previously unrecorded parish boundary stone at the side of a rural road on East Dartmoor has been located from its inclusion on Ordnance Survey Outdoor Leisure Map 28 (1: 25000). Situated between Chagford and Whiddon Down the marker is in a bank on the west side of the road at SX 695890 and is inscribed with a large 'T' for Throwleigh and 'C' for Chagford.

A milestone in North Devon (DV\_BSIFw04) on the A361 at the 4 mile point from Barnstaple heading into Braunton has inadvertently got caught up in the beginnings of a new housing development and pavement widening scheme between Chivenor Cross and Wrafton. Standing on the north side of the road at SS 499352 and inscribed with 4/BARUM/, it seems that so far developers have



*Throwleigh/Chagford BS*

respected the need to preserve the milestone *in situ*. The marker is one of only two known survivors on this stretch of road between the two towns and dates to c1879. The recent increase in site traffic is a concern and will need careful monitoring in the ensuing months.

The A377 between Exeter and Barnstaple was completed in the 1830s and milestones were set up soon thereafter. The responsibility for maintaining the road passed from city to town near to the village of Eggesford and in total the road covered a distance of around 39 miles. Since the opening of the North Devon Link Road in 1988, stretching from junction 27 of the M5 via Tiverton to Barnstaple, traffic on the old road has considerably reduced but this has not made the surveying of stones any easier. The road is often narrow, dark and undulating as it follows a section of the River Taw through the picturesque countryside of North Devon.

Several of the Exeter stones have disappeared over the years with just the 2, 7, 12, 13, 14 (not seen recently), 15, 16, 17, 19 and 20 miles from the city remaining, all on the right hand side of the road heading north. Beyond Eggesford the Barnstaple stones are all inscribed with the mediæval Latin name of BARUM and this batch was set up c1879 upon the closure of the Trust. Survivors are now positioned on the left side heading towards the town at the 17, 16, 15 (reported missing by Alan Rosevear and not seen on a recent visit), 14, 11, 10, 9, 7, 5, 4, 2, 1 mile points from the town. This means that 22 markers have been located to date over several years leaving possibly 17 missing or broken or lost to an overgrowth of vegetation. The A377 is a notoriously difficult road to assess as the surviving stones are often tight at the road edge and covered in mud or vegetation but there is real concern at the recent loss of the 15 BARUM stone at SS 660 175 near Kings Nympton Station and the apparent disappearance of the Exeter 14 stone in Morchard Bishop at SS 753 046. The problem of how best to monitor the condition of the collection of stones along this tricky route remains an ongoing challenge.

### **Hampshire**

The milestone on the A31 at Nouale Lane, Ringwood (HA\_RORI16), which was damaged a few years ago in a road traffic collision, has now been repaired and replaced on the verge of the northbound on-slip road. This is a historically more accurate location as well as the stone being safer from future collisions.

*Mike Hallett*

### **Hertfordshire**

The Museum of St Albans had been in the same purpose-built building in Hatfield Road for over a century until its long service to the city and district came to an end in mid September 2015. A new museum is planned around the corner in the former Town Hall in St Peters Street.

Visiting just before closure, David Viner spotted another piece of St Albans

history close by in Hatfield Road, albeit not part of the museum's collection. This surviving milepost from the Reading and Hatfield Turnpike Trust still catches the eye of passers-by outside the Peacock Inn, not least for the destinations shown. Whereas most turnpike routes in this area were making to and from London in a radial pattern, this one was different and cross-county, offering a glimpse from the 18th century of the same function as the nearby M25 today!

This Trust dates from 1768 and controlled over 51 miles of road through four counties. Its mileposts were made in Wilders' foundry in Reading. This post shows the principal destinations, but one side is blank because here at the city limit the route entered St Albans with its local jurisdiction over the next part of the route. For its local story in and around St Albans, see [www.stalbansowneastend.co.uk](http://www.stalbansowneastend.co.uk), a mine of information.



*David Viner*

### **Kent** (*Colin Woodward*)

The milestone at Bluebell Hill, Aylesford (KE\_MDRCQ4) has been undergoing restoration by a contractor. However, completion has been delayed owing to an injury to the stonemason.

### **Lancashire** (*John Armstrong*)

John writes that he was pleased to receive a photograph of the restored milestone LA\_CYBB02 (SD 59389 20230) on the B6229 Chorley to Blackburn Road from the Whittle-le-Woods parish clerk. The milestone's metal plate had gone missing over a year ago and initially John thought that it had been stolen. Then he realised that it would have been the work of the local parish council as one of the councillors had recently restored a nearby boundary marker on the same road.

The parish council had arranged for the stone to be lifted and the local parish councillor had carefully renovated the metal plate and repainted the complete milestone. It is really encouraging that another parish council is looking after its historic milestones and boundary markers.

Driving past John's local milestone LA\_BYBB02 (SD 78439 13790) in Brandlesholme Road, Greenmount one day last summer, he noticed that it had been moved - brought forward from under the hedge and re-erected upright. The work must have been done by a local resident as he had etched his name behind



the stone in the new concrete base. I am still trying to trace the resident as he could be interested in becoming a member of the Society.



LA\_BOSH10pb

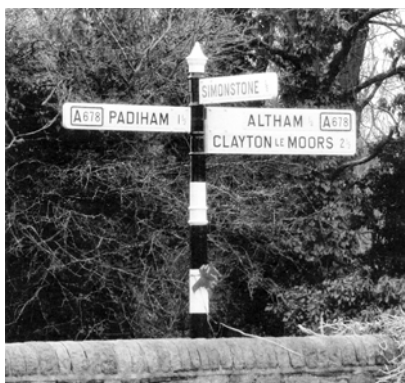
The two lady members of the East Lowton Neighbourhood forum are continuing their repainting work of local milestones and boundary markers, the latest one being the boundary marker LA\_BOSH10pb (SJ 63855 97915) on St Helens Road. This is an excellent job and thanks go also to Bishop Michael for the advice and guidance given to the ladies.

Bishop Michael's recent activities have been largely limited to clearing vegetation away from milestones and boundary markers but he is already planning his repainting schedule for the 2016.

Alert Bolton members Phil and Juliette Platt and Richard Lawson spotted the article in the *Bolton News* last November about the saving of boundary marker LA\_HEARUM01pb (SD 68628 08894) on the railway footbridge at the bottom of Ladybridge Lane. The bridge had

to be replaced as part of the electrification of the Bolton to Preston railway line and the boundary marker was in danger of being destroyed. However, a local councillor noticed the marker and arranged with the contractors to re-site it on the southern approach to the new bridge. It is interesting to note that a time capsule was found underneath the stone that has been initially returned to the address given inside.

Duncan Armstrong continues to be busy with fingerpost restorations, conversions and new fingerposts. The latest completed projects are 3 orders by Lancashire County Council for Warboys fingerpost conversions in the Ribble Valley: LA\_SD7733 (SD 7755 3325), at the junction of Simonstone Lane with the A786 Blackburn Road; LA\_SD7435C (SD 7495 3564), at the junction of the Old Roman Road with Sabden Road; and LA\_SD7435B (SD 7466 3567), at the junction of Portfield Road with Clerk Hill Road.



LA\_SD7733

Duncan informs me that the day after he completed the Simonstone Lane fingerpost, someone climbed up the post for Christmas. Perhaps this is a traditional Lancashire festive custom!

### Lincolnshire

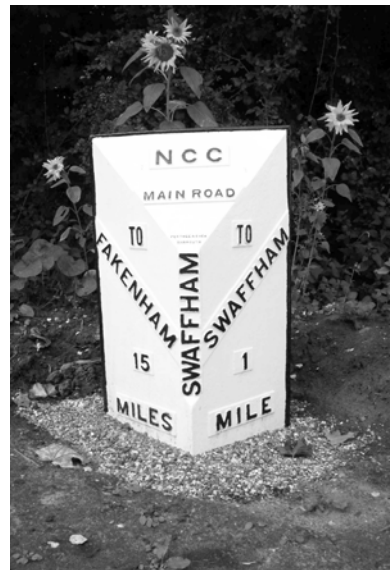
On a visit to Lincolnshire last November, *Iain Davison* reports finding a superb replacement milepost in Silk Willoughby at TF 056 428. A plaque associated with the milepost records its history: 'THIS MILEPOST WAS COMMISSIONED FOR THE OCCASION OF THE DIAMOND JUBILEE YEAR OF HER MAJESTY QUEEN ELIZABETH II 2012. IT IS A REPLICA OF THE ORIGINAL MILEPOST THAT WAS REMOVED DURING THE SECOND WORLD WAR AND HAS BEEN PAID FOR BY DONATIONS FROM PARISHIONERS AND FRIENDS OF SILK WILLOUGHBY.'



### Norfolk (*Carol Haines*)

There has been considerable activity in the county this year with more members getting involved. Miranda and Martin Skillings have taken on the milestones on the 30 mile stretch of the A149 between King's Lynn and Wells-next-the-Sea. Their restoration efforts featured in an article in the *Eastern Daily Press* in October. They have also found two long-missing milestones on this road which had become buried, one of them having an unusual cancelled bench mark. They are now trying to trace one that disappeared about 12 years ago, and the top half of another which was broken off at ground level some time ago.

Tony Garrod and Roger Harvey have restored two of the cast iron posts on the A1065 between Fakenham and Swaffham. NO\_FS15 was unveiled by the Mayor of Swaffham, and 12 year old Rory Gagen who helped with the painting. Funding came from Waitrose whose store is adjacent. Local children also helped to paint NO\_FS13 at South Acre, and part of this funding came from NCC. Following a tip-off, Tony and Roger have also found a possible milestone, previously unknown. Old maps just mark 'Stone' at this site at East Walton and they have now unearthed a stone pillar, about 6ft long, lying in the verge and with the village name inscribed on it. Any other legend



NO\_FS15

(reputed to be London 100) must be face down. The stone was knocked over about 20 years ago.

In October four children from a school in Thetford, accompanied by two teachers and the Chair of Thetford History Society, went to Nigel Ford's workshop to paint the Norwich 28/London 80 stone (NO\_NT28). This was dug up in a garden in 1995, was lost again for several years, before turning up in a cemetery. It was in two pieces and Nigel has rejoined them and added a concrete plinth for below-ground support. The stone will be put back beside the road in the near future.

With NCC finances being drastically cut, we are being encouraged to apply for Heritage Lottery funding for further restorations and we are now drawing up proposals. We have also had a useful meeting with Norfolk Highways to refresh the Memorandum of Understanding drawn up in 2012 and to discuss further issues.

Miranda and Martin have now found two long-missing milestones on the A149 – Lynn 19 and Lynn 28. Their son, Ben, our newest member, has unearthed two cast iron mileposts on a branch of the former Wells-Fakenham turnpike. There was an eye-witness report of one of them, Wells 7, Norwich 25, being buried in 1940 and now Wells 6, Norwich 26 has also been uncovered, presumably interred at the same date.

At the end of November a milestone in Watton featured in Radio Norfolk's Treasure Quest programme as the answer to one of the clues. A listener identified it as the Norwich 20½, Attleborough 9½ stone. Tony Garrod then phoned in to give exact details of where it was located and mentioned the Milestone Society, which the presenter had never heard of. The county rep was then interviewed in the follow-up programme. This resulted in an email to John Atkinson from a lady who thought she had a milestone in front of her house. Research showed it was almost certainly a boundary stone, but another useful record to follow up nevertheless.

### **Northamptonshire** *(Helen Crabtree)*

When Helen gave a talk to the Rushden Amenities Society a few months ago, she showed them the Rushden milepost and said she would love to see it repainted. She had a positive response from one of the members, Clive Wood, who is on Rushden Town Council and also a sign writer. Clive will finish the painting in the Spring.

At another talk Helen was told about a milestone in Main Road, Grendon. But



*Clive Wood painting the Rushden MP*

investigation showed that the stone was a Grade II listed mediæval cross although a faint inscription '63' can be seen - 63 miles to London.

**Northumberland** (*Iain Davison*)

Ponteland Town Council has been congratulated for financing and commissioning the refurbishment of a third milepost within the Council's area, NB\_NCBS08. The work involved raising the milepost to its original level and the location plate 'PONTELAND' cast and fixed. The work restoring the mileposts has been undertaken over a number of years by the firm Signpost Restoration of Lanercost near Brampton in Cumbria. There are still two milepost sites within the Council's area but the mileposts have been completely destroyed as a result of road traffic collisions. The latest report from the Council is that they may consider financing the cost of replacing one of the missing mileposts. The original posts were cast at Blaydon on Tyne by Smith



Patterson and Co. and incorporate a shield mounted on a circular pedestal. Numerous examples can still be found in Northumberland, notably on the old A69 from Newcastle towards Hexham and on the A697 Morpeth to Cornhill.

Within the past year, two mileposts have been found to have suffered damage. The distance plate to Morpeth on NB\_NCMP13 has been destroyed and lost through hedge cutting operations. NB\_NCMP05 on the A1056 south of Wideopen has suffered further damage through road improvement works and is now no longer visible. In reporting the apparent disappearance of this milepost to the Senior Planning Officer (Conservation) at North Tyneside Council, of which he was aware, attention was drawn to a milestone that the Council has recently had listed by Historic England and which is not on the Society's database. This milestone is located just within the grounds of Northumberland Park (NZ 3623 6895) but the placing of the park's boundary wall in front of the milestone in the late 1800s has caused the inscription '8', the distance from Newcastle, to be only partially visible. The milestone is associated with the Newcastle - Tynemouth Turnpike Road of 1749 (22 Geo II c9) and survives intact in its original position.

**Somerset** (*Janet Dowding*)

The Somerset Group met on Saturday 28 November. Apart from bringing to members' attention the devastation done to the Camberley (Surrey) milestone by

an angle grinder (see p20 and *Milestones & Waymarkers* Vol 8 p 18), it was all good news for Somerset. For several 'lost' articles have turned up.

The first is the Westcombe terminus stone - ST 6842 3908/SE -in Batcombe parish which had been thought lost but which member Peter Banks finally located on the triangular plot of buildings just north of the old Post Office and the junction of Westcombe Hill and Holly Hill. It is so eroded that only 'Westcomb' can be read from the original inscription of 'Here ends the Westcombe Road'.

The second article is the milestone ST 3176 1470/N in the parish of Broadway. It stands on the old part of the A 303 west of Horton village and had been notified as missing in 2005. But a member of the public located it and notified Janet and the Society. From the photograph sent to Janet by e mail, only one plate is showing - 'Ilminster 3' - so it is not known as yet if the other side still has its plate showing 'Honiton 13½'.



*Mileplate from A30 at West Crewkerne*

The other articles are four mileplates. These had been stored in Somerset Industrial Archaeology Society member Sandy Buchanan's garage in Ashcott, Somerset, for some years, having been acquired apparently by S.I.A.S. through John Bentley, joint author of *Somerset Roads - the legacy of the turnpikes* (he is now deceased). When Sandy decided to turn out his garage, he invited three of us

from the Somerset Group to go and photograph them for our records. We did so and mentioned that if a home was needed for them, the Somerset Group would be happy to look after them. But S.I.A.S. have decided to donate them to local museums and, although Janet wrote to them and suggested that at least one could be reinstated on its original surviving stone, they are not in favour of this.

The four mileplates are from:

ST 3934 2376/E Parish of Curry Rivel, B 3168, south of Curry Rivel, near Arundel's Farm.

ST 3913 2082/E, Parish of Hambridge & Westport, B 3168, south of the village of Hambridge.

ST 398 099, A 30, West Crewkerne C.P., 1 mile approx. east of Windwhistle Toll House (see photo).

ST 3776 2453/N, Curry Rivel C.P., 2 miles west of Curry Rivel, A 378,



and east of Burton Pynsent House and near junction with Moortown Lane (see photo).

No.3 above is destined for Crewkerne Museum but the other 3 have been accepted by Somerset Heritage Centre. It is not known what is to be done with them. There is the danger that they will be put into storage and never seen again!

It had been reported also that Bath & N.E. Somerset Council have a 'parish ranger' scheme whose duties include 'Repaint / repair fingerposts, repair milestones and verge trimming.'

The Group's next meeting will be in April / May and all are welcome.

#### **Staffordshire** (*Howard Price*)

Howard has circulated the October issue of *Staffordshire Miles*. In it we learn that David Wright has forged on with his painting programme this season and has been carrying out painting for Stoke on Trent City Council, Audley Parish Council and Keele Parish Council.

The Group is still awaiting a date for the installation of the restored milestone at the Swan With Two Necks public house, despite many reminders to the County Council. The grant monies have been paid and the Society is aware that it has made an undertaking with the County Council to install the milestone.



*Mileplate from A378 at Curry Rivel*



*Keele MP*

#### **Surrey** (*Janet Dowding*)

The Surrey Group met again on Saturday 31 October at Send Manor. Most of the afternoon was taken up by four short presentations but it was announced that Waverley Council has recommended that 'the Alfold milestone is restored' (on the B 2133, TQ 039 339). Members were asked to keep an eye on this so that, if it is restored in the near future, it can be rephotographed and the database updated. A photo of the Sandwich toll bridge Table of Tolls, sent in by a member, was also passed around.

Member Ron Westcott also produced photos of two more coal tax posts for our records - 1. No. 69 on Martin Nail's list, beside the Grand Union Canal, Slough arm, granite, TQ 048 807. 2. No. 170 - a stone one about 12' feet high beside the

Caterham branch railway south of Whyteleafe station. Coal tax posts are difficult to photograph when beside railway lines!

Colin Woodward also produced a photo of what could be the milestone in a front garden dated 1743 mentioned in the book *Just beyond London* by Gordon Maxwell. It is being used as a gate post in Cavendish Road, Clapham, but is very different from posts elsewhere in the street.

The first presentation, given by Ron Westcott, was of about 12 pictures of mostly foreign milestones, each with an accompanying explanation. It was very interesting but no further details are given here as it is hoped he may give this presentation to one or another of the regional meetings.

The second presentation was by Tim Dodds who told us the sad story of the Camberley milestone destroyed this year with an angle grinder (*Milestones & Waymarkers* Vol 8 p 18) and what it is hoped to do to restore its pieces and produce a facsimile to go back where the original once was (SU 8612 6031, 449/451 London Road, Camberley). He also produced photos of the six milestones on the A30 and details and photos of 3 other interesting stones on that road:

The Basing Stone - SU 89763 61926, A 30. It is said that 'The present stone is a replica of an ancient stone. The plaque says 'Site of Basing Stone and legend of the White Hart. The original stone was probably the base of a cross erected in 1218 by Robert de Basing. It is on the boundary of the ancient parishes of Windlesham and Frimley, and became a convenient point to mark the junction of 3 turnpike roads'.

The Darby Stone. It has been suggested that this marks the site of a gibbet but moved to this location in road widening, and that it is connected with a Parson Darby. It is close to Gibbet Lane (SU 88927 61484).



*The Tollgate Stone*

The Tollgate Stone (SU 89669 618860. It has been suggested that this is an original stone in its original location, its pair on the other side of the road having been lost many years ago in road widening. However old maps do not show a tollgate at this point (although it is a good place for one), the nearest known from old maps being at Bagshot, slightly further north.

Perhaps it was here once but was subsequently moved elsewhere.

The third presentation was by John Nicholls, showing us some more of his Essex fingerposts in the Braintree area, photos before and after, and some very old wooden footpath signs still surviving.

The fourth presentation was by Rodney Hills who showed us photos of the new milestone they found in the Carmarthen area and some video footage of a unique mono rail engine, and a small local train going through an Irish town but with no barriers, no signs, no gates etc at the level crossing!

Our next meeting will be in April/May and everyone is welcome to join us.

*Janet Dowding*

Developers have submitted a planning application to Wandsworth Council to move the 'Five-mile' stone at Putney (see *Milestones and Waymarkers* Vol 6 p35) to a new position next to a proposed pedestrian footpath in Lower Richmond Road. The Society has written to the Council expressing concern, giving advice about how the milestone should be treated and urging that any temporary off-site storage should be safe, secure and as brief as possible. It is hoped the milestone will be in its new position in late 2016.

Philip Evison is continuing his efforts to persuade Wandsworth Council and others to secure an appropriate site for the Roehampton Mounting Block milestone (see *Milestones and Waymarkers* Vol 7 p27 and Vol 8 p33).

*Colin Woodward*

### **Worcestershire** (*Alan Scaplehorn*)

In addition to the five replated milestones previously reported (NL29 p17), one further replating has since been carried out: viz, on WO\_BWAS04 at SO 80208 69152 on the Astley – Bewdley road B4194. Again, the plate was cast at the Blists Hill Foundry at Ironbridge. The Group is grateful to the Astley & Dunley Parish Council for meeting the cost of this work. The foundry also cast a replacement plate for WO\_CLWO07 at SO 73813 68418 on the Abberley – Clows Top road B4202. Due to a mistake on Terry Keegan's part the mileages on the previous plate (replated by Terry



*David Beacham (left) with Robin Whittaker,  
President of Worcs. Local History Forum*

in 2011) were those appropriate to the milestone one mile further north. That milestone, however, is missing and so a new location (possibly a nearby boundary wall) is being sought for the 'spare' plate. As before, the new plates were fixed by Group member, Mike Holford.

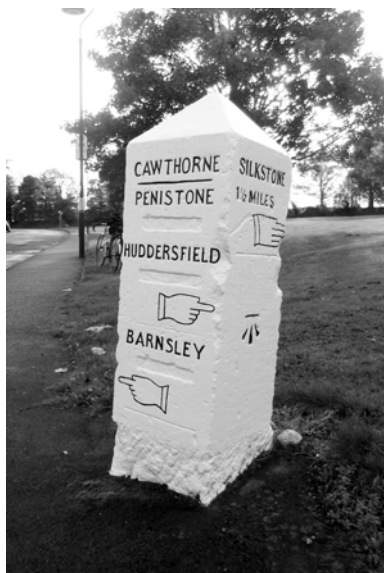
In November, David Beacham, former Chairman of the Worcestershire Group\*, was surprised to hear that the Worcestershire Local History Forum had awarded him the 'Individual Prize for Promoting the History of Worcestershire 2015'. David and his wife, Jenny (also a Society member) subsequently attended the Forum's AGM to receive the prize, which consisted of a certificate and cheque for £50 which David was pleased to donate to his Group's funds.

(\*David stood down as Chairman at the Group's July meeting and was succeeded by Alan Scaplehorn).

*David Beacham*

### **Yorkshire** (*Christine Minto*)

The five milestones within Cawthorne Parish west of Barnsley have now been painted. The guidestone on the village green [YS\_BNHF04A] still has its



YS\_BNHF04A

inscriptions. It was found in the ground a few years ago and set up again, though maybe not in its original position. It is not shown on the 1854 OS 6" map although nearby a Chain TP is marked. Cawthorne was on the route of the Barnsley and Shepley Lane Head Trust but, strangely, no milestones are marked. The other guidestone further west at the North Lane junction has been defaced (1940s?) so is probably where it was set up. A by-pass to the village was built in the 1930s so one of the WRCC posts set up in 1893/4 with the attachment made by Brayshaw & Booth is in the village centre.

Over a year ago a milestone was dug up during works crossing the B1253 Bridlington to Sledmere road. An archaeological team had surveyed the route for the pipeline so were contacted about its significance. The stone, complete with plate, was sent to a Morrison Utilities depot where, in October, Dave and Jeremy, from York cleaned it up and repainted the plate. It is to be reinstated by the roadside as near as possible to the site marked on an early 20C 1" map. It isn't on Christine's 1963 version. John Harland found four

stones on this non-turnpiked road during his 2001 survey. Only 'Bridlington 1 Sledmere 15' was marked in 1963 and Christine failed to find it in 2010 but it may have been hidden in the grass.

John Harland has also spotted a toll board on a cottage at Kexby Bridge, the terminus for the Beverley to Kexby Bridge turnpike. Christine didn't see it in 2014 when she photographed the stone on the bridge commemorating its building in 1778 (see *Milestones & Waymarkers* Vol 7 p19). However it is identical to, though a cast copy of, a painted board on page 4 in the Shire book *Road Signs* by Stuart Hands which is said to be from the Kingsteignton to Chudleigh road in Devon.



(Photo: John Harland)

A minor correction is necessary to the article about Scarcroft in *Milestones & Waymarkers* Vol 8. The stone YW\_LECM07 pictured on page 4 is not a turnpike milestone but one of the 615 erected by the West Riding County Council in 12 months between 1893/4 at a cost of £1 18s 0d each.

## WALES

### Pembrokeshire (Chris Woodard)

As reported in *Newsletter* 28 pp23-24, the milestone on the A40 beside Haverfordwest Golf Course, reinstated after a fatal accident with a plate with a wrong destination on it, was finally replaced in late September with a new plate showing the correct destination of Pembroke.

The error was brought to the notice of the authorities by the Milestone Society, and the South Wales Trunk Road Agency took charge of correcting the mistake. Sadly no publicity was given and the Society was not notified of when the new plate was being erected, even though a request was made to attend. The Milestone Society has been approached unofficially by the South Wales Trunk Road Agency at St Clears, Carmarthenshire to provide a list of all the milestones that have gone missing on all the trunk roads in South Wales, with the aim of getting a grant from the Welsh Assembly to restore and possibly erect new ones along the roads for which the Agency is responsible. Such a list has been provided. One now awaits to see if the application bears fruit. Would this be a first?

On Friday 22 April, a talk will be given to the Pembroke and Monkton History Society about the Turnpike Era, toll houses and stones of Pembrokeshire.

### Radnorshire

About 18 months ago, at the village of Llanbister on the A483 between Llandrindod Wells and Newtown, the milestone was taken away for repair and,



now after being repaired, attempts are being made to re-erect it.

### SCOTLAND

#### **Borders** (*Christine Minto*)

Iain Davison recently visited Minto near Hawick to watch a rugby match so took the opportunity to explore old routes on which milestones are shown on old 6" maps. On a by-passed section of the A698 at Newton, Jedbergh 6 was found [BD\_JBHW06A]. Then on a very minor route up the Teviot Valley 3 miles north of Hawick on the Borders Abbey Way near Midshiels a stone was found under the hedge. Christine has taken the liberty of calling this one BD\_HWMT03, having MT as the ID for Minto the next largest village.

For some time Dave Williams has been researching his family tree and discovered that an ancestor, George Brown, was a tollkeeper. During a visit in June to the Selkirk area he found the tollhouse where George was born in 1815 at Carterhaugh and one where he was the tollkeeper in the mid 1880s at Bowden.

#### **Dumfries and Galloway** (*Christine Minto*)



*Macphail Drover's Toll Tower House*

(*Alverie Weighill*)

The B729 road from the A76 north of Dumfries joins the A702 road from Thornhill westwards through Moniaive and was the subject of the article in the recent edition of *Milestones & Waymarkers*. The milestones are square blocks with a number inscribed on the slightly sloping top. Only 6 and 7 are missing although several are hard to find. There is a tollhouse in Throughgate (where else?) which is splendidly called Macphail Drover's Toll Tower House [DG.THROUGH].

Alverie Weighill sent the picture and also told of the tollhouse in Kirkconnel on the A76 north of Sanquhar which is on the market for £47000. One storey, two bedrooms, semi-detached and on the main street may explain the low price.

#### **Highlands** (*Christine Minto*)

There are two routes from the Corran/Ardgour ferry across Loch Linnhe south of Fort William to the ferry terminal at Lochaline on the Sound of Mull. The route via Kingairloch from Inversanda, now B8043, was probably the original route with six of the distinctive Morven mileposts remaining. Now, the main route is via the A861 to Loch Sunart then over the hills on the A884. Two posts remain on the stretch between the turn off and the B8043 showing a mileage  $\frac{1}{2}$  mile

more than the old route. Changes have been made to many main roads in the Highlands over recent years but often old sections remain. In August Robert Stebbings reported that he had found a post, Corran 25 Lochaline 7, on the old road in Gleann Geal. If none have disappeared since 2008 when David Viner visited the area then 18 of possibly 29 posts can still be found, some painted but others rather rusty.



*HI\_CFLAA25 in Glean Geal*

*(Robert Stebbings)*

### **Tollhouses**

The mail route from Carlisle to Glasgow was extremely tortuous in places especially around Beattock and Moffat. It was often quicker to send the mails via Edinburgh. Eventually in the 1820s Telford was employed to upgrade and change previously turnpiked sections. There were eight tollhouses in Scotland but only those at Gretna, somewhat altered, Dinwoodie and Hamilton Bridge remain. Dinwoodie, on the western side of the original Telford road, is still lived in, well cared for and kept to its original design but hidden behind high hedges. Hamilton was undergoing repairs when Alverie photographed it in 2012 and when she passed by this year the tiles had been replaced by slates which was the original roofing material but still work in progress.

### **NORTHERN IRELAND**

We now have a basic database for the six counties of Northern Ireland (or at least five out of six!). The system of main turnpikes was slightly different in Ireland to Britain, inasmuch as the major routes (what we would now know as trunk roads) were often constructed by the Irish Government, under a bill passed in 1763. By this method, Grand Juries were appointed for each county to decide which roads were worthy, leaving other routes to be turnpiked as in Britain. Add to this the fact that Irish miles were often still used well into the 19th century, coupled with some replacements using both Irish and Statute miles, and the whole makes for a fascinating, albeit frustrating study. The six counties which now make up Northern Ireland (a later political construct) are listed below.

#### **Co. Antrim**

Replacement mileposts date from the early 19th century, and most were originally in Irish miles. Attachments later converted Irish to Statute miles, but

those with missing attachments apparently give incorrect mileages! There is a good series along the A2 Coast Road, in itself a fascinating piece of 19th century engineering. Replacements along the Co. Antrim portion of the Belfast to Dublin Road appear to be in Statute miles, contrasting with the Irish miles on stones on this route in Co. Down. Altogether, we know of 43 markers in this county.

### **Co. Armagh**

So far, only 3 stones have been recorded, although another two have found their way into the Ulster Folk Museum in Co. Down.

### **Co. Derry / Londonderry**

The only county for which we have failed to find anything; information would be gratefully received.

### **Co. Down**

A good series along the coast road from Newry to Newcastle consists of square profile stone pillars simply inscribed with one number (Irish miles from Newry) on two faces. Other interesting stones exist on the Belfast to Dublin road, with plenty of odd stones along what are minor routes. Some stones are very similar in style to Telford stones on the British A5, and around Dublin. Did he obtain his inspiration from here? Some time is needed in Co. Down to follow these and see if others in the series still exist; any volunteers? So far, 44 markers in the database, including four in museums.

### **Co. Fermanagh**

Scant information has yielded only 2 stones for this most rural and lovely corner of the Emerald Isle.

### **Co. Tyrone**

Various routes, principally out of Omagh, the county town, have been surveyed, yielding 17 stones. However, information apart from these routes is still lacking.

Our Sources:

Official listings by Department of the Environment, Northern Ireland;

Photos taken by Terry Keegan, 2001, and Tony Boyce;

Pages found at [www.geograph.org.uk](http://www.geograph.org.uk);

Other unofficial publications:

OSGB surveyed the province in depth at the end of C19. No results are available (yet) online, though they are for the Republic.

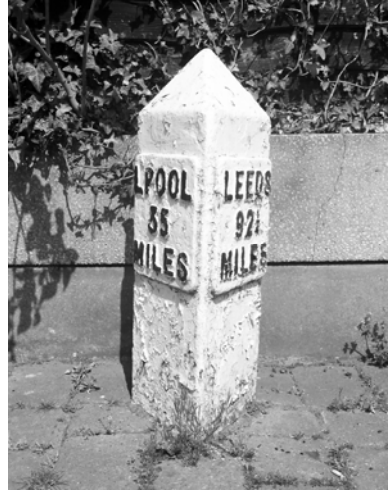
If anyone would like a copy of the database, please contact Mike ([saffrons@aol.com](mailto:saffrons@aol.com)).

*John Higgins, Mike Faherty*

## **LEEDS & LIVERPOOL CANAL: EVERYMILECOUNTS**

This year the Leeds & Liverpool Canal celebrates its bicentenary. The Act of Parliament permitting the construction of the canal was received in 1770 and the first stretch of canal linking Skipton to Bingley was opened in 1773. The canal was gradually extended over the next forty three years until the final section, the Wigan flight, was opened on the 22 October 1816 and Leeds and Liverpool were finally linked.

The canal was originally marked with stone mileposts, though these only extended from Leeds to Johnson's Hillock and from Aspull to Liverpool (the length in between actually being the Lancaster Canal). The existing cast iron mileposts date from *circa* 1894 and followed the passing of the Railway and Canal Rates, Tolls and Charges Order, 1893. At this time the whole canal was resurveyed and new mileposts, along with half and quarter mile markers, were installed.



Over the years the mileposts have become damaged and approximately a third of the original 127 are missing altogether. During the year of celebration therefore we aim to restore all of the mileposts, replacing those that are missing, repairing those that are damaged, or simply cleaning and repainting those that are intact. We hope to do as much of this as possible with the help of the communities that live along the canal. The work will be led by a Project Officer and started in January.

To find out more about the celebrations or to find out how to get involved in the EveryMileCounts project please visit the Canal & River Trust website:

<https://canalrivertrust.org.uk/news-and-views/news/leeds-and-liverpool-canal-bicentenary-celebrations>

*Bill Froggatt*

*(Bill Froggatt is Heritage Adviser for North West Waterways and is the Society's Terry Keegan Award winner for 2014 - Ed.)*

## **THE HUDDERSFIELD NARROW CANAL**

The Huddersfield Narrow Canal was the rather sluggish response to the first crossing of the Pennines by the combination of the Calder & Hebble and the Rochdale Canals which finally linked the North and Irish Seas in 1804.

Starting in 1794 the project took 17 years before it finally joined the Ashton Canal with the Huddersfield Broad Canal in 1811. In order to save money, the canal

## On the Towpath

nal was narrow and could only manage boats 7 feet wide, unlike its rivals who accommodated craft twice as wide. This fact led to it being the least successful of the three Pennine Waterways in terms of commerce.



It did however have a number of claims to fame being the highest and deepest canal in Britain with the longest tunnel at Marsden. The tunnel itself, again to save money, had no towpath. This meant that 'leggers' were employed by the canal company to leg the boats through the tunnel whilst the horses were led more than 3 miles over

the Pennines to meet up at Diggle where the tunnel emerged on the western side of the hills.

Tunnel End is where the horses were detached and led across the Pennines to meet the boats at Diggle. The Tunnel Manager lived in the cottages adjacent to the tunnel entrance. This building is now a cafe whilst the nearby Warehouse is now a Visitor Centre.

The canal lasted in terms of commercial use until the 1940s when it was largely abandoned. However, in 1974 the Huddersfield Canal Society was set up to make the canal navigable once more. After nearly 30 years of hard work, the canal was finally re-opened



*Milestone 7  
at Marsden*

in 2001 and is now a major leisure artery through the Pennines for both boats and walkers.

A number of interesting features remain, as well as much of the superb 18th century engineering, including 8 milestones, 5 east of the tunnel and 3 west; the distances marked are all from Aspley Wharf in Huddersfield. This was where cargo had to be transferred from wide to narrow barges.



*Milestone 1  
at Longroyd Bridge*

*David Garside*



**SATURDAY 3 OCTOBER 2015: AUTUMN CONFERENCE, HANDFORTH**

Paul Hindle gave the Terry Keegan Memorial Talk on 'Turnpikes and Maps in Lancashire and Cheshire'. He began with a brief history of the turnpike era nationally and then looked in some detail at how this worked out in Lancashire. With the aid of some excellent maps he clearly described the growth of the turnpike network, starting with radial roads centred on Manchester, followed by an increasingly dense network of linking roads between other towns. Using helpful bar graphs he also clearly demonstrated that this was not a steady growth but a slow beginning followed by two periods of 'turnpike mania' in the late 18th and early 19th centuries. With a combination of maps and easily comprehensible statistics he showed that while the earlier turnpikes were mainly improvements to the road surface, the later ones more often than not involved realignments or completely new roads, in one instance, the Burton New Road, not exactly brand new but a re-use of a long-abandoned Roman road. He then turned to maps and enlightened us about 18th and early 19th century mapmakers and the OS 'battle of the scales': 1-inch to 25-inch maps during the 19th century. He cautioned us not to believe everything that the mapmakers included and pointed out that surveyors adopted different rules, resulting in variations in what was included in adjacent map sheets. Finally he turned to Cheshire and showed that while it broadly followed the same pattern of turnpike development, there were some significant differences, for example in the timing of the 'manias'. This short summary does scant justice to a talk packed with interesting detail but always clear and easy to follow.



*Dr Paul Hindle*

*(Photo: Val Best)*

After the lunch break, John Higgins entertained us on the subject of 'Meg's Money – small change for tollkeepers'. This was part talk, part role-play, John being assisted by 'Tollhouse Meg' – an Oscar-standard performance by Jan Scrine. It concerned the trials and tribulations of late 18th century tollkeepers and travellers because of the acute shortage of small change resulting from the lack of sil-

ver coins, and at times of copper and gold as well. As John admitted, the talk would have been almost incomprehensible to anyone under 50 as it was all about farthings, halfpennies, sixpences and the like and what happened when these all but disappeared. This included: counterfeiting (illegal), tokens (only valid locally), government sponsored theft (stealing Spanish New World silver as it crossed the Atlantic) and various other government strategies, mostly inept, though giving rise to the issue of the first promissory notes by the Bank of England. Normal monetary trading only resumed in 1816 after the Napoleonic Wars when the price of silver finally came back down, a brand new currency was issued and the lives of beleaguered Meg and other tollkeepers became a little easier. In the discussion that followed, Keith Lawrence made the point that regular travellers got round the dearth of small change by buying what we would now call 'a season ticket' or paying monthly or quarterly.

So far, two illuminating talks but only passing references to milestones. The next talk put this right. Standing in at short notice for Mervyn Benford who was prevented by illness from giving his talk on Swedish milestones, John Armstrong talked about his recent visit to the Isle of Man and the waymarkers that he found there. For the benefit of ignorant southerners like the writer, John started with a brief description of the island's geography, its main towns and roads, complemented by a useful map. He then illustrated his talk with a succession of photographs depicting the variety of different waymarker styles and materials: first the late 18th/early 19th century milestones using Roman numerals, followed by elegant 19th century cast-iron mileposts; then, more surprisingly, a series of concrete and metal posts all in the same style, and finally a modern replica stone. In the final session, Jan Scrine, in a talk entitled 'The A34 – by the way' and shorn of her Meg costume, brought the story of the 'A34', begun at Chieveley in May, to an end; or if you are of a northern persuasion, its beginning at Salford. Tracing the route southwards as far as Shipston on Stour in southern Warwickshire in the spirit of John Ogilby's 17th century strip maps, Jan regaled us with a miscellany of things to see 'by the way', including not only some fine milemarkers, fingerposts and tollhouses, the last both ancient and modern: the toll plaza where the Midlands Expressway meets Telford's A5. She also included superb half-timbered houses, the oldest half-timbered church in Europe, a restored corn mill, an aqueduct, the Potteries, the Armed Forces memorial, Birmingham street signs, and the sylvan site of a notorious multiple murder in the 1960s. And for good measure she mentioned the eccentric 3rd Lord Stanley and the 'well out of the way' series of milestones from Wilmslow to Manchester now serving as steps in an Essex garden. Jan ended by posing the question: would Ogilby have approved of our updating of his original idea? I feel sure that he would.

*Derek Turner*

## **THE VALUE OF GOOD RELATIONS WITH HIGHWAYS DEPARTMENTS**

Many of you may know that the Warwickshire branch is keen to restore some highly distinctive metal mile markers that are unique in the records of designs as far as we know. That project has yet to be resolved since grants are not easy and very demanding in terms of application. However, it has meant that Mike Buxton, Rob Caldicott and I have had meetings with both heritage and highways officers during one of which we learned of a change of the road lay-out for Junction 12 of the M40 at Gaydon. Traffic in rush hour to and from the nearby car works and museum had become a major problem.



On the original route traffic used the existing roundabout in Gaydon village by the petrol station. Coming from the M40 one passes a valuable heritage metal mile marker just before the roundabout - valuable in that it gives distance to a precise location - Harbury station, itself well outside the village and no longer in existence. There are not many survivors of this route from Southam to Kington. We were warned it may end up by-

passed, in effect in a cul de sac, as the plan seemed to be to create an entirely new road slanting towards the car sites even for traffic wishing to head in other directions such as Banbury, southward.

I had not been that way for a few weeks and when I last used that junction I was amazed to see changes of rather a more complex nature under which the exit to the village and Banbury remained in use. However as part of the work all relevant verges had been well and truly ploughed level but contractors had ensured protection of the miles marker as the picture shows. Without doubt this results from the sensitive attitudes of Warwickshire Council staff and good oversight. Well done Mike!

*Mervyn Benford*

## **MILESTONE SOCIETY HIGHWAYS LIAISON MANAGER ELEVATED TO FELLOW OF ICE**

Alan Reade, our committee man who battles on our behalf with Highways England, Wales and Scotland and with Asset Management Contractors in the surveillance, protection, repair and maintenance of Wayside Heritage Assets, has been elected by a panel of his peers to the highest membership status in the Institution of Civil Engineers (ICE), that of Fellow of the Institution. "I'm really pleased to have been awarded this honour after all these years" said Alan, who

## Features

has worked in almost all branches of civil engineering and building design and construction across the British Isles during a post-graduate career that started with Tarmac on the M5 Motorway in 1963.

Alan's voluntary work in Shropshire and beyond with the Milestone Society since 2005 helped his case for election. "Milestones and turnpike roads are an important part of civil engineering history" he asserts, adding that the great road and bridge engineer Thomas Telford, who was County Surveyor of Salop from 1786 until 1835, was the first President of the ICE in 1816. "ICE sets great store by its members doing voluntary work, especially where it promotes historical engineering projects such as canals, railways and, of course highways".

*Editor*

### SKANSSEN OPEN AIR MUSEUM



*The oldest milestone in the museum*

Open air museums that exhibit collections of buildings moved from other parts of a country first appeared in Norway in 1881 and are now to be found throughout Europe. There are several in the UK that have toll houses but those in Scandinavia sometimes have mile-stones. One of the most famous is Skansen Open Air Museum in Stockholm that was founded in 1891 and has no less than thirteen from various parts of Sweden. Originally they were installed along main roads arising from a 1649 decree of Queen Christina about the provision of inns. They show the distance to

the next staging post and the year they were erected along with the monogram of the king and the name or initials of the local official. None mention the name of the next town. Distances given are in Swedish miles or the mil which is about 6.2 English miles.

*Alan Scaplehorn*



*A milestone from the reign of King Gustav III*

## BORNES MILLIAIRES SUR LA RIVE DU CANAL

At various times we have reported on *bornes milliaires* - milestones - in France, most recently in NL29 p30. *Michael Knight* reports finding some canal milestones - three *bornes milliaires* on a towpath in Côtes d'Armor (a département previously known as Côtes du Nord), Brittany. All three had been exposed by the emptying of a dam.

## IMITATION IS THE SINCEREST FORM OF FLATTERY!

The quarterly publication of the Yorkshire Dales Millennium Trust is called *Milestones*. Not that the Trust ever features anything about our favourite artefacts, although they volunteered to do so when I contacted them, *if* we could supply a suitable hires scenic photograph of a milestone in the Dales. So far I have failed to find anyone who is willing and able to provide this!

Now they have used 'Stories in Stone' for their new project, to 'conserve, restore and celebrate the natural, built and cultural heritage of the area' around Ingleborough, allocated £2m by Heritage Lottery Fund.

But '@ stories in stone' has been our twitter handle for the Society since 2013! I bet that will cause them confusion... you can find out more on [www.ydmt.org](http://www.ydmt.org)

So come on, you photographers around the Yorkshire Dales – find a good illustration of a milestone in the landscape and let's submit it!



*Jan Scrine*

## JOHN NEWTON

Late in 2015 the Society was contacted by a researcher with an unusual request, seeking the locations of all the milestones that were once erected 5 miles from London.

John Newton was born in 1725. As a young man he was seized by a press gang and endured many adventures during a harsh life as a mariner. A man of considerable all-round ability, he rose to become the captain of a slave ship. The perils of life at sea and the horrors of slavery preyed upon his mind and he became deeply religious. Eventually he left his maritime career behind and became ordained as a Church of England minister. Amongst other talents he was the writer of a number of popular hymns such as *Amazing Grace* and *How sweet the name of Jesus sounds*. In later life he became thoroughly ashamed of his earlier



## Features

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participation in the slave trade and together with people such as William Wilberforce he became an agitator against slavery.

In 1783 he became a founder member of an evangelical debating group, the Eclectic Society. The numbers in this society were strictly limited to 13, although in addition guest speakers were occasionally allowed. To discourage large numbers of people applying when there was a membership vacancy, the society had a rule that no person living within the 5 mile markers around London was allowed to become a member. This was the reason for the researcher's enquiry. The Milestone Society's records indicate the location of 20 or so milestones originally placed 5 miles from the various London measuring points. Relatively few of them survive today. One milestone on Clapham Common, 5 miles from the Standard in Cornhill and 3 miles 3 quarters from Westminster Bridge might have been one of the milestones known to the Eclectic Society as it dates from the 18th Century.

John Newton often travelled to Southampton and pondered on the milestones he glimpsed on his 76 mile journey from London. He came to see parallels with his own journey through life and in his old age he wrote to a friend: '... my heart will jump when I find myself within three miles of Southampton. I have now almost reached the seventy-third yearly milestone; what dangers have I escaped or been brought through! If my heart would jump to be within three miles of you, why does it not jump from morning till night to think that I am probably within three years of seeing the Lamb upon the throne?'

John Newton was wrong in his perception that he would be dead by the time he was seventy six. He lived until he was eighty two, and shortly before his death he had the satisfaction of knowing that Parliament had abolished the slave trade.

For more information on John Newton visit [www.johnnewton.org](http://www.johnnewton.org)

*Colin Woodward*

## HAVE YOU VIEWED OUR ROADSIDE HERITAGE ASSETS?

All the surviving milestones, guidestones, fingerposts, boundary stones, toll-houses and crosses that we know of in England, Wales, Scotland and the islands are displayed through the Milestone Society web site. A few short clicks leads you to a Google map crammed with pins locating all these Wayside Features – click on the pins and you see details from the MSS database and, in most cases, a thumbnail picture of the item. Exploring the area around the pin on Streetview allows you to travel to remote locations and see the milestones in the comfort of your home, plan trips to see those of interest, without the frustration and disappointment of the past. If you need the information as a list or table, you can grab and print as much or as little as you need, from the Excel tables that are fed directly from the database. This is the accumulated work, knowledge and research of Society members from across the country, available to use and build upon or just enjoy.

To reach the maps and pins, go to <http://www.msocrepository.co.uk>, and follow the simple guide - make sure you have the basic Google maps on your computer or tablet, click on those regions and categories that you want to display (remember that there is a separate layer for 'out of place', lost and new mile-stones), download the layers and click on the download to get the display (and save before you close down). The data is updated every 6 months so be sure to have the latest version of the data (version 14 of the pin layers went live before Christmas - deselect or delete any earlier versions).

There are still a few roadside items that have not been surveyed and quite a number that do not have thumbnail photographs, so if you can provide new information or pictures send details to the addresses on the web page (or through the Facebook page). And finally, many thanks to all those who have freely provided so many pictures and data that make this comprehensive site such a joy.

Contact Alan Rosevear at [ar@milestonesociety.co.uk](mailto:ar@milestonesociety.co.uk).

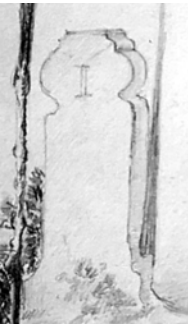
*Alan Rosevear*

## BRITISH POSTAL MUSEUM

*Michael Knight* reports that the British Postal Museum and Archives will be moving to the new British Postal Museum on the borders of Camden and Islington which will open in 2017. Alongside the archives and exhibitions of five centuries of social and communications history, visitors will be able to ride on Mail-Rail, the Post Office underground railway. See [www.postalheritage.org.uk](http://www.postalheritage.org.uk).

## AN ENQUIRY – CAN YOU RECOGNISE THE MILESTONE?

John Atkinson has passed on this enquiry. Chris Downs of Benson in Oxfordshire has approached the Society with a question. He is attempting to research a sketch in which there is a milestone of unusual design. He thinks the sketch has been created from a real scene and asks whether we know of any milestones of this design anywhere in the UK. It is certainly unusual. If you recognise this design of milestone, please do let John Atkinson or me know and we'll pass the information on.



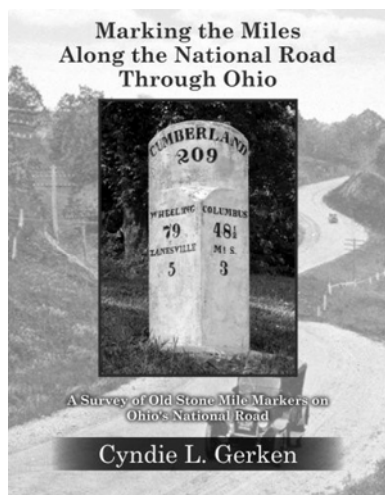
*Detail*

*Mike Hallett*



### MARKING THE MILES ALONG THE NATIONAL ROAD THROUGH OHIO

By Cyndie L Gerken



Milestones are to be found in various countries of Europe and in Australia but they can also be found in the United States.

The National Road in Ohio is the forerunner of US 40, commencing at Cumberland in Maryland and running westwards to Illinois. It was authorised by Congress in 1806 and federally funded with the requirement that milemarkers be placed every mile along the route. In Ohio there were 175 such milemarkers and today about one-third of them are in their original positions. Some have been placed in museums and a few are in private hands. Each milemarker shows the distance from Cumberland. Most were diagonally set rectangular columns about five foot tall with a

flat rounded face at the top, as seen in the picture above. A few were later replaced with cast iron obelisks. Just as in the UK, milestones are prone to damage and photos in the book show the shattered remains of no. 293 behind a museum in Georgetown and engineers resetting no. 249 in Reynoldsburg.

Cyndie Gerken is a Milestone Society member and her book explains the design of the stones with dimensional diagrams and also some differences in the engraving. Her work is extensively and well researched and the main section of the book documents each of the 175 Ohio milemarkers with descriptions, maps and photographs. In 1838/9 funds dried up for construction west of Springfield and then Dayton businessmen and investors contributed to the construction of an alternative route through Dayton known as the Dayton Cutoff. Cyndie's work includes the milestones on the Dayton Cutoff.

A table at the end of the book gives the original and present locations of each of the 175 markers with latitude and longitude (aren't we lucky to have grid references in the UK!) and indicates which of them are missing.

At £29.30 through Amazon, this book is definitely not a cheap purchase but is so extensively researched, comprehensive and well produced that I would still recommend it.

Gerken, C.L., 2015. *Marking the Miles Along the National Road through Ohio*. The Muskingham Valley Archæological Society, Zanesville. 326+8pp. \$45 ISBN 978 1 51731703 4

Mike Hallett

## A GUIDE TO THE INDUSTRIAL ARCHAEOLOGY OF SUSSEX

The Association of Industrial Archaeology (AIA for short) has long published a gazetteer of IA sites linked to its peripatetic annual conference around the British Isles. Over the years a considerable number of such guides have been produced, all in a compact A5 format, building into a recognisable and very valuable series.

As the conference programme always tries to reflect the full range of sites and themes on offer, so too do these guides, which are usually county-based or by region, as for example in Scotland. The AIA links with the relevant local society (in this case the long-established Sussex Industrial Archaeology Society), with a small team of editors and a larger number of section contributors sharing their subject specialisms. This is a good format which has worked well over the years, and it can genuinely be said that the series has improved year on year.

There is now much use of colour images, an excellent centre-spread of maps, and John Stengelhofen's overall design with its double column entries of text-with-photographs works well and is very easy on the eye.

One significant evolutionally change has been the guide now presented by IA theme, as distinct from the alternative of grouping by local authority areas; arguably more successful therefore for the non-local reader and those with specialist interests such as our own.

Inevitably perhaps road history has tended to fare less well in space allocation than its companion entries for rail, canal and air, but in this latest volume Sussex offers a better balance in our favour, due not a little one suspects to the efforts of its contributor Brian Austen, a doyen of Sussex road and turnpike history.

The Roads theme commands eight pages, with a page on road bridges, a couple on roadside garages and filling stations, and nearly four pages on turnpikes, toll-houses and milestones. Itemised are the milestones of the Petworth and the Midhurst to Sheet Bridge trusts, and of course the Bow Bells series of mileposts.

But the great joy in this guide is the number of toll-houses mentioned, fifteen in all with photographs of eight. There is architectural variety amongst these too, from the striking Gothic of the Long Furlong toll-house on A280, brick at North-chapel on A283, to the Sussex characteristic tiled roof and weather-boarded example at Ticehurst on B2099.

At Beddingham on A27 is the only remaining toll house of the Lewes to Hailsham and Eastbourne Trust of 1819, notable for its small size and external shape and scale unaltered by modern additions, a gem. Photographs of all these examples are included in the guide.

*A Guide to the Industrial Archaeology of Sussex* published by the Association for Industrial Archaeology, 76 pp, 2015, ISBN 97809560251, £6.50 plus p&p.

David Viner

## ***Forthcoming Events***

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### **SATURDAY 12 MARCH 2016: SOUTH WESTERN SPRING MEETING AT STOKE GIFFORD, BRISTOL**

As requested last time, we will again be in St Michael's Community Hall at Stoke Gifford, Bristol BS34 8PD. It's seven minutes walk from Parkway Station, through the churchyard and across the village green, in the snazzy modern building behind the Old School Rooms. Bus No 73 from Bristol Temple Meads Station to Parkway at frequent intervals. Plenty of free roadside parking on Hatchet Lane behind the Beaufort Arms pub in marked bays or along North Road beyond the hall.

Besides the pub, there's a Co-op supermarket and Tesco Express within a few minutes walk or bring a packed lunch. Doors open 10am for a cuppa and a 10.30 start. Admission £3 to cover hall hire. We will finish by 3.30pm. Everyone welcome, please tell your local communities !!

This year's speakers include Anne King on Devizes, Jan Scrine asking 'What's in Your Attic?' with Ian Thompson's Cornish Archives update, Ron Shackell's input and perennial favourite Richard Raynsford.

### **SUNDAY 17 APRIL 2016: NORTHERN SPRING MEETING AT HEBDEN, NEAR GRASSINGTON**

As usual, our venue is the Village Hall (The Ibbotson Institute), Main Street, Hebden, Skipton, BD23 5DE.

Everyone welcome - who will have travelled the furthest this year?! Doors open 10am for a 10.30 start, meeting ends 3.30pm. Enjoy the banter with Dorothy and Brian Burrows, climb over stiles with Margaret Hill, explore canals with Christine Minto and more. Fascinating displays and plenty of laughter guaranteed!

Free roadside parking. Admission £2 includes cuppas and cake; bring a packed lunch or patronise the Clarendon Arms pub. See you there...

#### **MILESTONE SOCIETY FACEBOOK GROUP**

The Facebook group continues to grow in popularity and now has almost 120 members, some of whom are Society members and others who just enjoy sharing their milestone photos. And it's a means of keeping up to date with activities in the world of milestones. You don't think social media are for you? Give it a try and you may be pleasantly surprised. Go to <https://www.facebook.com/groups/MilestoneSociety/>





**SATURDAY 7 MAY 2016: MIDSHIRES/ EAST OF ENGLAND MEETING  
COLLINGTREE VILLAGE HALL**

Our new venue is a well equipped hall in the village of Collingtree, NN4 0NQ, a few minutes' drive from junction 15 of the M1 near Northampton.

Helen Crabtree will set the local scene, Tim Jenkinson will tell us about bridge-markers, Alan Reade will enthuse us about canals as well as the Highways Agency, Ron Westcott will take us milestoning abroad and Mervyn Benford will add a Swedish contribution. If you have photos of non UK milestones, please bring them along for our display board!

Parking at the pub opposite. Admission £3 to cover hall hire. We will finish by 3.30pm. Bring a packed lunch or patronise the nearby pub.

Everyone welcome, please tell your local community groups.

**SATURDAY 8 OCTOBER 2016: ANNUAL GENERAL MEETING AND AUTUMN  
CONFERENCE, CHESTERFIELD**

At the St Thomas Centre, Chesterfield, S30 4AW. Watch out for further details in the July *Newsletter*.

**Put the dates in your diary now...**

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**DEADLINE FOR THE NEXT NEWSLETTER FOR JULY 2016**

Contributions for inclusion in the July *Newsletter* should reach the editor Mike Hallett by Monday 6 June 2016. Contributions are accepted on the understanding that the editor reserves the right to modify submitted material to achieve a suitable length or style consistent with the overall size, aims and content of the publication. Submission of articles in electronic form using Microsoft Word (\*.doc, \*.docx or \*.rtf) or Open Document Format (\*.odt) and pictures in high definition JPEG or PNG format (\*.jpg or \*.png) is particularly convenient but paper copy is also accepted. Please note that due to postage costs, material submitted is not normally returned unless specifically requested.

E-mail the editor at [newsletter@milestonesociety.co.uk](mailto:newsletter@milestonesociety.co.uk) or call Mike Hallett on 01763 246521 for further information and address details.

Opinions and statements expressed in this publication are those of the contributing individuals and are not necessarily those of the Milestone Society, its Executive Committee, the editor or the general membership. Photographs and drawings are by the contributors except where otherwise stated.

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A NEWLY RECOVERED AA SIGN AT FECKENHAM



Strikingly placed high on the front wall of the village hall at Feckenham in Worcestershire, this newly-recovered AA sign is now a permanently preserved village fixture. Once one of two signs on the B4090 through Feckenham, the story of its recovery will be told in *Milestones & Waymarkers*. Meanwhile it has already graced the front cover of the *Feckenham News*, courtesy of Ian Bellion's fine photograph – thanks all round!