

The Milestone Society

Newsletter 31
August 2016



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MILESTONE SOCIETY COMMITTEE 2015/2016

<i>Vacant</i>	- Chair	
Mike Hallett	- Vice-Chair	newsletter@milestonesociety.co.uk
Alan Rosevear	- Hon Treasurer	ar@milestonesociety.co.uk
John Atkinson	- Hon Secretary	honsec@milestonesociety.co.uk
Brian Barrow	- Membership Secretary	members@milestonesociety.co.uk
Mike Buxton		
Mike Faherty		mf@milestonesociety.co.uk
John Haynes		
John Nicholls		jv@milestonesociety.co.uk
Richard Raynsford		
David Viner		dv@milestonesociety.co.uk

Specific Roles and Responsibilities

Local Representatives	See pages 5 and 6
Database Managers	Alan Rosevear, Mike Faherty
Web Presence Co-ordination	Jan Scrine
Repository Manager	John Armstrong
Editor, <i>Newsletter</i>	Mike Hallett
Editors, <i>Milestones & Waymarkers</i>	John V Nicholls, David Viner
Editorial Panel (in addition to above)	Carol Haines
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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

Like Norfolk featured on the cover of February's *Newsletter*, Cornwall is another county with strong Milestone Society activity. The cover photo of this issue shows the newly and brilliantly restored West Penwith fingerstone at the junction of the old road through Gulval and the newer turnpike road to Penzance (see pages 7-8).

THE CHALLENGE THAT FACES US STILL

In February's *Newsletter* I highlighted the challenge that faces the Society in finding new committee members and trustees and in particular a Chair. To move forward the Society needs leadership in depth - without it the Society faces a slow decline. I am very pleased to announce that Richard Raynsford has joined the committee and I am sure that his presence on the committee will be an asset to the Society. That however is just one step. There are still vacant positions to be filled. Can you help - as a committee member, as a trustee or even as Chair? Are you willing to put yourself forward at the AGM? Do you know anyone else 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 p35.

Mike Hallett

Newsletter Editor & Vice-Chairman

CROSSING THE PENNINES – THE MAYOR'S AWARD

In February, the Mayor of Kirklees held a celebration event to thank all the volunteers who had contributed to the community over the past year, including from our Crossing the Pennines Heritage Trail team. Our sculptor-in-residence Melanie Wilks and her husband/assistant Neil Whitehead accepted the invitation on our behalf. Imagine our amazement when we were presented with the Mayor's special 'Love Your Volunteer' award for the best event he had attended during the year, for our Grand Opening of the Trail in July 2015! Her Majesty's representative the Deputy Lieutenant presented the award to Melanie and concurred with the Mayor's choice.



The Grand Opening had been a fantastic team effort by everyone, the Jazz and Brass bands, the stall-holders, the tea caterers, the MCs, the Highwayman, the Town Crier, the Ponies, the Sculptor, the Scouts, the Community Associations, the Friends of Marsden and Slaithwaite Parks and many others, for which we were truly grateful.

To see what it was all about, you can view a film of the Grand Opening by Huddersfield Local TV on YouTube at www.youtube.com/watch?v=V2PVAyMmH4s. And you can explore the spectacular scenery of the Trail from your armchair, see www.CrossingthePennines.co.uk.

Jan Scrine

BACK COPIES OF SOCIETY PUBLICATIONS

The Society holds a good back stock of copies for sale of virtually all its publications produced over the last fifteen years or so. It may be that your own run is in some way incomplete, with a copy or two lost somewhere along the way, or that you'd like to acquire publications produced before you joined. If so, help is at hand! Society committee members have worked hard to bring remaining stock together, which is now held in one location. Only a few issues are now out of print or the stock reserved.

We have all the *Milestones & Waymarkers* from Vol One (2004) to Vol Eight (2015) at £3.00 each, except Vol Four (2011) which is out of print. We're also pleased to say that we have copies from the run of *On The Ground*, published in seven issues between Sept 2004 and Sept 2010, but without issues 3 and 4 (2006 and 2007) which are out of print. These are £2.00 each. And not least there is a good run of the *Newsletters* from our very early days, from issue No 1 in July 2001 right through to the latest issue No 30 in February 2016. Some are low stocks, some are plentiful. These are £1 each.

All in all a bumper bundle of information for the interested reader! All prices are plus p&p at cost price, calculated at time of order. For further information or to place an order contact David Viner preferably by email on dv@milestonesociety.co.uk, or by post at 8, Tower Street, Cirencester, Glos. GL7 1EF, or leave a message on 01285 651513.

David Viner

IS THIS YOUR LAST NEWSLETTER?

We hope you enjoy reading the *Newsletter* and *Milestones & Waymarkers*. Membership renewals fell due on 1 June and most members have already renewed. Unfortunately, if you have not yet renewed, this is the last Society publication that you will receive. You can use the renewal form that was sent with the Spring mailing or you can go to the Society website and follow the procedure in the 'Join Us' pages.

Brian Barrow

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/>



COUNTY REPRESENTATIVES

The names of County Representatives and contacts for English counties and those for Scotland and Wales are shown below. To obtain contact details for your County Representative or to volunteer as a County Representative, please contact Brian Barrow (members@milestonesociety.co.uk), John Haynes or myself (newsletter@milestonesociety.co.uk).

Mike Hallett

England		
Bedfordshire (North)	Michael Knight	Representative
Berkshire	Victor Markham	Representative
Buckinghamshire	<i>Peter Gulland</i>	<i>Contact</i>
Cambridgeshire	<i>Mike Hallett</i>	<i>Contact</i>
Cheshire (East)	<i>vacant</i>	
Cheshire (West)	Mike Griffiths	Representative
Cornwall	Ian Thompson	Representative
Cumberland	Terry Moore	Representative
Derbyshire	<i>vacant</i>	
Devon	Tim Jenkinson	Representative
Dorset	<i>Mike Faherty</i>	<i>Contact</i>
Durham	Iain Davison	Representative
Essex	John V. Nicholls	Representative
Gloucestershire	<i>Jan Scrine</i>	<i>Contact</i>
Hampshire (New Forest)	<i>Mike Faherty</i>	<i>Contact</i>
Herefordshire	<i>Robert Walker</i>	<i>Contact</i>
Hertfordshire	<i>Mike Hallett</i>	<i>Contact</i>
Kent	Colin Woodward	Representative
Lancashire	John Armstrong	Representative
Leicestershire	<i>Vacant</i>	
Lincolnshire	<i>Vacant</i>	

County News

Middlesex	Colin Woodward	Representative
Norfolk	Carol Haines	Representative
Northamptonshire	Helen Crabtree	Representative
Northumberland	Iain Davison	Representative
Nottinghamshire	<i>Vacant</i>	
Oxfordshire	<i>Derek Turner</i>	<i>Contact</i>
Rutland	<i>Vacant</i>	
Shropshire	Alan Reade	Representative
Somerset	Janet Dowding	Representative
Staffordshire	Howard Price	Representative
Suffolk (south)	<i>John Nicholls</i>	<i>Contact</i>
Surrey (incl. Gtr London in Surrey)	Janet Dowding	Representative
Sussex (West)	Glenda Law	Representative
Sussex (East)	Michael Worman	Representative
Warwickshire	Mike Buxton	Representative
Westmorland	Terry Moore	Representative
Wiltshire	Douglas Roseaman	Representative
Worcestershire	Alan Scaplehorn	Representative
Yorkshire	Christine Minto	Representative
Yorkshire (North & York)	Jeremy Howat	Representative
Yorkshire (East)	John Harland	Representative
Yorkshire (West)	Jan Scrine	Representative
Wales	Chris Woodard	Representative
Scotland	Christine Minto	Representative
Canals	David Blackburn	Representative

ENGLAND

Cambridgeshire (*Mike Hallett*)

A new cycle path has been created alongside the A10 in Shepreth by widening the existing footway. The path quickly gained notoriety because the widening had resulted in a telegraph pole being left in the middle of the path and one dark night a cyclist had badly injured himself riding into it. In the next phase the cycle path was extended through Foxton and a listed milestone seven miles from Cambridge (CA_LK44) was similarly stranded in the centre of the new path.

Approval has now been given and the stone has been lifted ready to be restored and replaced at the rear of the path. Note that the cones were replaced after this photograph was taken in order to prevent the milestone being damaged by errant cyclists!



Work on improving the A14 between Cambridge and Huntingdon is due to start later this year and the Society has been approached by contractors with regard to conserving the milestones on the route.

Cornwall (*Ian Thompson*)

A replica slate milestone, paid for by local fundraising, was erected at Launcells by Cornwall Council's contractors Cormac in April. They added a surround of granite sets to control weed growth, which looks really nice. See the photo-essay in *Milestones & Waymarkers Vol. 9*.

A guidestone was recorded at SW510331 in Ludgvan by Jane Powning of Cornwall Council's Historic Environment on the HER files which she shared with the Society. But Alan Rosevear spot-



Launcells replica slate milestone with local enthusiast Dave Richardson and Ian Thompson



Pete Goodchild applying the physics of levers and a long piece of wood to set a milestone upright in St Mellion parish (SX386669)

there should be more on this story in the future.

The L4 (Launceston Turnpike Trust) milestone at North Petherwin which was knocked over and buried at Langdon Cross was re-erected on the opposite side of the road in May. A case had to be made for moving the milestone to protect it from further damage and planning application forms completed, since this milestone is Grade II listed. Sadly, the milestone had been badly damaged in its previous location, but hopefully its future is now safeguarded.

Cumbria (Terry Moore)

This is Terry's first newsletter entry after taking over from Colin Smith as the representative for Cumbria. Colin's vast knowledge and experience will be a hard act to follow. He has been involved in many restoration projects and has produced postcards, books and literature on milestones, boundary markers and way markers in and around Cumbria.

ted that this had not been surveyed. When Ian Thompson went to have a look he found it was a splendid example of a West Penwith 'fingerstone' with pointing hands, marking the junction between the original road to Penzance via Gulval and the later road, built before the modern turnpike road – a real piece of history, standing in a quiet corner. It was agreed that repainting the stone would bring it back to life and this has now been completed as part of the ongoing painting programme in Cornwall. (See the cover picture).

Two milestones in St Mellion parish were reported to the Society as knocked over last winter. Pete Goodchild set them both upright again. The Society discussed both incidents with the Parish Council and local residents to try to reduce the chance of future incidents. The Parish Council then got excited about restoring a group of fingerposts nearby so



L4 at North Petherwin

He has given many presentations and talks to societies in the county. His data on Cumbrian (Cumberland) milestones is allegedly greater than that of the Carlisle Archive Centre. He is still compiling data on boundary stones and continues to support the Society.



CU_KWWM07 at Thirlmere

to restore CU_KWWM07 at Thirlmere. In addition CU_KWWM04 at Legburthwaite has been restored and repositioned to a safer place on the west side of the north bound carriageway (approx. 15 metres). Approval was sought from Allerdale Council Highways.

Milestone CU_CLCM02 – at Suttle House on the



CU_CMWO04 at Greysouthen

Storm Desmond in December 2015 caused flooding and landslides throughout Cumbria with the A591 road between Thirlmere and Grasmere being forced to close due to landslides in two key areas. Major reconstruction is due for completion in mid May 2016. Sadly, milepost CU_KWWM08 at Wythburn was destroyed and buried with only a few fragments remaining. Only last year CU_KWWM09 at Dunmail was reduced to small fragments from a vehicle collision. Both are being considered by the local parish for possible new cast replacements.

Taking advantage of the closure, access was authorised



CU_CLCM02

A591 in Carlisle was reported missing and subsequently found buried amongst stonework and debris in the building site behind its referenced location by the conservation officer of the Carlisle City Council in 2015. It has been removed from the site for safe keeping and will be returned when the building planners have scheduled its safe return. Some minor stone repairs and painting is underway.

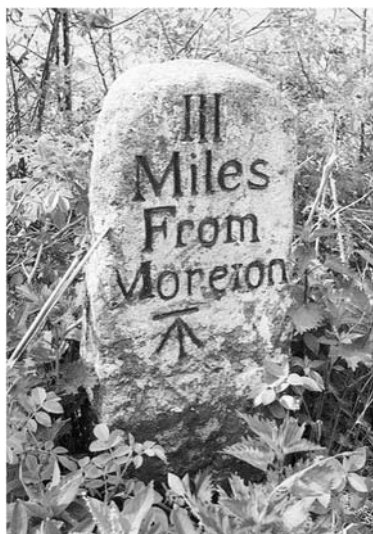
CU_CMWO04 at Greysouthen (*photo on previous page*) in the Society's lost list has been found, though damaged. Restoration authorisation is being sought.

CU_CMWH05 was found on the west end of Bridgefoot, known in the British History Online Gazetteer as Little Clifton at NY 05192907 and located in front of the old National School, now Chapel Brow Manor entrance. It cannot be viewed on Google Earth because of the wall. It is made of sandstone with two missing plates - **COCKERMOUTH 5** and **WHITEHAVEN 9**.

A programme of surveying and restoration is underway and readers visiting Cumbria are invited to contact Terry if interested in some work.

Devon (Tim Jenkinson)

A milestone on the B3557 at Pork Hill on Dartmoor between Tavistock and Merrivale at SX 5293 7518 was found to have fallen over in late February and was duly reported to Dartmoor National Park Authority (DNPA) for attention. An inspection of the stone, which had been damaged before, revealed that the granite at the base had perished and it was subsequently deemed irreparable. DNPA have decided to create a copy of the marker from a section of granite



The milestone on the B3212 now missing from Snaresbrook



Pork Hill milestone

kerbstone but it remains to be seen how this will be

achieved and how the inscription of **Tavistock / 3 Miles/ Moreton/ Hampstead / 17** will be replicated. DNPA have agreed to keep the Society informed of progress.

A member of the Ivybridge Heritage and Archive Group has contacted the Society regarding the possible repair to boundary stones in and around the town. We have records of a good number of these markers within the database along with a cast iron milepost on a section of the old A38 that shows a distance of 11 miles from/to Plymouth. Mark Fenlon and Tim Jenkinson have agreed to meet members of the group for a guided tour of the stones and comparison of notes and a discus-

sion on how best to proceed. Ivybridge retains several 'ILB' stones from the days when the Local Board set up the markers in 1872 to clarify the boundary of responsibility for the then village as it grew up at the junction of four parishes. A report on the outcome of the visit will hopefully appear in the next issue of *Milestones & Waymarkers*.

A routine check on milestones along the B3212 between Moretonhampstead and Steps Bridge on East Dartmoor earlier in the year led to the unfortunate discovery that one of them was missing at the three mile point from the town. The stone had been set on the north side of the road at Snaresbrook at SX 7875 8745 approximately quarter of a mile to the north east of Rock Valley Farm. It had been repositioned here in 2004 at a safer place having fallen on its side nearer the farm. Both Devon County Council and DNPA have been alerted to its disappearance and a short piece appealing for any information as to its whereabouts will be appearing in the Summer Edition of *Dartmoor Magazine* scheduled for publication in June.

Mark Fenlon has reported the discovery of two previously unrecorded boundary stones that are set on bridges and mark the parishes of Plympton St Mary and Cornwood on the southern edge of Dartmoor. The first is at Mark's Bridge over the River Yealm at SX 6010 5712 and is on the south side of the road but is part sunken with only the 'PM' now visible. The second was discovered by Mike Peek, a perennial friend of the Society in Devon, at nearby Stert Bridge (SX 5996 5768) on a tributary of the same river. It is built into an up-stream parapet and is inscribed with 'PM' and 'C' with an Ordnance Survey benchmark between.

Essex (John V Nicholls)

The Braintree and Bocking milepost and fingerposts restoration project was mentioned in *Milestones & Waymarkers* (p36, Volume 8, 2015) when still in the planning stage. New replacement arms were cast and painted during the winter and the outside works commenced with the onset of favourable weather.

The High Garrett, Bocking milepost (EX_BT5B44) works were fairly straightforward. Firstly, strip back old paint and then treat rusted areas followed by two coats of primer. Two coats of white were then applied and the lettering simply painted black using a roller. The finishing touch



Mike Bardell, John V Nicholls and
Cllr Graham Butland

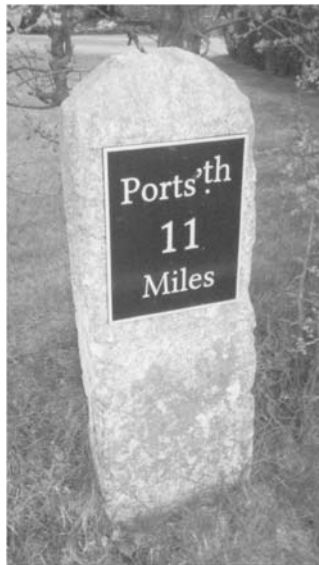
was a wooden surround filled with pea shingle.

The two Braintree fingerposts (London Road - EX_TL7421 and Cressing Road - EX_TL7623) were then approached. The London Road post was a fairly simple job to strip down but the Cressing Road one was a different matter. In the past a line of weld had been applied to the top of the pillar and lower edge of the arms. Once this problem was overcome and the pillars painted, the final assembly of the new parts by John V Nicholls and Mike Bardell was easily accomplished as the photograph illustrates.

A comprehensive account of the restoration project will appear in *Milestones & Waymarkers* Vol. 9.

Hampshire

Further to the report in *Milestones & Waymarkers* Vol. 8 (2015), p15, writes *Colin Woodward*, Denmead Parish Council has refurbished two milestones in the village. The milestone in Hambledon Road, opposite the village green, has been altered to **Portsth/10** which now conforms with the distance shown on the new milestone provided on the village green. One mile further north (HA_PODR11), the milestone at Well Hill has been refurbished and provided with a new plate. The work was completed in October 2015 and paid for by the Parish Council.



HA_PODR11

Kent

East Peckham Parish Council (near Paddock Wood) has been renewing a number of wooden fingerposts in the village, writes *Colin Woodward*. At the time of writing not all had been completed, but an example can now be seen at Bullen Corner at the western end of the village.



East Peckham Fingerpost

The stonemason has completed renovations to the milestone at Bluebell Hill, Aylesford (KE_MDCQ4) and this is awaiting installation by Kent C.C. Highways.

Ron Westcott has spotted an unusual milestone in The Shambles, Sevenoaks. It con-

sists of a cable box which has been repainted in black with a white painted inscription reading **Southwark/ 23 miles/Canterbury/45 miles/Dover/58 miles** and on top is a design of a fish. The whole street is surrounded by murals and panels representing trades present during the mediaeval period, designed by Tom Cousins in 1999 and sponsored by Sevenoaks District Council.

Middlesex (*Colin Woodward*)

Listed Building Consent has been granted for the removal and storage of the London Stone for a temporary period during redevelopment of the site in Cannon Street, City of London. The stone, display case and commemorative plaque will be reinstated in the new development but at a similar height to that existing when it was displayed in the wall to St. Swithin's Church prior to the bombing in the Second World War. This should be an improvement for those who wish to view the stone. It is anticipated that the redevelopment will be completed and the stone returned to Cannon Street in late autumn 2017. The stone is now displayed in the War, Plague and Fire gallery in the Museum of London, London Wall (near Barbican tube station). The glass case gives an excellent close view of the stone. Adjoining the display visitors can watch a short video about the stone, including a 1559 map showing its location.

Another stone which has changed its location is MX_LX00A in Edgware Road, Paddington. Previously displayed in the window of Lloyds Bank at the junction with Star Street, it can now be found in the Edgware Road entrance of the Hilton London Metropole Hotel, at the junction with Praed Street, a little further north than its earlier location. The stone reads **HALF/A MILE/FROM/TYBURN/GATE**.

Norfolk (*Carol Haines*)

In NL30 (p16) it was reported that member Ben Skillings had found a milepost at Great Snoring which had been buried in 1940 (**Wells 7/Norwich 25** - NO_WF7b). It was dug up in December, and found to be in remarkably good condition. After being shown to children at three local schools it was taken to Nigel's workshop to be cleaned. In February it was returned to the village to be on display at the Great Snoring archives exhibition. Since then it has been shot blasted then coated with Kephos Primer by Colorcote at Hethel, and has also been taken down to Thurton Foundries in south Norfolk to have its lettering laser scanned so that the font can be reproduced when renovating other posts in the series. The milepost will be painted in early June by children from Little Snoring school before being returned to the roadside. (*See Tony Langford's story on pages 30-31 - Ed*)

Most of the other cast iron mileposts that survive along the Wells to Fakenham Turnpike are in poor condition. Ben has found broken pieces of some of these posts using a metal detector, and also another five buried posts, none as complete as NO_WF7b. It is thought they were all cast by Thomas Brown of Burn-

ham Market in 1834. If it is not possible to re-attach metal plaques that have broken off, it is hoped that new pieces can be replicated and attached. The lower half of **Wells 6/Norwich 26** (NO_WF6b) – one of the long-buried posts - was displayed at the annual parish meeting at Great Snoring in May. The top of this post has not been found, but it is hoped to attach a replica. A grant is being sought from a local charitable trust for the restoration of the mileposts along this turnpike.

In the 1980s three milestones were noted along the A148 Cromer to Holt road (Cromer 5, 6 and 8 miles). Cromer 5 is mentioned in the *Batsford Guide to the Industrial Archaeology of East Anglia* (1980) as being a good example of the series. However, the 5 and 6 miles had not been seen for many years. Using a long metal probe, Ben has found the **Cromer 5/Holt 4** at Upper Sheringham and **Cromer 7/Holt 2** at Bodham. These have now been dug up. The 5 mile shows old mason's repair marks at the base, while the 7 mile is in two pieces and will need joining.



*NO_KLW23 after painting,
before returning to the
roadside*

NO_KLW23 has now been returned to the verge beside the A149 at Brancaster. When dug up the badly sunken stone was found to be broken below ground level. A problem occurred when permission was sought to dig it up because it was found that it was included within the conservation area boundary of the Roman fort in the neighbouring field which had been drawn to the edge of the road instead of to the field boundary at the rear of the verge. However, difficulties were overcome, the stone was repaired, and it was then painted by children from Brancaster Primary School at the home of Miranda and Martin Skillings. The Parish Council and Norfolk CC contributed to the cost of repair.

Norwich 28/London 80 (Thetford: TL 8825 8405 – NO_NT28). This was dug up in a garden in a new development on the edge of Thetford in 1995. It was placed in the care of Thetford Town Council, but when enquiries were made in 2011 it was thought to have been thrown into a skip and disposed of. Thankfully this was not so and it

was tracked down to the cemetery, where it had been placed for safekeeping. In 2015 Nigel took the stone back to his workshop for restoration. It was in two halves and was found to have had a metal rod inside from an earlier repair. Nigel rejoined the two sections and added a concrete plinth for extra stability in the

ground. In October 2015 it was painted by four children from Norwich Road School, Thetford. It was placed back beside the road (A1075) and on 11 February 2016 was unveiled in the presence of the Mayor of Thetford, the Chairman of Breckland District Council, the Chairman of the Thetford Society, and the County Archaeologist. NCC and BDC both contributed towards the cost of restoration, for which we are most grateful. The milestone does not have the inset panels like the other wedge-shaped stones from this turnpike, possibly signifying that it was never recut. It also has seriffed lettering, the others being sans serif, and within the 0 of 80 (miles to London) can be seen a small figure 4. The stone also has mason's dressing marks on the back. The unveiling merited an article in the *Eastern Daily Press*.

Staffordshire

Staffordshire Miles reported that John Higgins had been hot on the trail of the **Leek 6 / Buxton 6** Grade II listed bobbin post which has been put in an auction after being on the run since around 1985. The milestone was listed in June 1985 before two thirds of the unique series of bobbin posts on the Leek-Buxton road were stolen on one night. A Parish survey in 1986 was not able to record it as being in position.

The alleged stolen milestone was spotted on an auction website by John Nicholls and Mike Faherty. The auction was held in June but the Society was successful in getting the item withdrawn from sale.

The Staffordshire Group hope to be able to secure the bobbin post to restore it.

Surrey (Janet Dowding)

The Surrey Group met on 9 April at Send Manor. Firstly it was reported that a thank you letter for our donations to Surrey Heath Borough Council towards the Camberley milestone project had been received. It also said that the work on the smashed milestone would begin in April and that the replicated milestone would be in place by May and feature in an exhibition titled Travel through Surrey Heath (7 May to 25 June), looking at the different forms of transport locally from stage coaches to canals, through to railways and roads. As part of this the museum has organised a social media campaign to raise awareness of milestones and military stones locally. *(This campaign has been hugely successful with Twitter followers encour-*



The broken Camberley milestone

aged to #hugamilestone, an article in *The Daily Telegraph* and an interview on BBC local radio with Society member Tim Dodds. Why not take your own picture for #hugamilestone? - Ed.) Colin Woodward has also reported since the meeting that the Museum has tried to put back together the original smashed milestone as best as it can.

Then a presentation was given by Richard Raynsford on Somerset roads (as a change from Surrey themes!) and all that is connected with them. This encompassed photos of old bridges, fords, old road signs, milestones, AA signs, etc. It was an interesting and varied selection, of great interest to those Surrey members who do venture to come to Somerset.

After this a short presentation was given by Tim Dodds on military boundary stones, an item that some members had not even heard of before. They are to be found where the military or navy have had a presence and mark the limits of military land, generally not in urban areas. There are plenty of them around the Aldershot area. They were made of concrete, cast in moulds, allowing each to be impressed with its own unique number. One such stone has **W D/▲823** on it. WD stands for War Department and the broad arrow has long been associated with the military, an alternative name for it being 'pheon'. Further information for those interested can be found on the Flickr group site called War Department Boundary Stones and one member has apparently created an interactive map.

Worcestershire

In *Worcestershire Miles* David Beacham writes about a milestone on the A44. There is, in fact, only one extant milestone on the fifteen miles stretch of the A44 (as now numbered) that runs from Worcester East to the A46 Evesham bypass. David has passed it a good number of times and observed how overgrown with 'scrub' it had become, but finding a parking place on this busy road is not easy. However, he and Jenny Beacham had reason to spend some time in the area in February and so they used some of it to clear this milestone plus a couple of others on the A422 Worcester-Alcester road. (These latter two were WO_WOSF09 at Flyford Flavell and WO_WOSF10 at Kington).



WO_WOPV07

The A44 milestone (WO_WOPV07) is located on the west side at Stonebow, about 100 yards north of the turning to Drakes Broughton and the photograph shows it after they had cleared the scrub. To their astonishment they found that it had been kerbed round with a gravel infill, so someone must have taken care of it at some time in the past! However, once that had ceased, nature took over because the verge mower had always to give it a miss. Their other surprise was to find that except for the bench mark both faces of the stone were

completely blank, with no traces of an incised inscription or any bolt holes should it have once been plated. The location of this milestone is shown on the various editions of the 6" OS maps from 1884 up to 1938. The 1884 map shows it with the legend **WORCESTER CROSS 7**, whereas the later editions show **WORCESTER CROSS 7 EVESHAM 8½**. All very mysterious; any theories anyone?

Furthermore, does any one think that a plate should be made and fixed to it?

Yorkshire (Christine Minto)

In January Jeremy Howat, Dave Williams and Christine went to the unveiling at the roadside of the 'new' milestone YE_BRSM11 on the Bridlington to Sledmere road mentioned in the last *Newsletter* which resulted in articles in the local paper



Unveiling YE_BRSM11

and Morrison Utility Services in-house paper. BRSM01 was damaged some time ago by a vehicle and the plate which will need a new stone is with John Harland. Now two more 'new' stones have been added to the Yorkshire database and archives. David Garside was walking

on Lofthouse Moor in the parish of Fountains Earth when he spotted this guidestone YN_XLOMd next to the gate at a junction of tracks. The main track, an ancient route between Masham and Kettlewell shows on old maps across the hills and can still be walked today on tracks, paths and the Park Rash road into Kettlewell. Although the legends on the stone have been defaced, the hands point towards these two villages.

Another ancient highway went across the hills between Keighley and Settle but fell out of use in the late 18C when the Keighley-Kendal Turnpike



YN_XLOMd

(David Garside)

was developed taking a lower level route through Skipton. A guidestone had been at Four Lane Ends above Sutton in Craven but was removed and broken up in the early 20C. Village records show that in 1749 two guideposts had been erected at a cost of £0 5s 0d. YN_XKEIf, pointing to Kighley(sic) and Colne was already in our database sited at Hill Top just a few hundred yards south east of Four Lane Ends. About 30 years ago the top part of the other stone YN_XKEIg was found amongst rubble at the nearby cottage. Earlier this year



*Rescued guidestone YN_XKEIg
(R Longbottom)*

Robin Longbottom and Chris Riley rescued this piece and arranged for it and a new stone plaque inscribed with its history to be set into the wall at the crossroads. The same stonemason made both old stones evidenced by the spellings and style of the letters. Altogether we have recorded 5 other guidestones from this route so it was clearly well used.

On the turnpike road from Selby to Leeds the Selby 1 stone YN_SYLE01 has looked precarious all the years Christine has been cycling by it. The sandstone backing

stone is severely eroded and it is sited very close to the road edge. However as the road has a slight left-hand curve it has somehow survived a vehicular impact for more than 150 years. Now Cyril Pickup, who lives in Selby, and Dave Williams have had permission to remove the casting which was only held on with one bolt. It will be repainted in Cyril's garage and they are negotiating with East Yorkshire Highways to find a replacement stone. Meanwhile three milestones have been languishing in Leeds Highways depot since 2014. Bardsey Parish Council want their stone back by the roadside so, hopefully, their intervention will be the catalyst for the minor repairs and reinstatement of all three.

Dave has also given the Selby – Thorne milepost in East Cowick a fresh coat of paint but was unable to straighten it up. His paintbrush has also been used on the Boroughbridge to York route. The 6 mile post had its plates painted 10 years ago by Brian Bradley-Smith but they needed freshen-



YN_SYLE01

ing and vegetation clearing away. Also from this route the Borobridge 4 plate was picked up by fellow cyclist and Society member Derek Bellerby over 50 years ago. He gave it to Dave Williams who has now donated it to the town and it is on display together with an old village sign.

The remaining milemarkers on the Sheffield Penistone route are metal castings.



YS_SFPN08a

In 2004 Christine was told of an old stone YS_SFPN08a on a footpath in Wortley. With mileages to Sheffield and Penistone this was clearly an old stone from the nearby crossroads being reused at the side of the steps down the passage between the cottages. Later she was told of another stone on private property 3 miles nearer Penistone in Oxspring. Although not full height its design and inscription are the same. The owner is now a Society member and it is hoped to erect this stone in the village perhaps at the pin-fold not far from its original site.

A photograph from Mike Raynor of one more of the numerous waymarkers on the North Yorks Moors has been added to the archives. The Cammon stone YN_XNZ6200, an ancient piece of rock at the side of Rudland Rigg, has been de-

faced both with a benchmark and by a local Victorian vicar who inscribed Hallelujah in Hebrew to celebrate the view of Bransdale which is now obscured by forestry!

WALES

Monmouthshire

Ron Shackell reports that someone has been busy painting the milestones on the A466 Chepstow – Monmouth road. Three of the four are now gleaming for all to see but the fourth, **MONMOUTH 11** (MON_CWMM11) hasn't had the inscription painted. **MONMOUTH 12** (MON_CWMM12) is still awaiting the attention of the painter.

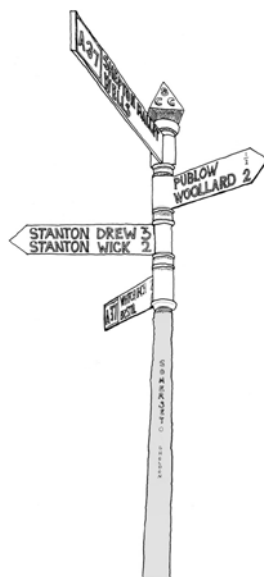
A souvenir hunter has decided that he or she would have the plate **ABERGAVENN / 3** from the milestone (MON_BCAG17) opposite the Llanwenarth Hotel on the A40. The result was just four broken pieces scattered around, pieces missing with no gain to anyone, just destruction.



MON_CWMM10

FUN AND FUNDRAISING FOR FINGER POSTS.

In the parish of Publow with Pensford in Somerset, writes *Lydia Robinson*, we have been raising money to restore the five finger posts that are located within our parish boundary; the response has been overwhelming! We have managed to raise over £1200 from local donations, a fundraising evening and the sale of Pensford finger post postcards which has demonstrated the strength of feeling for these posts in the local community. Our Facebook page, www.facebook.com/PensfordFingerPostRestoration, has over 70 likes and local residents have volunteered their time and expertise to do the final painting of the posts. We are fortunate enough to have an enthusiastic local printer in the village that has donated the leaflets, postcards and posters that helped to publicise the campaign. The publicity, along with some local editorial in the *Somerset Guardian*, helped enormously to spread the word regarding the plight of the finger posts.



Part of our remit was to educate the local community as to what a fingerpost is in addition to raising funds. It is amazing how many people responded with: 'what is a finger post?' promptly followed by 'do we have them in the village?' We actually have at least 5 in the parish. We put together two A1 size boards which described the history of the finger posts with a map to show where they are located with a section on how we plan to organize the restoration. This included approaching a local forge to recast the missing 'fingers' and using local knowledge to uncover what they might have said and the appropriate mileage. The children at the local school were particularly fascinated by the project; the parents were less overjoyed when they described how their children are now pointing at every finger post in Somerset as they drive by!!

As well as speaking at the local primary school assembly, we also gave a short presentation to the local history society and to the south west meeting of the Milestone Society to increase awareness. The A1 size boards were displayed at the Memorial Hall in Pensford, as part of the neighbourhood plan consultation and at the finish of the Pensford 10k run so the athletes could learn more about the local landmarks they had just passed.

Now we have the funds restoration can get underway! We have had great support from the community with people volunteering to help with the work. We will keep you posted (no pun intended) on how the campaign progresses.

Lydia Robinson

BRIDGE CHAPELS – OUR FIRST TOLL HOUSES?

In mediæval times, bridge chapels served an important function as wayside chapels for pilgrims. Mediæval bridges were often the only way of leaving a town or city to venture into the countryside across the farthest bank and, as many towns were established across rivers, they must have been plentiful. But did they also serve another purpose?

The four co-authors of the guidebook to the bridge chapel at Derby clearly think so. They state 'Bridge chapels served a number of purposes. They were places where travellers leaving the relative safety of a town would call to pray and receive a blessing before setting out on a possibly dangerous journey through the countryside beyond. Others, about to enter a town, might have paused to offer thanks for a safe arrival. Tolls, for the upkeep of the associated bridges, would have been levied on incoming goods and animals.' They go on to state 'It was customary in those days for the daily upkeep of the chapel to be the responsibility of a so-called hermit, appointed by the bishop. The hermit, who lived in the chapel, was also responsible for the collection of tolls.'

So there we have it. As tolls were extracted for the upkeep of the bridge, perhaps the bridge itself belonged to the church? But why are there so few bridge chapels left in England? With the coming of the Reformation, such chapels fell out of favour and by 1547 all had been closed. The subsequent arrival of industrialization and the turnpike era rendered mediæval bridges too narrow for traffic so many chapels, now redundant, would have been demolished.

It is fortunate that a few bridge chapels still exist. From north to south we find: Wakefield (Yorkshire). Wakefield was an important town in mediæval times. The lovely little bridge chapel built around 1350 sits on the old bridge over the River Calder. It is the best bridge chapel we have despite its west front having been faithfully rebuilt by George Gilbert Scott in 1847. Another reference to toll collecting comes from 1342 when toll rights were granted to the bridge, eight years before the chapel was erected and 15 years before the chapel licence was granted.

Rotherham (Yorkshire). This bridge chapel, although similar in style to the one at Wakefield, is well over a hundred years younger. It was heavily restored in 1924. The bridge itself, although mediæval, was widened in the 18th century and narrowed back to its original width in the 20th. It is a miracle that the chapel survived the original widening. Both Wakefield and Rotherham chapels are rectangular with typical ecclesiastical features.

Cromford (Derbyshire). In every way this is the odd-man-out. Firstly it is in ruins; secondly it does not guard the entrance to a town and thirdly the bridge is insignificantly small compared to the width of river spanned by other bridges

Turnpikes and Tollhouses

with chapels. It dates from the 15th century and all that remains above the foundations is a two-light window and part of the west doorway.

Derby (Derbyshire). The chapel sits alongside the present St Mary's Bridge, an area criss-crossed with roads and not easy to find. The original bridge can still be spotted under the 19th century fabric. The chapel has been much repaired over the centuries but in the 1930s it was restored to something approaching its original state. It is rectangular with the normal chapel accoutrements.

St Ives (Cambridgeshire). The graceful six-arched bridge sports the unusually-shaped chapel in its centre. The side facing the river is octagonal in plan. The bridge, built around 1415, crosses the River Great Ouse. The chapel, at one time three storeys high, was reduced later in the 20th century to its original height. *(This chapel has the shuttered grilles through which the toll money was passed. For more on this bridge, see Milestones & Waymarkers, Vol. 2 (2006) p51 – Ed.)*

Bradford on Avon (Wiltshire): Almost certainly owing its existence today to it being at one time the town's lock-up, Bradford chapel is a small square building with an unusual ogee-shaped four-sided roof surmounted by a fish-shaped finial. Two arches of the bridge are 14th century but the rest was rebuilt three centuries later.

And those six are all the bridge chapels that remain in England – unless, of course, you know differently (*Another remaining bridge chapel is in Rochester, Kent, built around 1393 and managed by the Rochester Bridge Trust. – Ed.*). Caversham chapel, on the bridge out of Reading is one of the casualties I have noted but doubtless you will find many more. Spare a thought for those early pilgrims, having to pay tolls to fulfil their religious desires.

John Higgins

GATEPOSTS FROM THE TURNPIKE ERA

Cannon-shaped gate posts from the turnpike era are uncommon in Worcestershire but a further two have recently been found. The one from the Laughern Hill on



the Worcester Trust road was moved by a farmer in the 1950s to its current nearby position and it is unique in being virtually complete with the original gate although showing some deterioration. The posts are cast iron and the rails are either iron rods or mahogany with carefully jointed struts to the uprights.

An extension to the bracket at the end of the upper rail enters



the post cap which turns relatively freely. As shown the bottom rail near the post has rotted away but removal of the vegetation and excavation has revealed a complete cast iron assembly with the bolts that fixed it to the wooden rail still in place. The downward force from the weight of the gate held the two end rollers in place on a removable iron collar at the bottom of the post. The other post (not shown) is

similar with a finial cap but it does not turn. An unusual feature is the locking mechanism whereby the bolt could be padlocked in place in a slot in the other post with a hasp and staple arrangement.

The other discovery which also has been moved at some time only has the cast iron posts remaining and it is thought it might have come from the nearby Worcester trust gate at Abbots Wood near Kempsey. The posts are similar to the above but the sophisticated top and bottom hanging arrangements now have simple four bolted brackets with pintles. There are no marks on either pair of posts to indicate the maker or where they were manufactured and it would be interesting to hear if anyone is aware of other posts of this type.



THE NEW CROSS TURNPIKE

The New Cross Turnpike Trust dates from 1719 when the road that was once part of the Roman Watling Street from Southwark to New Cross was turnpiked. But it is not just a road. A Wetherspoon's pub in Welling takes its name from the New Cross Turnpike. Sadly in August 2015 the New Cross Turnpike pub was badly damaged by fire. Was it the Rebecca rioters, perhaps? *Ron Shackell* has sent a press cutting from Wetherspoon's house magazine announcing that the New Cross Turnpike has been refurbished and was officially reopened in February by London Fire Brigade Commander Richard Welch.

ON THE YORKSHIRE AND DERBYSHIRE CANALS

Christine Minto writes: Inspired by a visit to Skipton in February for the official unveiling of the repaired $\frac{1}{2}$ mile stone south of the town on the Leeds & Liverpool canal [LLC-099 $\frac{1}{2}$], I have now ridden (and pushed through mud!) from the 97 mile post west of Skipton to 127 near the Leeds Basin. Because there are posts at $\frac{1}{4}$, $\frac{1}{2}$ and $\frac{3}{4}$ points as well as the mileposts it involves a lot of stopping to record them. It is almost a pleasure to ride past a missing one! So there are just 15 miles left in Yorkshire from Skipton to the Foulridge Tunnel to explore again.

The Selby Canal, opened in 1778 after 3 years of construction, is only 5 miles long connecting the River Aire to the Ouse. But it was only made 4 feet deep and as trade increased the Aire and Calder Navigation was developed between Leeds and Goole and Selby was left out on a limb. But it is still used by a few pleasure boats. Parts near Selby are rideable but for most of its length the towpath is a grassy path. Carefully checking the remaining anonymous stones [SEL-03 $\frac{1}{2}$] it is obvious that these were at $\frac{1}{2}$ mile intervals but only 0, 1, 2 $\frac{1}{2}$, 3 $\frac{1}{2}$ and 5 are still there.



LLC-099 $\frac{1}{2}$



SEL-03 $\frac{1}{2}$

The Chesterfield Canal extended 46 miles from there to the River Trent at West Stockwith through North Derbyshire, South Yorkshire and Nottinghamshire. The engineer in charge was James Brindley from October 1771 until his death nearly a year later. Hugh Henshall, Brindley's brother-in-law took over with John Varley becoming the Resident Engineer and the canal was officially opened in June 1777. The whole length was in use until 1907 when the roof of the Norwood Tunnel, 2880yds long - the same as Brindley's Harecastle Tunnel on the Trent and Mersey, fell in. The 26 mile section eastwards from Worksop has always been in water but other parts became derelict. In Derbyshire the route was affected by mining subsidence, parts were



CHE-25R

filled in and sometimes built on. In 1976 a group of enthusiasts formed the Chesterfield Canal Society (now Trust). Now a further 8 miles west of Worksop to Kiveton Park and the east portal of the tunnel are navigable as are 5 miles from Chesterfield to Staveley. Staveley Basin was built in 2012 with further work almost completed to build Staveley Town Lock. The Cuckoo Way, a footpath named after a type of boat used on the canal, can be followed for the whole distance. Not much of it is surfaced but I've managed to ride (mostly) 37 miles in stages. There are a number of original milestones still in place [CHE-22] with the latest, 19, being unearthed this year. However modern replacements have been set up and many have a dedication plate. The 25 mile stone is for a couple who

have celebrated their 25th wedding anniversary [CHE-25R] and 45 says 'Nearly There'.

Where the canal towpaths have been surfaced they are very well used but some sections can get very muddy. In more rural areas volunteers keep the vegetation in check but beware the brambles and hawthorn branches. They have very sharp thorns which have managed to penetrate my almost puncture proof tyres several times!

SNIPPETS

- Ashby Canal volunteers have erected milepost 27/3 at the site of Oakthorpe Colliery on the original line of the canal. (*Towpath Talk article sent in by Ron Shackell*).
- Inland Waterways Association Northampton Branch have replaced milepost 2 on the Northampton Arm of the Grand Union Canal. (*Towpath Talk article sent in by David Blackburn*).
- Mike Hallett has found a rare survivor on the Aire & Calder Navigation - milestone 29 just north of Stanley Ferry
- Mike has also been hiking the Grantham Canal towpath and surveyed 55 mileposts there.



ACN-29

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

For the third time we returned to St Michael's Community Hall in Stoke Gifford, a popular venue for the South-west with its easy access from the motorways and Bristol Parkway railway station.

To start the morning, Richard Raynsford took us on a visual tour of fingerposts and guideposts across the whole of the UK showing us how the designs varied county by county. Amongst the standard designs - like those in Somerset made by the Sheldon foundry in Wells with a pyramidal finial and the halo posts in Dorset displaying grid references on the finial - there were many curiosities to keep us interested. In Cornwall there were fingerposts with serrated edges to the arms. The audience ventured that this was to stop seagulls from fouling the post. Another curiosity near Malmesbury in Wiltshire was a wooden fingerpost on which the arms had pointing hands and fingers. In Derbyshire and Yorkshire, Richard showed us examples of guidestones. There were curiosities in the North too, a fingerpost in Kirkby Stephen showing miles and furlongs and a guide post in Morecambe showing Lancaster over the sands.

Continuing the fingerpost theme, Lydia Robinson told us about her campaign with Publow with Pensford Parish Council using local publicity and Facebook to raise £1000 to restore fingerposts in the parish, including the casting of two new arms at a local foundry. See Lydia's article on page 20 of this *Newsletter*.

Ann King told us about trying to raise awareness with local groups with talks. For us she elaborated on the ways and waymarkers around Devizes. Early routes included The Ridgeway and Maud Heath's Causeway. Drove roads into Devizes were present in the 1890s. Finally Ogilby's map shows the route from London to Bath and Wells through Devizes. Interestingly the 1773 Andrews and Dury map of Wiltshire shows '3 Mile Tree', '4 Mile Tree' and '6 Mile Tree'. See her article on page 29 of this *Newsletter*. Toll houses were found around Devizes at Bessborough Lodge, Potterne Gate and Shanes Castle. A 1771 turnpike renewal act obliged the local turnpike trust to erect milestones and Ann showed us examples of the milestones and mileposts from all the roads around Devizes. The mileposts were cast by Burt iron monger of Devizes.

Rounding off the day, Jan Scrine related the story of Uncle Frank's archive. Yes, you've heard it before, but with a slightly different focus this time. The Parish Chest from Marhamchurch had records from the 1600s to the 1800s which were rescued from the skip. The records included Poor Law disbursements, a 1773 record for the supply of stones for the turnpike and surveyor's accounts from 1778 for mending the roads. And the Parish Council did not want the records back. What will happen to your archive?

Mike Hallett

SUNDAY 17 APRIL 2016: NORTHERN SPRING MEETING, HEBDEN

You'd think that after 13 years of meetings with five talks at each meeting, we'd have run out of interesting material! But as ever, we proved this wrong, with the customary variety of wayside-related topics to entertain and inform our capacity audience of thirty-four members and visitors.

Setting the scene, Dorothy and Brian Burrows took us on an international tour of waymarkers plus anecdotes, including when Dorothy strayed over the Afghanistan border and 'inspected' a guard's rifle – loaded, of course! And did you know



that there are four different types of stile? Margaret Hill (doing her first ever PowerPoint presentation, with great aplomb) showed us step-through, climbing, combination and mechanical examples, which generated lively discussion.

HF walk leader David Garside then illustrated five ancient routes across the Pennines for us, accompanying his detailed explanations with maps to help those who are not familiar with the locality.

Lunch break provided the opportunity to meet up with old friends as well as to sample the delicious refreshments provided by Terry, Christine, Heather

and others – Heather's chocolate cake is irresistible! – as well as to view displays and to purchase publications.

After lunch, our guest speaker was Bill Froggatt, our Terry Keegan Award winner in 2014, now working for the Canal & River Trust (formerly British Waterways) on the Leeds & Liverpool Canal, whose 127 miles and 91 locks were completed in 1816; its bicentennial is being celebrated this year. Bill's external perspective was greatly valued by all, reminding us that we are part of a wider network appreciating our travel heritage. He took us along the canal and its branches, illustrating mileposts and describing the restoration works that are being undertaken, partly with funding from Heritage Lottery. Indeed, Christine Minto had recently attended the unveiling of a restored milestone on the canal! To round off the day, she pedalled her bike along the towpaths at home and on the Continent, copiously illustrating her travels with excellent photographs. The Society's Canal Mileposts database has recently gone live on the Repository website; it's a work in progress and contributions and corrections from everyone will be appreciated.

Meeting Reports

This was another highly enjoyable meeting, with our thanks to Terry Witham for her continuing support in booking the Village Institute on our behalf. The date proposed for 2017 is 9th April. We have two speakers lined up already, more suggestions always welcomed...

Jan Scrine

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

In the past, the East Midlands area has proved slightly difficult for meetings being some distance away from Cornwall, Devon, Norfolk, Worcestershire and Yorkshire where many of the Society's keenest supporters live. But Collingtree didn't disappoint: by a small margin the Collingtree meeting had the largest attendance of any of the Spring meetings.

Helen Crabtree started off the day with an introduction to Northamptonshire as a county of 'squires and spires'. Collingtree was never a large village and is unusual in that the High Street is not a thoroughfare. The road from Blisworth was registered as a turnpike but the toll cottage in the High Street is a building that was moved from its original position stone by stone. Northamptonshire curiosities included Percy Pilcher who built a powered aircraft before the Wright brothers but was killed in a glider accident and Charles Wicksteed (of Wicksteed Park) who set up a business for steam ploughs in Kettering and invented a bread buttering machine. Northamptonshire is fortunate to have two surviving Eleanor crosses, at Geddington and near Hardingstone. And Wadenhoe, which was the first village in the country to have the electric telegraph.

Tim Jenkinson then told us about bridge markers, including the 'C' stones set up 300 ft from the many particularly narrow county bridges in Devon. The requirement dates back to the Statute of Bridges Act at the time of Henry VIII but many of the Devon markers were set up in 1841 at the cost of 7s 6d per marker. The audience knew of bridge markers in Co. Durham, Essex, Kent and Somerset as well as the well-known WR markers at the bridges of West Yorkshire. Dorset notices reminded bridge users that damaging the bridge may result in transportation for life.

Alan Reade related his early days cycling the canal towpaths and getting lifts on boats. The Shrewsbury and Newport Canals Trust now have a £1 million Heritage Lottery grant for some restoration work on the canal. He has found that the quality of some milepost replacements is an issue with fonts being different from the original.

Ron Westcott and then Mervyn Benford concluded a successful day by showing us examples of distance markers from various parts of Europe including Sweden and Hungary.

Mike Hallett

MARKING THE MILES BY TREES

A gazetteer of 1798 of Salisbury Plain states 'There are so many cross roads in it (Salisbury Plain), and so few houses to take direction from that Thomas, the 8th Earl of Pembroke, planted a tree at the end of each milestone from hence to Shaftesbury, for the travellers' guide.' Over 70 years earlier, in 1724, the antiquarian William Stukeley had written 'a traveller is highly indebted to your lordship for adding



to his pleasure and advantage in reviving the Roman method of placing a numbered stone at every mile, and the living index of a tree to make it more observable.' What was his lordship's pleasure? It is suggested that the Earl may have had an ulterior motive for placing the milestones plus their trees – so he could have horse races with his friends along this straight stretch of road south and west of Wilton House (the family seat of the Earls of Pembroke in Wilton Wiltshire). The road runs along the chalk ridge between Whitesheet Hill and Harnham Hill. No milestones now remain but some lime trees remain at the correct intervals. The road was also known as the Old Turnpike and The Great Western Post Way, but an older name was the Ten Mile course or The Race. The Races had started in the early 17th century, well before the turnpike era. The present Salisbury Race Course is still in the location shown on the Andrews and Dury map of 1773, which also shows the mile trees. The road was turnpiked in 1761 but there was no renewal of the Act. Local people had petitioned in 1768 that this road be discontinued, possibly because it did not serve existing settlements. In 1787 The Turnpike under Salisbury Plain, now the A30, became the official coach road and the old road is now a byway.

Ann King

DUMFRIES ARCHIVAL MAPPING PROJECT (DAMP)

I would like to draw members' attention to this project and the resulting digitised maps and estate plans which can now be viewed on the National Library of Scotland's (NLS) website by going to Maps – Estate Plans – Dumfriesshire 1773-1828 and Kirkcudbrightshire 1758-1900. Digitised plans of Edinburgh and Sutherland can also be viewed there though they are not part of this project.

DAMP was set up to digitise as many pre-Ordnance Survey maps and plans as possible and has so far located at least 1,500 in just the Nithsdale area of the region. Areas belonging to large estates like that of the Duke of Buccleuch are

Features

very well covered whilst, sadly but inevitably, for others no plans have so far been found.

Up to now the digitisation has concentrated mainly on hand-drawn 18th century cartography. A huge debt of gratitude is owed to all of the landowners who have allowed access to their old maps and taken an interest in the project.

Apart from the intrinsic beauty and artistry of some of these plans, with their fine detail they are a mine of information for historians, geographers and map-lovers.

They include such details as the names of the owners of even small pieces of land, country houses, boundaries, boundary stones, plantations, crops, public roads and drove roads and even the odd bush!

This is not all, however: some of the plans have undergone the very tricky process of geo-referencing with modern maps, offering a wonderful way directly to compare the old with the new, allowing us to see how the land looked before the advent of wholesale enclosure and dyking and before the drainage and other land reclamation and improvement schemes of the later nineteenth century High Farming era. It also gives members of a society such as ours the chance to see how the land looked before the roads were developed and to view the sites of the later milestones and toll-houses.

I have spent many happy hours just playing about with the plans but have also been able to pin down some specific pieces of information about the ownership of land on which roads and toll-houses were to be built and the lines of proposed roads that, due to changes in circumstances, were never built (see, for example, on the NLS website the two 1840 plans for New Abbey).

Alverie Weighill

DIGGING UP THE PAST

In December 2015 a group of us met on the edge of Great Snoring, Norfolk to try to unearth a relic buried for three quarters of a century. The relic in question was a cast iron milepost which was thought to have been buried in the 2nd World War. This opportunity had arisen as a result of some investigation carried out by a new member of the Milestone Society, Ben. Through a variety of means including old maps, satellite technology, a metal detector, a hand crafted probe and painstaking field work, Ben discovered what he thought might be a milepost at the site where it should have been displayed. However, this was buried some three feet in a steep bank and there were no guarantees that the object was the milepost or whether it was intact and complete. What followed gave us an idea of what fun it must be to work on the Time Team when patience and common sense were required. There was a palpable nervousness and excitement as the earth was slowly removed. And then the clank of metal and shapes began to emerge. Yes it did appear to be what was hoped for and yes it did seem to be



Ben Skillings (centre) with Tony Langford, Mark Tweedie and NO_WF7b at Great Snoring

in one piece. As you could imagine it was hardly pristine and resembled the bottom of a boat covered with barnacles. But a bit of cleaning revealed the name of Great Snoring and the correct mileages to Norwich and Wells. Everyone was delighted, none more so than Ben who had put in the hard graft and detective work. A whistle stop tour of local schools followed arranged by Nigel at Walsingham, Burnham Market and Fakenham where enthusiastic children and teachers happily considered questions of how old the milestone was, why was it buried and where was it made. It was made in 1834 in the foundry of Thomas Brown at Burnham Market and was a one piece casting. Along with signposts, many milestones were removed with a lot of these buried to confuse any invading German troops in the 2nd World War. This particular mile-

post was just a stone's throw from Little Snoring Airfield which was the home of squadrons of Lancasters and Mosquitos. The milestone was then taken back to Nigel's workshop where it will be fully restored and eventually reinstated. It is one of a set of elegant mileposts that adorn the road from Langor Bridge to Wells. These are well worth looking out for.

Tony Langford

DARTMOOR MAGAZINE 30TH ANNIVERSARY

Dartmoor Magazine in Devon reached its 30th anniversary in November 2015 and County Representative Tim Jenkinson was invited to a cream tea celebration party held at the White Hart Hotel in Moretonhampstead by the current editor Sue Viccars who has been a good friend to the Milestone Society since taking over the role in 2008. Prior to that, the first editor and originator of the magazine Elisabeth Stanbrook had held the reins for 23 years since its inception in 1985. Providing a much needed and ongoing conduit of information regarding the moorland landscape



Features

and its associated people, villages and towns, the earliest editions of the quarterly magazine are now collectors' items and much sought after.



Okehampton toll house on Dartmoor

Since 1996 both editors have indulged Tim's passion for writing articles on a variety of subjects as diverse as moorland post and telephone boxes, lesser known tors (those not marked on maps) and discovering rock basins to name but a few, but have also agreed to the publication of several articles relating to Dartmoor's turnpike history including pieces on toll-houses, milestones, granite guide posts and

parish boundary stones. Already with an established history of informative commentaries on inscribed stones courtesy of the late Dave Brewer, the Magazine also publishes regular Milestone Society updates in the NEWS section with links to the Society's website advertised. Tim anticipates that the good relationship between the Society and the editorial team will continue for many years to come and is particularly looking forward to publishing the findings from the recent review of Dave's archive over two editions of the magazine for 2016.

Tim Jenkinson

Articles on turnpikes and associated items in Dartmoor Magazine by Tim Jenkinson since 2004

Milestones Across the Moor: Part 1 (2004) *Dartmoor Magazine* no 77 Winter p38-39

Milestones Across the Moor: Part 2 (2005) *Dartmoor Magazine* no 78 Spring p38-39

Guiding the Way: The Old Roadside Guide Stones of Dartmoor (2006) *Dartmoor Magazine* no 83 Summer p36-37

The Old Toll-houses of Dartmoor's Towns and Villages Part 1: North and West (2007) *Dartmoor Magazine* no 87 Summer p25-27

The Old Toll-houses of Dartmoor's Towns and Villages Part 2: South and East (2007) *Dartmoor Magazine* no 88 Autumn p8-10

Dartmoor Bridge Markers Part 1: Dated Stones and Tablets (2007) *Dartmoor Magazine* no 89 Winter p33-35

Dartmoor Bridge Markers Part 2 – 'C' Stones (2008) *Dartmoor Magazine* no 90

Spring 2008, p8-10

Signs from the past: The older style cast iron and wooden finger posts of Dartmoor Roads (2008) *Dartmoor Magazine* no 93 Winter p36-37

The 18th and 19th Century Turnpike Trusts of Dartmoor Roads and their Milestones: Part One (2009) *Dartmoor Magazine* no 95 Summer p30-33

The 18th and 19th Century Turnpike Trusts of Dartmoor Roads and their Milestones: Part Two (2009) *Dartmoor Magazine* no 96 Autumn p28-31

The Venford Reservoir Boundary Stones (2010) *Dartmoor Magazine* no 99 Summer p30-32 (with Ann Jenkinson).

The Parish Boundary Stones of Dartmoor: Part 1 North (2011) *Dartmoor Magazine* no 105 Winter p27-29

The Parish Boundary Stones of Dartmoor: Part 2 South (2012) *Dartmoor Magazine* no 106 Spring p27-29

(Editor's note: This article was submitted for Newsletter 30 in February but held over for lack of space)

NEW DETAILED MAPS OF THE ENGLISH MIDLANDS

Alverie Weighill draws our attention to the latest newsletter from the National Library of Scotland (NLS). The NLS already provide on-line access to six-inch Ordnance Survey maps of all of England and Wales. Now it is in the process of digitizing the 25" Ordnance Survey maps of England and Wales. Recent additions include Leicestershire, Lincolnshire, Nottinghamshire and Worcestershire. Currently most 25" maps are on-line south of a line from Bristol to Hull.

<http://maps.nls.uk/os/>

DO YOU HAVE ANY SPARE PHOTOS?

New member John Smith is asking if anyone has spare milestone photos they are willing to let him have. Contact him at jrsmith123@btinternet.com.

ANOTHER MILESTONE!



When the Mayor of Bromyard on the Hereford/Worcester borders invited Jan Scrine to become his Mayoress, she was delighted to accept, having long family connections with the area. She was even more delighted to discover

that local parishes cared about their milestones, with some recent restorations !

This is HF_BYWO01 on the A44.

Jan Scrine

ST HELENA FINGERPOST



(Photo: St Helena Info)

St Helena has drawn up a 10-year plan (2017-2027) – a document headed by a photograph of one of the South Atlantic island's distinctive fingerposts.

A United Kingdom overseas territory, the island is about the same size as Jersey in the Channel Islands, but has only just over 4,000 inhabitants. Its roads tend to be steep and narrow.

St Helena is one of the world's remotest places, which is why Napoleon Bonaparte was exiled there until his death in 1821. Brairs and Longwood are both associated with the former Emperor.

Tony Boyce

HALFWAY HOUSE



Janet Dowding found this image of a milestone on an inn sign at the Halfway House, Pitney between Somerton and Langport. It is the only example she has found so

far of a milestone on an inn sign.

(There are others at Chittering in Cambridgeshire and Willenhall in the West Midlands - Editor)

DISTANCE MARKERS ON MALLORCA



David Blackburn sent in this photo of a distance marker in the Plaça d'Espanya in Palma. It lists the distances to 48 locations and David wonders if this is a record. Other faces of the pillar show meteorological information.

OLD BRIGHT THE POSTMAN



(Photo: Tunbridge Wells Museum and Art Gallery)

In Tunbridge Wells Museum *Colin Williams* found a postcard of Old Bright the Postman standing by a milestone.

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

At the St Thomas Centre, Chesterfield, S30 4AW. See the flyer enclosed with this *Newsletter*.

SUNDAY 9 APRIL 2017: NORTHERN SPRING MEETING, HEBDEN

The return of the ever popular Hebden meeting to its usual venue.

**SATURDAY 20 MAY 2017: EAST OF ENGLAND MEETING
DENVER VILLAGE HALL, NORFOLK**

The village hall is just off the A10, 1 mile south of Downham Market. Further details in *Newsletter 32*.

SOUTH-WEST MEETING, STOKE GIFFORD

A return to St Michael's Community Hall in Stoke Gifford close to Bristol Parkway Station. Date to be confirmed - more details in *Newsletter 32*.

Put the dates in your diary now...

DEADLINE FOR THE NEXT NEWSLETTER FOR FEBRUARY 2017

Contributions for inclusion in the February *Newsletter* should reach the editor Mike Hallett by Monday 2 January 2017. 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 or call Mike Hallett on 01763 246521 for further information and address details.

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And finally

THE PENSFORD FINGERPOSTS



Somerset County Council announced this January that maintaining its fingerposts was not a priority and that it has to prioritize safety and statutory signs (*BBC News item*). It is however offering to help parish councils apply for grants. There are reported to be 1715 fingerposts in Somerset, many with the distinctive pyramidal finial - but on its website the County Council admits that it does not have a complete list. The County Council is working with the South West Heritage Trust to provide a guidance document on restoring and maintaining fingerposts.

In Publow with Pensford there is a community initiative to raise money and restore their local fingerposts, some of which are pictured above. See Lydia Robinson's article on page 20 of this *Newsletter*.