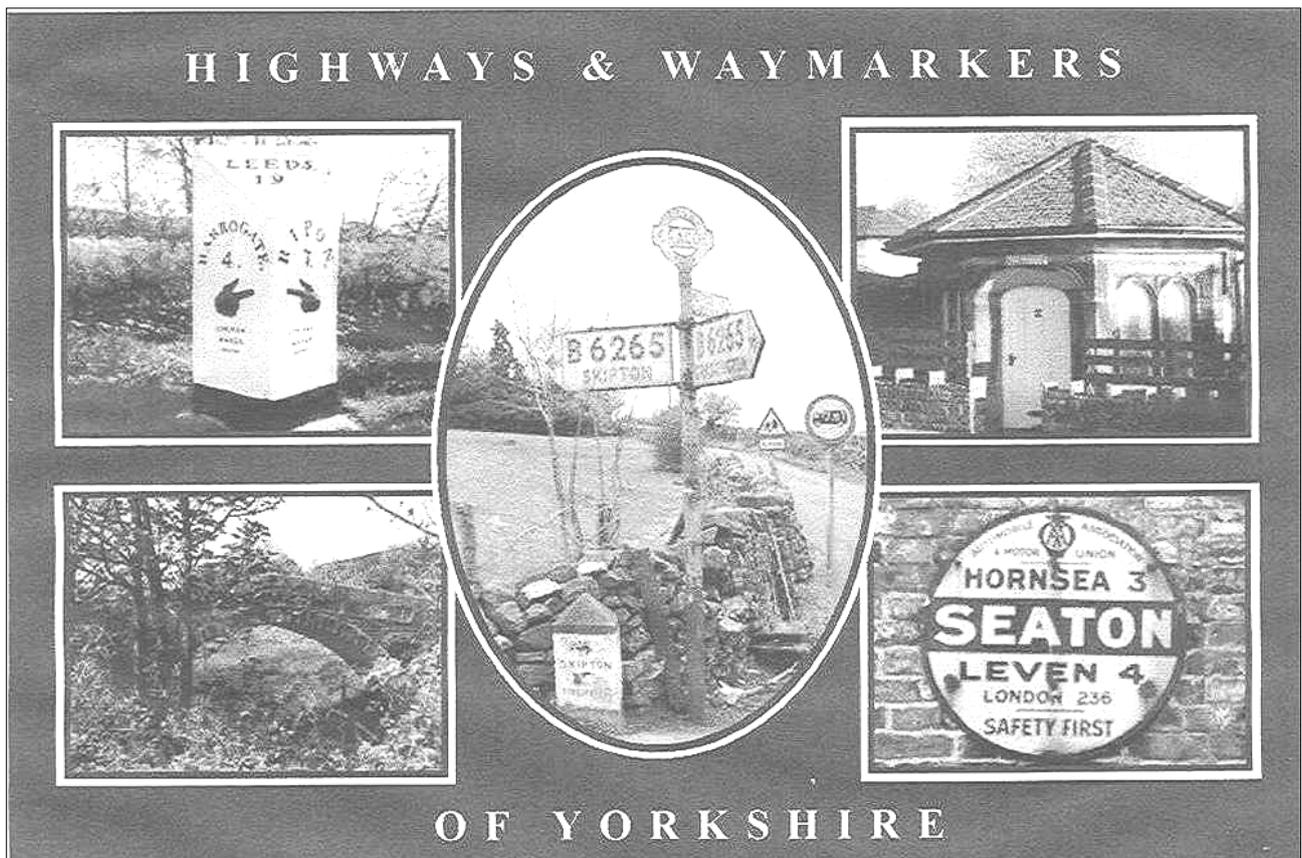


The Milestone Society

On the Ground



Number 10 in the Milestone Society's growing postcard collection shows a selection of Yorkshire roadside features. A review of the series appears in this issue.

No. 4 September 2007

Compiled and Edited by John V Nicholls



The Milestone Society

On the Ground

THE ANNUAL REVIEW



Issue No.4 September 2007
 Compiled and Edited by John V Nicholls

'On the Ground' is produced annually for members of the Milestone Society. Opinions and statements expressed in this publication are those of the editor and contributing individuals and are not necessarily those of the Milestone Society, its executive committee or general membership.

INTRODUCTION

It would be nice to say that I am back by popular request but the truth is somewhat different. A call for a volunteer to compile this year's issue 'On the Ground' lacked response at the 2006 Banbury meeting of county representatives (note the change from coordinators to representatives). So whether I was persuaded or simply volunteered I am back again. My experience gained during the production of the 2006 issue will hopefully enable me come up with a glitch and typo free journal this time. No excuses about learning curves, etc.

I hope that there is something for everyone in this issue. In 2006 I broadened the content of 'On the Ground' with the introduction of fingerposts and boundary markers; as was explained, also part of the Milestone Society remit. It will be seen below, there is clearly an interest shown around the country in these alternative waymarkers by the various contributions from county representatives and members. Some material destined for these pages has been omitted and will be given to Carol Haines for inclusion in the Society's Newsletter. Toll houses and overseas waymarkers are among these as there is already a thread of continuance in the pages of the Newsletter. A proposed 'Lost and Stolen' section has been taken out and will now appear in the next volume of 'Milestones and Waymarkers' due for publication in 2008.

I can only compile the pages from such material that has been kindly sent in by, mainly, the county representatives. My thanks to all the contributors without who this annual publication would be very slim. Additionally I have been able to add extracts from some of the County Newsletters that are produced by various county representatives, often at their own expense. It might appear that milestones have less of a place but the truth is that you are getting a bumper 28-page issue, twelve pages more than the first two issues of 'On the Ground'. The extra pages have absorbed the fingerposts and boundary markers leaving as much about milestones as previously.

Yorkshire items have been featured prominently to coincide with the Milestone Society's 2007 Annual Conference and AGM in Leeds and the distribution of 'On the Ground'.

Also in this issue I have included a couple of 'specials' by the professionals carrying out restorations to milestones, mileposts and fingerposts. Both have Yorkshire connections in the restoration world. David Whitlock (Cleveland Corrosion Control of Staithes) was influenced by seeing rather decrepit waymarkers by the roadside while out cycling

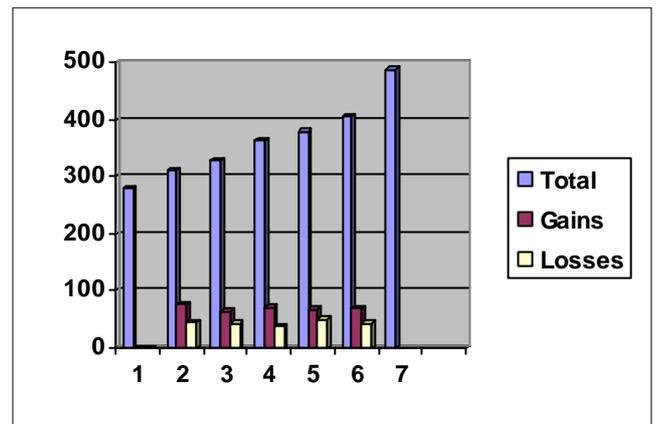
North Yorks. And great oaks from little acorns grow in the case of David Gosling of Signpost Restoration Ltd. He started with a single local fingerpost restoration in Lanercost, Cumbria to become a full time restorer. And after a subtle hint (well, hardly subtle as I thrust an application form in his hand during the reassembly of the Messing, Essex fingerpost) he has become a member of our growing Society.

Speaking of which...

MEMBERSHIP – The First Six Years

Brian Barrow, membership secretary, presents the annual membership figures at the Society's AGM. The first year of the Society (May 2001 to May 2002) saw the creation of 280 members. Not bad bearing in mind that there was little publicity during that inaugural year. Since May 2002 there has been a slow but steady increase in membership with new applications exceeding losses each year. The chart below plots that increase but it should be noted that the gains are based on new applications, some of which are for joint memberships. Therefore the true net increases and totals are in fact slightly higher than indicated. Column 7 shows the true number of members as at May 2007. The total was 488 made up from 415 individual and 73 joint members. The totals also include 17 corporate memberships.

Will we crack the 500 this year?



MILESTONE SOCIETY POSTCARDS

A review of the series by Richard Oliver

By the time that you read this at least sixteen cards should have been issued by the Society: details are given in the appended list. Over eighty milestones and posts are

represented, plus a few other wayside objects, in some twenty 'historic' counties of Britain. They are a useful and growing supplement to such general collections as Carol Haines's 'Marking the Miles' and Mervyn Benford's 'Milestones': overlaps are few. Thus it is well worth 'collecting the set'.

All but one card are in colour, which helps with the legibility of some markers which could do with a little paint. (Practically all the inscriptions are legible on the cards: the exceptions are really beyond the scope of economic reproduction.) The exception is no. 2, which is monochrome, of five photos (and six markers) from the Ken Diamond collection: I hope that we shall have more from this source. One of the Yorkshire cards (no. 10) shows a milepost, a tollhouse, a bridge, an AA distance sign, and a guide-stone and a 'gridded' signpost. I hope that such relative catholicity can be maintained, perhaps with 'themed' cards. The scope for cards devoted to AA signs *may* be finite and in some counties all the surviving photogenic tollhouses would probably fit onto a single card. But there ought to be plenty of scope for cards of signposts: as many were erected by rural district councils, in some counties there is nearly as much variety as there is of surviving mile-markers. Similarly, some cards of boundary stones would be welcome: a great many of these seem to have been erected to indicate the limits of road maintenance responsibilities. Indeed, looking through these cards, one is struck by just how *photogenic* milestones and posts usually are, even when apparently severely functional. One card (no.5, of an elaborate post of 1837 at Langtree, Lancashire) is devoted to a single marker: again, there could be scope for more of these. It would be nice to have more of Scotland and Wales, and possibly also Ireland, or even further afield. The degree of representation of different areas only partly reflects the distribution of active members of the Society, and there must be many of us with useable photos of milestones in those counties which don't have a high profile.

Most of the photos are identified either by place or by road number. Whilst anyone wishing to visit these will probably be able to identify most of them without too much difficulty, it would still be useful were National Grid references to be provided. (Ironically, the grid reference on the signpost on card 10 is one of the few failures of legibility in the series: it seems to be that at SD 974599.)

'PARTNERING' IN WEST YORKSHIRE

By Jan Scrine – Digging for Victory in Yorkshire.

Yorkshire is very large, even after the boundary changes stripped it of historical places such as Saddleworth, about 110 miles across and 120 miles north to south, as the crow flies. At the early meetings of enthusiasts in 2001, (14 of us in Angela Swann's garden shed at Selby), it was decided that we did not wish to split into subgroups based on the 'Ridings' but would maintain a county-wide presence supported by local initiatives. Hence our activities reflect these two strands.

The first national autumn meeting was held at Dewsbury in 2001 and amongst the three dozen attendees was the Conservation Officer



for Kirklees MBC. 'Kirklees' is east of the Pennines, from picturesque Holmfirth ('Summer Wine' country) to industrial Batley, with Huddersfield as its main town. There was much traffic between the major wool towns hence there are many turnpike roads crossing the area – and Kirklees has over 120 of the 1200 milestones that survive in Yorkshire.

It rapidly became obvious that even if half our 50 Yorkshire

In all, then, an enterprise worthy of support and expansion. [See full list and prices inside back cover.]

AIA AFFILIATES WEEKEND.

Report by Chris Marcus.

A group of members of the Milestone Society went to a meeting of the **The Association for Industrial Archaeology** (AIA) held at the Ironbridge Gorge Museum on 14-15th of April. The subject of the meeting was "Roads: Characteristics and Forms of Transport". There were about 60 people booked in, and a surprise guest, namely the Chairman of English Heritage! Although we had only two speakers from the Society, all the lectures were of great interest. It was not that milestones monopolised the meeting, it just seemed that way! In revenge one speaker said he had a photo of a "Not a Milestone" We were all intrigued what it was, until he showed a picture of an eighteenth century stone, the right shape and size, but on it was engraved "There is no road here"!

Terry Keegan did a sterling job managing the Society's bookstall but David Viner & I were there only to listen. "Packway to Motorway" had me writing notes like a man possessed. Member Keith Lawrence gave a fascinating lecture on early legislation regarding roads and their maintenance from the 16th century gave me more notes! After coffee we had a lecture on road diversions before, and due to, the Turnpikes, and how to spot them. Finally Alan Rosevear gave such an informative talk on the recording and preserving of milestones. At least two people in the audience promised to join the Society!

On Saturday afternoon there was a conducted tour of the Severn bridges old and new; but not the Iron Bridge itself. Of course we found a tollhouse unknown to the MSS database. We thought we had found the friendly old toll keeper with beard, pipe and hat, but it turned out to be an AIA member!

The weather and company were excellent, and it resulted in a large sheaf of notes, which I have yet to type up. We may not be as fortunate next year with the choice of subjects by the AIA and Cheshire Historical Society, but these meetings with other groups are to be very strongly recommended.

members were as prolific at restoring waymarkers as are the two Brians (Bradley-Smith and Ellis, who have repainted around 60 milestones between them!) we wouldn't achieve a long-term solution, so we had to find more suitable 'guardians'. And who better than their usual 'owners', the Councils?

A meeting with Stan Driver in 2001 saw 'milestones' added to his next bid for funding to repair small monuments, including graveyards. We discovered that Kirklees MBC had a number of discrete departments, Conservation, Leisure, Countryside, Culture, Highways, etc who all had some interest in an aspect of waymarkers, from milestones to the new community sculptures on the Kirklees Way or in housing estates. Next we gained a grant of £600 from the Kirklees Environment Budget, which sponsored a leaflet describing a walk along an old packhorse route (still partly causeway'd) and a couple of turnpikes with milestones, that ran past a Council estate being re-developed. An article in the Huddersfield 'Examiner' led to another in the 'Yorkshire Post' and some interviews on local radio stations. We were raising the profile rapidly! And the papers had a topic for the quiet periods after Christmas and in July...

The articles caught the attention of Jill Hopkin, a journalist for BBC 'Woman's Hour'. She was intrigued by the locations – we had to move from the bin men and busy roadsides because the noise over-powered the recording! And we discovered the Salendine stoop being used to support a café sign. The talk went out on Spring Bank Holiday in 2004, repeated on the Saturday. More requests for talks to local groups followed, sometimes in costume, generating donations for County funds.



Sign of the times. The Salendine stoop suffers indignity!

Meanwhile the Yorkshire Group established its own pattern of meetings. The Spring meeting is held at Hebden, a lovely spot in the Dales. Some of us make it part of a walking weekend, though it often ruins the wedding anniversary celebrations of our East Yorkshire enthusiasts John & Janet Harland. This meeting attracts around 30, from as far afield as Arran and Peterborough. We have a variety of speakers, both serious and light-hearted, and lots of displays as well as Terry Whittam's delicious chocolate cake. We have a £1 whip round to fund the postage of the Yorkshire newsletter produced by our county representatives Christine and Frank Minto; Christine sells her home-made jam for the same end. It's a really friendly event!

Our autumn meeting is held at various venues: we wanted to raise our profile in 2004 in advance of a bid for £26k of Heritage Lottery funding and Kirklees Community History department let us use the Red House Museum at Gomersal very cheaply. They also gave us plenty of publicity in their magazine and we placed fliers in libraries and pubs: "Save the Flockton One". This generated another good attendance.

Then Stan Driver arranged a meeting with the Highways Department (a first for all of us!) and the Highways manager offered to incorporate our database into their own street plan so that his team would be aware of the presence of milestones when making alterations. While we were at the meeting, a Highways team demolished and tarmaced over the stub of a milestone that had stood a few yards from my gateway...

By autumn 2005, we had come to the attention of English Heritage's Yorkshire Region. Chief Inspector Trevor Mitchell was keen to support local groups and suggested that we had Alan Rosevear's Restoration Guidance Notes 'quality marked' by EH's specialists, to be launched at a Regional Conference in May 2006. We were also given funding to set up a website showing the region's milestones to increase awareness and educate the public. A total of £12k, plus £250 'pump priming' grant from the Society. Alan worked with Steve Parry, a keen Conservation Architect, and the EH guru's – and (eventually) we produced something that all could live with; although our Yorkshire activists pointed out that they have to obey the rules set by their sponsoring Councils.

Setting up the website involved scanning pictures of our 1200+ milestones from the albums of Christine Minto, John Harland and other sources, linking each by its approximate grid reference to Alan's master Access database, then linking these to Google mapping. Technically, it was very complex. However, www.yorkshire-milestones.co.uk went live in Spring 2006. We still have a few errors and omissions to correct – we had to include Humberside (North Lincs) as part of the 'region' and a couple of their stones appear to be in the North Sea...

When the website went live, we sent emails to all the County and Parish councils in Yorkshire as well as to local history and civic societies; we received some very positive responses. The Conference was also widely publicised by our friendly journalists and by English Heritage's PR team. An article appeared in the *Weekend Telegraph* a year later!

We had to suspend our project with HLF during the EH activities: the aim had been to raise awareness amongst community groups and especially young people. This would have required another major website project, which proved a (packhorse?!) bridge too far for our local resources. However, the Kirklees Duke of Edinburgh's Award group and the Home Educators were keen on developing our suggestions of further themed walks and an art competition depicting milestones, so we hope to follow this up in future. We even have an Artist in Residence, Les Packham.

And in 2006, Stan (star of 'Yorkshire Life') was successful in securing £60k funding spread over five years for the Highways Department to run a project for the rolling restoration of our Kirklees milestones. Highways Engineer Clive Frost has begun working with Society members Kirkburton Parish Council, which under the auspices of Cllr Malcolm MacDonald has allocated funding to tackle the

restoration of five guide stoops. The 1738 Farnley Tyas stone is Grade II listed: we can't tinker with the stoop itself, but surrounding vegetation is being controlled, its railings are being repainted and an explanatory plaque installed. The stumpy stoop by the Blacksmith's Arms at Kirkheaton is being lifted and moved to a safer location nearby; the others are being repainted.

[Right] The Grade II listed 1738 Farnley Tyas stoop.



[Below] A 'Brayshaw and Booth' cast iron milestone.



Many West Yorkshire milestones were erected by WR County Council at the end of the 19th century, long after the toll roads had declined. These are cast iron, with a triangular cross section and a tombstone-shaped backing stone. And they are rusting badly. Lacking the time-intensive skills of the Brians, we have been investigating sand-blasting, mindful of the cautionary tale of the Gaydon Milestone. [See 'When Things Go Wrong' in OTG3] Denby Dale Area Committee is investing in its environment and is collaborating with Clive Frost's efforts; a batch of six

'Brayshaw and Booth' cast iron milestones will be lifted and blasted at the premises of a local company (who usually do components for offshore platforms!) and immediately treated using Leigh's specialist paints. This will include two coats of zinc phosphate primer with epoxy topcoats. Re-securing will be by vandal resistant stainless steel bolts.

Back in the early days, Terry Keegan gave us an old news-cutting of a bearded gentleman in plus-fours with terriers, beside a milestone he had saved from destruction when the M62 was being built in the 1960s. It was Ray Wilson of the 1966 World Cup squad. Then in January 2007, our Woman's Hour interviewer Jill rang to say that her



neighbour was moving house and had a milestone, did we want it? Ray Wilson's stone was coming home from Calderdale! It's a solid triangular stone, nearly 6ft high, inscribed 'To Huddersfield 3 miles' on one side and 'From Huddersfield 3 miles' on the other. We are still trying to trace the origins of this series. We contacted Clive Frost and his team man-handled it onto a low loader: the 'Examiner' interviewed Ray and gave us more publicity. The stone will be re-erected not far from its original site. Ray was delighted, too.

The Yorkshire group is hosting the Society's Annual Conference at Armley Museum Leeds, in October 2007, sponsored by English Heritage. We have made some very good friends for our Yorkshire milestones over the past 7 years – and in Kirklees we are confident that they are in the best possible hands to guarantee their safety and survival in the long-term future for the enjoyment of all!!

NORTH YORKSHIRE REPAIRS AND RESTORATION

David Whitlock of Cleveland Corrosion Control

For thirty years I have owned two companies – CLEVELAND CORROSION CONTROL, doing industrial work with fibreglass, rubber, plastics, shot blasting and painting; all for the chemical plant industry, and also CLEVELAND ROTARY, a company that carries out specialised engineering repair work.

For fifty years I have been a lover of the North York Moors and spent free time cycling its roads and tracks. Because of the nature my work I do not like to see anything that is rusty or shabby so I try to make a contribution to the

Heritage of the NYM area by refurbishing mileposts and signposts.

My first ever restoration job was some years ago when a local milepost was damaged by contractors and sent for scrap. I volunteered to repair it free of charge and one job led to another. My own village of Dalehouse has a particularly attractive signpost that is pre-1888 and having sought and received permission I carried out the restoration. I was very pleased with the result – it certainly justified the effort.

There is a steady progress in North Yorkshire. Although old maps show many mileposts on the A171 Whitby to Scarborough road, repeated searches proved fruitless until recently, at Hawkspur, buried deep in a hedge was an original cast iron milepost. It was the type with pointing hands showing WHITBY 3 and SCARBOROUGH 18 and on the top face WHITBY STRAND HD.

The mystery of this 'HD' was cleared up by Rodd Hamilton, who works for Middlesbrough Borough Council. He researched 19C local government as part of his MPhil at Huddersfield University and during his studies came across similar mileposts in County Durham. "Highways districts were created in 1862 and gave groups of parishes responsibility for maintaining local roads," he said. "These districts were based on amalgamations of parishes formed in 1834 to administer Poor Law. The words on the mileposts refer to the Whitby Strand Highway Division."

Beth Davies, North York Moors National Park (NYMNP) Building Conservation Officer said "We knew this milepost was special, but now know it dates between 1862 and 1894, when the District Councils were created".

No sooner had this milepost been repainted and back in its original location when there was notification of a similar post one mile nearer to Whitby on the old road in Stainsacre Village. It was even more difficult to find but hopefully it can be rescued and restored in the not too distant future.



Paul Wheeler tidying up after replacing the 'WHITBY 11½,' one of many mileposts restored by Cleveland Corrosion.

Many North Yorkshire Moors village name plates are also now being refurbished. The paint is peeling off the boards and the 'cat's eyes' that pick out the lettering have long ceased to reflect. Cleveland Corrosion Control have refurbished a number of these signs and renewed the cat's eyes, still available from the original Persy Shaw Company. Every stud has to be renewed but the end product never fails

to give great satisfaction. Even coloured cat's eyes are available if required.

Signposts (fingerposts) are also receiving well-deserved attention. Not only do the arms need painting but frequently the columns require more extensive remedial action. They are often made from 4-inch steel pipe which is found to be severely damaged by corrosion at grass level. Renewal of steel posts is carried out for both aesthetic and for safety reasons. New components including arms and halo finials are produced to replace broken or missing items. Successful use has been made of fibreglass in fabricating replacement finials.



Fingerpost restoration – Before and after.

Mileposts, being at ground level, are often buried in hedgerows or hidden in verges and frequently have suffered the ravages of time and weather. The mileposts are carefully shot blasted and treated with the same paint system as the signposts. Mileposts should obviously be at one mile intervals along the road. However, we normally find that some are invariably missing. We have been able to reproduce fibreglass replicas to replace missing posts and ensure a full sequence is kept in order.

Regrettably business constraints limit our wish for zero charging. However, we are very fortunate in that not only has the NYM got a great abundance of interesting signposts and mileposts, it also has a National Park Authority and Highway Department Engineers department who appreciate the value of attractive roadside features; not only for the benefit to 'Locals' but also to for tourists passing through (or staying) in the area. So admirers of the North Yorks Moors should be indebted to the NYMNP and the local Highways Departments who fund these refurbishments.



WHITBY 13 and WHITBY 14 in the workshop ready for restoration.

CASTLEFORD'S ROMAN MILESTONES

Christine Minto – Yorkshire Representative

Lagentium (Castleford to us) was a small fort and town on the road northwards from Danum (Doncaster) to Tadcaster (Calcaria). A hundred or so years ago a Roman milestone was found by a local man on Beancroft Road which follows the line of the Roman road. By good fortune it was saved but ended up in Leeds. This stone was a classic example of recycling. It had originally been erected for Emperor Decius 250 – 251 AD but when Emperors Gallus and Volusianus ruled from 251-253 AD the stone was turned upside down and re-inscribed with their names and the distance to York, 22 000 paces, 22 Roman miles.

Not long afterwards another milestone was found in Castleford and this ended up at the Yorkshire Museum in York. This second milestone named the Emperor Florianus.

In the 1950s the stone in Leeds was borrowed back by Castleford and cemented in a corner of the museum. But Leeds asked for it back in the 1960s. It has been stored in a warehouse in Yeadon for a number of years.



Now however they are building a new museum on Cookridge Street and the stone is being restored at the Liverpool Conservation Laboratories. A Leeds councillor, Ann Castle, is an historian and is making sure that it will once again be on display when the museum opens in 2008.

However in 2002 about four Roman miles south of Castleford at Ackworth another stone was found on the line of the same Roman road. This was also inscribed to Marcus Annius Florianus who, in spite of his long name, only reigned from June 276 until that September when he was murdered by his own soldiers. Castleford does not now have a museum so this stone has been presented on permanent loan to neighbouring Pontefract which has.

Excavations by the Pontefract and District Archaeological Society have subsequently recorded three superimposed surfaces of Roman Dere Street dating from the first to third centuries AD near the find spot of this third stone.

AROUND THE COUNTIES

A round-up of finds, restoration, conservation and recording from around the counties

Correction to last issue. The milepost restoration reported as being in Little Chalfont, **BUCKINGHAMSHIRE** alongside the A404 should read parish of Chenies.

BEDFORDSHIRE. Michael Knight (Beds). Milestone 46 in **Sutton Parish** on the B1040. Following a 'hunch' from a local septuagenarian Peter Stonebridge, owner of a furniture restoration firm searched a wide area around his rural workshops to locate a milestone that Peter witnessed being buried in 1940. Its eventual discovery exposed a well-preserved milestone with inscriptions on all four sides. (1) 46 / MILES / FROM / LONDON / --- / LONDON (2) POTTON / 2 / MILES (3) BIGGLESWADE / 2 / MILES and (4) SUTTON / PARISH.



Sutton milestone – before and after.

Initially stored within the business premises, the 'LONDON 46' was re-erected on the B1040, a highway that

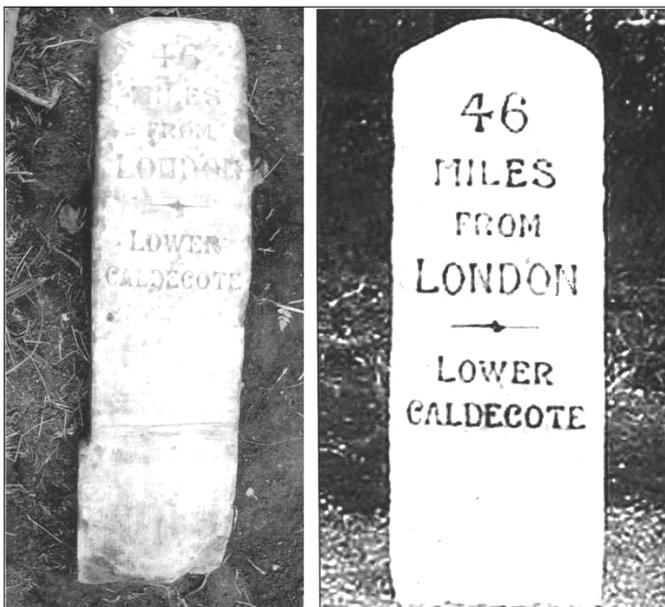
was turnpiked by an Act of 1755 between Bury and Stratton. The stone received publicity in the 'Biggleswade Chronicle' in April 2006 and was back in its pre-war location by April 2007. As a token of gratitude to the business owners, Michael Knight is to entertain the Sutton W.I. with a talk in October 2007 on the waymarkers in the county and the work of the Milestone Society.

Lower Caldecote. A street party took place on a short stretch of the original Great North Road at Lower Caldecote in the parish of Northill. This was in celebration of the unveiling of a restored milestone that had been re-sited by the Parish Council in a wooded lay-by, formerly the A1.

The discovery of this buried waymarker aside the A1 at an Edworth farm was communicated to Michael Knight via John Nicholls. When exposed it displayed a distance of 46 miles from London, and had somehow been moved 5 miles south of its true location, lying undisturbed in a field for many decades.

An active and enthusiastic Parish Council organised the transfer to a safe location where Michael Knight cleaned and lime-washed its exposed section. Much assistance was willingly given by the maintenance firm Carillion-URS, which acts as a 'managing agent' in the area for the Highways Agency. In particular the local road manager Keith Sullivan was instrumental in organising the milestone's safe return and resurrection.

This waymarker belongs to that sector of the Great North Road first turnpikes in 1725 and may have been an installation required by the successor Act after 1746. The stone had been re-cut and its rear face exhibits an eroded remnant of an inscription showing 46 miles from London but lacking a place name.



Lower Caldecote – after unearthing and restored.

Work began in late June 2007 to clear a new site upon which the milestone was ‘replanted’ at an official unveiling ceremony on the 28th. It is intended that Michael Knight will address the community with a talk on the few remaining milestones surviving in Bedfordshire at their next Parish Council AGM, 31st March 2008. Furthermore, Carilliom-URS has asked that the distribution of surviving street furniture covering Area 8 (Cams/Beds/Northants) be conveyed to its HQ for future guidance on road repairs. Additionally a brief history of the Great North Road milestones is sought for publication in its ‘in-house’ journal; a most responsible company indeed!

A follow up... A perfunctory, albeit accurate, report appeared on BBC TV ‘Look East’ programme on Monday, July 2nd. A close shot of the milestone was covered by a statement that this waymarker of the 1700s, buried for over 60 years at a place ‘nearby’ had been put back in Bedfordshire, and had been restored by the Milestone Society. All correct and giving our Society something of a boost!

CAMBRIDGESHIRE. (Grainne Faringdon)

Cambridge City. A new direction marker has been erected in Storeys Way, Cambridge. It marks the new student residential buildings for Trinity Hall. The Portland Stone has been carved by the Cardozo Studios and the design is based on the Trinity Hall series of milestones that mark the miles from the City to Barkway in Hertfordshire. The marker directs people from the residences to the main Trinity hall campus, a distance of 2006 metres and from the stone to the building entrance, a distance of 50 metres. [What happened to yards? Ed.] It was intended that the stone be erected in 2006, hence the date



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and the play on numbers but building delays have meant that it was only put in place mid 2007.

St Ives. The Grade II listed St Ives obelisk, a scheduled Ancient Monument, has had a chequered history. It originally stood near the locally well-known toll house, Republic Cottage on the B1040. This house was demolished in order to widen the road and erect a petrol station! For some time the obelisk disappeared and found again in two pieces. It was re-erected, but still too near to the busy road and roundabout and dwarfed by modern road signage.



This year with the help of the Pro-active budget, Huntingdon District Council has renovated this Kettering Stone obelisk with its mileages to London, Chatteris, Ely, Wisbech, Somersham, March and St Ives. It has been moved to a safer position further back on the verge, cleaned and reset so as to be more visible.

Chatteris, Fenland District. Fenland District has only one milepost and no milestones! The Grade II cast iron marker with its distinctive cross keys stands opposite the Chatteris toll house (now a private dwelling) and the ‘Crafty Fox’ at Pickle Fen. It had deteriorated and was starting to fall backwards into a ditch, so the Road Maintenance Team removed it and with the support of the Conservation Department it has been beautifully restored.



The Foundry mark on the back is Sturgess, Bowling Iron Works, near Bradford, Yorkshire of which little is known. The post has been replaced further back from the road and set in a more secure base.

And some more Cambs news from Mike Hallett, Two recent discoveries in Cambridgeshire have both been made by members from outside the county.

The Old North Road ran from Shoreditch Church to Wadesmill and on through Royston along the A1198 to Huntingdon and the North. South of Royston in Hertfordshire, the milestones were fitted with metal plates but North of Royston passing into Cambridgeshire, the original incised stones are still evident. Unfortunately not all



of these stones are still in place. It was Michael Knight (Bedfordshire) who first alerted Grainne Farrington to milestone 49 on this road in the parish of Caxton. This milestone is just north of the entrance to the Kart-Sport track and is marked on the Ordnance Survey maps but it had been so deeply hidden in the hedge that no-one had been able to find it. The hedge has recently been cut back

with the result that the milestone has now become visible again. Further clearance work has now been undertaken to try to prevent it becoming overgrown again.

A second find was reported by David Archer (Montgomeryshire). This cast iron milepost had come from a part of the country that was originally Northamptonshire but is now part of the Peterborough district of Cambridgeshire. Unfortunately this milepost is no longer in place. David found it in an auctioneer's catalogue. There was very little time before the day of the sale but Mike Hallett visited the auction in the village of Elton and took photos before the milepost, lot number 7, went under the hammer. This milepost would have been on the A47

Wansford to Leicester Road in the parish of Wittering. As far as we know, there is no previous record of this milepost held by the Society and it is not listed. So there was nothing known to prevent it being sold. There was a lot of interest from buyers and bidding rose briskly from £50 to £80. With two buyers left in, the milepost was eventually sold for £120.



CORNWALL. Ian Thompson (Cornwall rep) reports that following useful meetings with Divisional Surveyors and site visits, Cornwall County Council have been active on the

ground in the Newquay area. The 'Newquay 1' at SW825620 on the A392 in Henvor Road, Newquay had steadily sunk into the ground over the years. It took a truck mounted crane and a team of council workers a day to lift it up again. Once it had been repositioned the CC repainted the



stone. The OS bench mark really is carved at the odd angle. The 'Newquay 8' stone at SW897550 on the A3058 near Brighton Cross had developed an increasing lean towards one side over the years and was in need of some love and attention. As its location is on a blind bend temporary traffic signals were erected for safe working during its re-erection. An encroaching bank on the site was cut back making the



restored stone highly visible. The Dobwalls by-pass scheme (Highways Agency - A38) has involved the removal of one milestone of the Liskeard Turnpike Trust. Assurances have been given that it is in safe keeping and will be re-erected towards the end of the by-pass construction. Also on the A38, it is hoped that all the milestones between Plymouth and Bodmin will be refurbished within the next year by Accord, the Highways Agency's contractors.

See also '*£93 Million Milestones*' elsewhere in this issue.

CUMBRIA. (Colin Smith)

Keswick to Penrith Milestone Project

In 2006 the Cumbria branch of The Milestone Society, in partnership with the Keswick History Society, embarked on an ambitious project. This was to restore all the milestones along the Keswick to Penrith Turnpike and to use the undertaking to provide educational and public awareness materials which could help draw attention to the need to protect all the other milestones in the County.

This route was chosen because it was felt to demonstrate what can happen to Cumbrian milestones when they are disregarded or neglected. All the milestones, bar two, are now on minor roads or cycle ways.

A grant application to the Local Heritage Initiative was successful, helped by The Milestone Society and The Friends of the Lake District offering contributions with 'pump priming' grants. The aims of the project were fourfold: 1. Restoration of six milestones; 2. taking a photographic record of the work; 3. designing a small mobile exhibition for schools, village halls, etc; 4. Producing publicity materials such as a CD presentation aimed at the general public, especially young people.

Surveys had located ten milestones, or remains of them, of the 16 originally installed along the route. Five were intact although one of these had been re-sited on private premises; three had their cast iron plates missing but the stones themselves intact; two had been broken off and the tops and plates missing; and one stone was missing but the original plates mounted on a private house. All of the milestones had been discarded when the new road was built in the 1970s. Most of the sites needed groundwork to make the milestones visible and searches with metal detectors took place to try to find the missing cast iron plaques. It was evident the two milestones which were broken required protection to ensure further loss did not occur during grass and hedge cutting activities.

Two original plates were found - one attached to a private house, and the other attached to the original milestone in the grounds of another private house. The first plate was donated willingly but the second, after prolonged negotiations, was obtained minus the milestone in exchange for an inscribed house name plate! (This was not the result we had hoped for but the best we felt we could achieve without resorting to risky and expensive legal proceedings). Both plates were restored and mounted on new milestones erected close to the positions shown on the old turnpike maps.

One milestone was being crushed by the roots of a large sycamore tree and had a serious crack through its entire length. Major tree surgery and repairs were needed, before a new plate was fitted.

The project carried out all the necessary ground work, commissioned and installed four new milestones – two to protect the remains of the broken ones, and the two referred to above. A local company sourced stone similar to the originals and fashioned the new milestones in the traditional way. Suitable stone was found at the Quarry at Elterwater, in the Lake District. The new milestones have '2007' engraved on the back of them.

Signpost Restoration Ltd, a specialist company, was engaged to supply replicas of the five missing plates which were cast at a foundry in Hexham. The plates were made in cast iron much the same as the originals, perhaps the metal being of a purer quality than the originals. All the plates, both original and new, were then painted. A contractor was engaged to install the new milestones under the guidance of our group.

One new milestone, at the west end of Threlkeld village, to which the original plate was attached, had to be installed some 20 metres away from its original site, which is now in

the middle of the widened road. All the plates were then fitted using stainless steel bolts with security fastenings.



One of the restored A66 milestones. [Picture: David Gosling – Signpost Restoration Ltd]



Newly cast plates await fixing. [Picture: David Gosling]

Two outcomes of the project were a couple of postcards of Cumbria's milestones (to add to the sequence of the Society's ones) and a booklet 'The Hutton Moor Road' giving a history of the Keswick to Penrith Turnpike and details of the project. The booklet is £4.25p (£3.25p to MSS members) plus 57p p&p – available through Colin Smith, Cumbria Representative.

DEVON. (Tim Jenkinson)

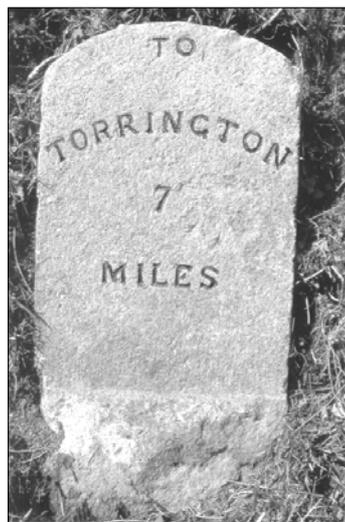
Early 2007 saw a remarkable achievement by the villagers of Petrockstow in North Devon to discover and uncover nine milestones along the old road between Hatherleigh and Great Torrington. In particular the commitment of two people, Ann Tompkins and Carolyn Jones, to not only locate but also clear the stones and repaint the legends is to be greatly commended. It was Ann who, whilst out walking on day, discovered what appeared to be the outline of a large gravestone in the bank. Intrigued by the find she enlisted the help of her husband and together they were able to clear away enough vegetation in order to reveal a milestone showing 'To / Torrington / 7 / Miles /'. The discovery sparked off a quest to find other markers along the route.

Using old OS maps Ann was able to locate a further eight stones some of which were so buried in banks that they had to be dug around to make them more visible.



Ann Tompkins and Carolyn Jones at the 'TORRINGTON 12'.

The result is a most impressive and significant run of large tombstone style type markers set up around the mid 19C by the Great Torrington Turnpike Trust when road improvements in the area occurred. The search for the



remaining three stones continues. This project, instigated by motivated individuals, is an excellent example of how local parishes can take good care of milestones within their boundary and makes one wonder how much more of the county's roadside heritage still lies buried in overgrown banks and hedges. In April 2007 the Devon county representative Tim Jenkinson was invited to meet with Ann and Carolyn in order to survey

each of the stones and add them to the county database and Devon's Historic Environment Record.

A rare cast iron mileplate in the village of Colyford, East Devon on the A3052 between Exeter and Lyme Regis (Dorset) has received a much welcomed repaint by Mr. Chris Mitchell, a member of the Local History Group. The plate,



which is cemented low down in a wall at the west end of the village, shows 'EXETER 22 / LYME 6' and was set up in the mid 19C by the Lyme Regis Turnpike Trust that had responsibility for some 36 miles of roads in Devon. It is the only one remaining along the route. The letters and numbers have been picked out in black on a white background. During the renovation Mr. Mitchell discovered the raised parish name of 'COLYTON' on the bottom right hand corner of the plate and this has also been picked out in black. Thanks go to the Local History Group for their ongoing interest in roadside heritage.

The Microchipping of Dartmoor's Milestones. 2007 saw Dartmoor National Park Authority (DNPA) roll out the next phase of their project to microchip vulnerable granite artefacts within the Park boundary following a series of actual and attempted thefts in recent years of stone crosses, granite troughs and rollers from the open moor. This year various milestones and boundary markers along the B3357 between Tavistock and Dartmoor have been targeted. Using records from the Milestone Society database for Dartmoor each stone along the route has been successfully located and included in the project. In February Tim Jenkinson was invited to accompany Park Officials in order to view the process first hand. A tiny microchip pellet is inserted into a natural crevice in the granite, glued in place and then carefully disguised with a fine layer of grit to render it invisible to the naked eye.

Each microchip has a unique identification number which when scanned provides information on the stone's location. Thanks go to Jane Marchand and Brian Byng of the DNPA for their hospitality on the day and an explanation of the process. The Milestone society looks forward to working with the DNPA on the continuation of the project in 2008.

Tim Jenkinson (centre) with the DNPA chipping team.



DORSET. (John Tybjerg)

There has not been a lot of activity recently in Dorset on the milestone front, only 2 have been worked on since the last edition of OTG. Dorset CC Highways Department are well aware of my interests and concerns but money keeps raising its head and usually only essential work to save a milestone from extinction gets carried out.

A milestone 5 miles south of Shaftesbury on the A350 has been re-erected by DCC. Some trace of the original inscription remains and formerly it read:

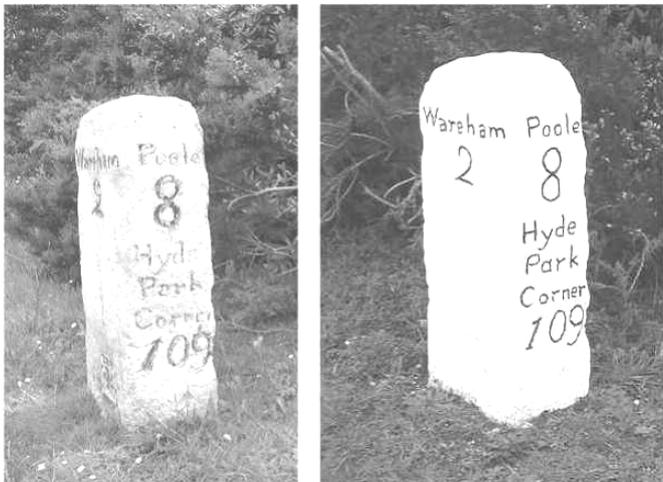
7
Blandford
5
from Shaston
BATH
37

'Iwerne Minster' (the Civil Parish) is incised vertically on both sides. Unfortunately the milestone is on a bend on a busy road and any refurbishment is out of the question without some very detailed traffic control.



The '7 BLANDFORD' after re-erection but awaiting painting.

A milestone 2 miles north of Wareham on the A351 was repainted in March this year. It was not in bad condition and I do not know who carried out the work but the repainting of the letters is basically pretty awful, especially when you look at the earlier pictures and can see the original text quite clearly. Looks like a job for the Milestone Fairy one quiet evening!



The 'WAREHAM 2' before and after painting. While the new lettering is prominent it fails to fill the original engraving and has a 'spidery' appearance.

ESSEX. (John V Nicholls)

When a hedging flail strikes a milestone it is inevitable that the stone is going to come off worse in the duel. Such incompatibility was proven back in 2002 when the 'LONDON 26' milestone alongside the A414 at Norton Heath (Norton Mandeville parish) was hit with a flail. The front of the stone was quite seriously damaged as reported in the Essex county newsletter back in November 2002. At the time several of the broken pieces were retrieved from the grass verge by John Nicholls and just sat around waiting the day when they could be reunited with their parent stone.



'London 26' gets a long awaited repair and spruce up.

Between 19 and 21 April 2007 restoration work was carried out on the 'LONDON 26' at Norton Heath. The broken parts were fixed to the stone using a neat cement mix and the small missing areas filled with a mortar made up of a very fine sand, ground stone and lime mix. The stone was then thoroughly scrubbed down and an algacide applied. While in the area the 'LONDON 25' and the 'LONDON 22' (Chipping Ongar) were also cleaned down and treated. All three stones were then painted and the task was completed with the painting of the legends. The stones lie along the route of the former Epping & Ongar Highway Trust. Nineteen Epping and Ongar milestones remain, only one of which is Grade II listed.



The 'LONDON 25' and 'LONDON 22' looking very smart after being painted. By the summer they were less prominent due to the rapid growth of grass and weeds

Bad news was the loss of yet another milepost from Wix on the Harwich road. It was Grade II listed and pulled directly upwards from the ground leaving the backing stone undamaged.

GREATER MANCHESTER. Mike Faherty (Dorset)

From eBay to Back on the Ground.

As a part of other interests, I keep an eye on various eBay categories, and was taken aback in February this year to see a cast-iron mile post for sale. There was a good photograph, and it was obvious that this was a previously unrecorded type, with the legend "TO S^T ANN'S SQUARE" (in Manchester). My first thoughts were as to its provenance and authenticity. I contacted the seller, who explained that he was selling it on behalf of a friend. The friend's father had acquired it while working on Manchester roads, had had it displayed in his garden, but was now dead; hence the sale. There was no information about its original location.

The next step was Manchester City Council's Conservation Department. The Chief Conservation Officer had not seen any of this type of marker and had no information about them.

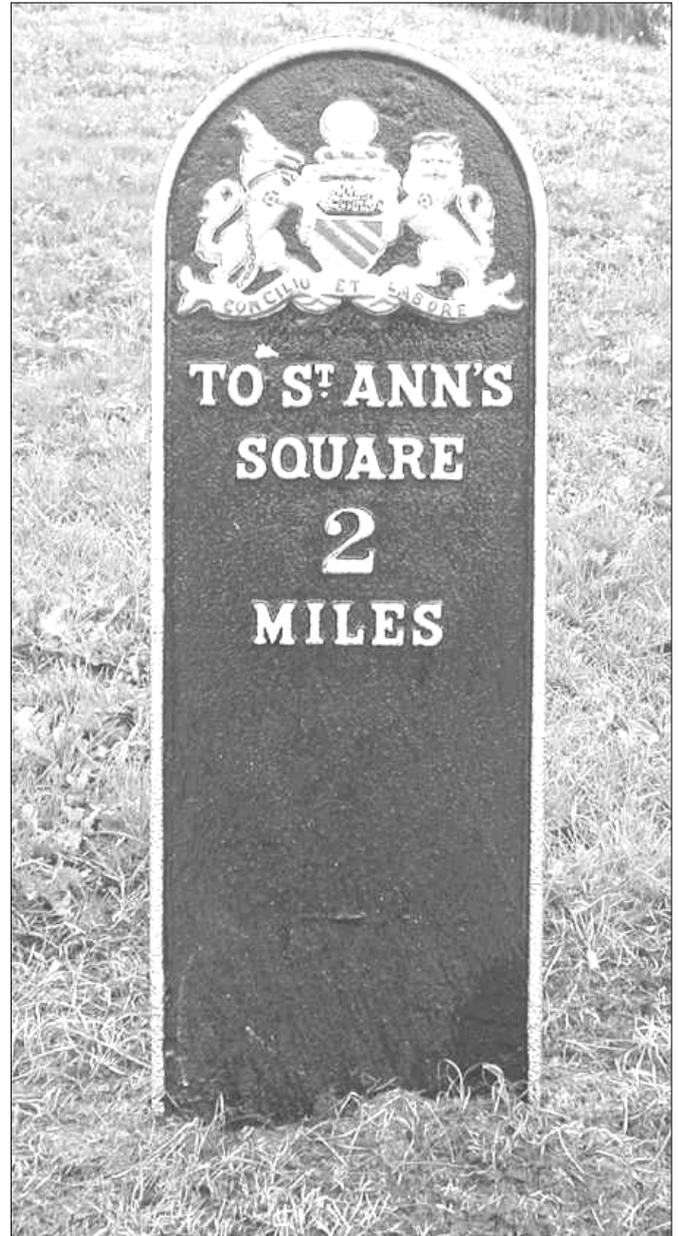
I spent several years in Manchester as a student many years ago, and my son also studied there, and now lives and works in the city. Perhaps guided more by affection than reason, I decided to bid for the post, not wanting it to end up in another Cheshire garden. There were surprisingly no other bidders, and the post was mine for the reserve price, £75.

Back to Conservation. The officer sounded interested when I suggested that I might donate the post to Manchester, for it to be located somewhere at an appropriate distance from the centre, but perhaps mindful of problems with Highways colleagues, suggested I should contact the Executive Councillor for Planning. This I did and a non-committal response came a few weeks later. He would pass on the offer to colleagues. Eventually a letter arrived from the Chief Highways Engineer, with a positive response; he also was not aware of this pattern.

The next problem was location. The city's coat of arms was granted in the 1840s, so the post must postdate that. 1848 OS maps (courtesy of old-maps.co.uk) show MSs with a similar legend on two routes from Manchester St Ann's Square (the old commercial city centre, and presumably datum point), at ¼ mile increments up to 2 miles, and MSs with legends for other towns as destinations on several other routes, but in later maps, as the city is built up, few are shown. OS maps are not known for consistently distinguishing between MS and MP. Neither the original location nor alternatives could be ascertained from OS, nor could the post be reasonably dated, except perhaps to say that it is probably an expression of early civic pride. I explained this to Highways, and his suggestion was to survey all radial routes from the city centre, by distance only, and choose a suitable secure location (my conditions). His preferred location was on the Ashton New Road, opposite the new stadium. I agreed, and suggested that if the post were to be relocated here, it should bear a plaque describing its origins, and there might be an official unveiling (an opportunity for some publicity for the Society, I thought).

Neither happened! The cabinet councillor didn't want publicity, and the first I heard about its relocation was an email from the engineer, with a couple of images. Its new position is at SJ 8711 9831, junction A62/A6010, opposite the sculpture "B of the Bang"; a nice contrast, for the sharp-sighted! It has been repainted, very smartly, with some extra detail. The base is black, raised edge and lettering silver,

coat of arms silver, red and black. Security seems reasonable, as it is behind steel railings.



At last, a new home for the 'St ANNE'S SQUARE' milepost.

It is pleasing to be able to pass on news of a "new" marker, given all the stories of theft and breakages. There is an ironic postscript. Both conservationist and engineer said they had not seen this sort of post. My son's eagle-eyed partner spotted another, from the top of a bus, on the Wilmslow Road in Didsbury, SJ 8471 9128. This one is black all over, and the distance is 5 miles. Perhaps there are more waiting to be rediscovered?

KENT. Colin Woodward (Middlesex) has been surveying Kent and has completed London to Sturry (near Canterbury) and the Canterbury to Whitstable roads. The entire route was walked in stages over a six month period. Of the 61 markers 30 have been located of which no fewer than 8 were complete with plates. Among the 30 is a 'one-off' in the centre of Canterbury that is mainly about bridge widening but also bears the legend 55M 6F to London. Two out of five were found on the route to Whitstable and were in good condition. Beyond Sturry to Ramsgate (14 miles) most of the stones survive.

NORFOLK. (Carol and Alan Haines)

There are two restorations to report during the past year; not a lot, but it is progress. In 2004 when searching for the Norwich 15/Watton 6 stone on the B1108 west of Hingham we spotted a ridge of stone just visible above the grass behind a bush about 20 yards from where the stone should have been. A trowel is part of the milestone hunting kit, so some digging soon revealed the wedge-shaped milestone lying on its side. After contacting someone in the Hingham Society, who also happened to be on the Parish Council, the stone was restored and painted in about August 2006.



Hingham – excavation and restoration.

On the A149, the stone 16 miles from King’s Lynn has undergone a major repair. Sometime between 1988 and 2003 it had lost the top left hand side, including the figure ‘1’ from the mileage. It has recently had the missing part rebuilt, has been painted and raised to show the entire parish name at the base. It has also been set in a concrete surround and had a wooden post with a reflector placed beside it, presumably to alert verge mowers. Tim Richards, who spotted the repair, also noted that Hunstanton’s 1921-style place name sign has been removed and another identical sign has appeared, on a modern post, at the other end of the village. He has never seen this before in the ten years he has lived in the area. It seems as though Hunstanton PC are taking quite an interest in their roadside heritage.



Hunstanton before and after. [After photo: Tim Richards]

The ‘Kings Lynn 15’ milestone at Hunstanton has also had a recent repaint; the first time in many decades. Several other restoration projects are underway and these will be fully reported in the 2008 issue of ‘On the Ground’.

NORTHUMBERLAND. Iain Davison, the Northumberland representative reports that there has not been much activity in the Northumberland area. At least six milestones have been identified and located but await action by the County Council’s Highways department as they insist on carrying out the work. Two are on a particularly dangerous section of the A68 and will almost certainly require traffic management to allow the works to proceed.

Where the A1 runs through the county it is a good news/bad news scenario. The Highways Agency have undertaken painting of the cast iron mileposts still alongside the A1 but many others extant on by-passed sections of the old A1 remain unloved and uncared for by the County Council.

Iain has also made forays into neighbouring **COUNTY DURHAM** where to date he has located and recorded 65 milestones. New Milestone Society member Richard Collier of Darlington is active in the south of County Durham and parts of North Yorkshire.

OXFORDSHIRE. Derek Turner (Oxon rep.)

**When actions are even better than words!
An encouraging story from Oxfordshire.**

Over the past few years Oxfordshire County Council (OCC) and the various district councils have shown themselves to be ambivalent about milestone preservation and restoration, but not lacking in interest and commitment. However, a much more positive approach seems to be developing and, unlike the world of normal politics, the action is more progressive than the policy. Whether this is a cause or a consequence of OCC having received an ‘excellent’ rating in this year’s league tables, or some other reason is uncertain. Whatever the reason for the apparent change of heart demonstrated by two recent initiatives, it can only be welcomed. The first of these relates to a comprehensive programme of repainting the ‘halo’ fingerposts throughout the county. (See ‘Pointing the Ways’ in this issue.)

The main story, however, refers to the restoration of a milestone just to the west of Didcot on the road to Harwell village. I was contacted by email on 13 April, as Oxon rep of the MSS by the Highways Inspector for the area to the effect that he had received a report of a milestone that had fallen into the roadside ditch. He provided clear details about the location of the stone with an accompanying photo, which included a white painted arrow on the carriageway to mark the fallen stone. I replied the following day, thanking him for the notification, asking for a meeting – as previously all the relevant OCC officials had proved elusive – and for clarification of the county’s policy on restoration. After two weeks, with an apology for the delay, I received a second email: no meeting but a statement of policy to the effect that “OCC policy is that we do not undertake to do the work. Your society needs to determine what needs to be done. ... We can then give the go ahead.” He provided the names of the area engineer and his deputy for me to contact when I had visited the stone and assessed what needed to be done. Shortly after, in mid May, on one of the few fine days that month, I visited and photographed the stone. It was clear that it would be a major task to restore it to its original position as it was head down in quite a deep ditch and of considerable size and weight, requiring heavy lifting gear. Furthermore, it was located on a bend in what proved to be

quite a busy B road with only a narrow verge, so there would be considerable safety issues



The Didcot stone found lying in the ditch.

I made contact with the deputy area engineer by phone and explained that it was going to be quite a challenging task to reposition the stone. To my surprise and delight, and in contrast the passive official policy, he immediately replied “That sounds like one for us then.” I asked to be informed when the stone had been repositioned, mentioning that I would be abroad for six weeks from early June, and hoping that progress might have taken place in my absence. Again, to my surprise and delight, I received an email on 30 May to the effect that the stone had been repositioned. As I was too busy at that stage preparing for the trip abroad, I did not revisit the stone until mid July, only to receive yet one more pleasant surprise. Not only had the stone been repositioned, albeit at a slight angle, but it had been well repainted and now looks in pristine condition apart from some slight weathering or damage possibly sustained when the stone fell. One can only congratulate Oxfordshire on the speed and efficiency of the whole operation and for keeping the Society in touch during the whole period from the report of the stone’s fall to its repositioning and repainting

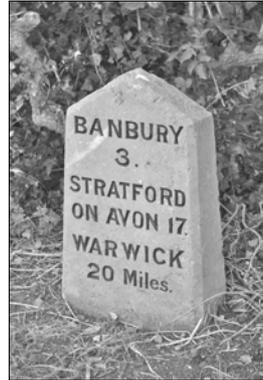


The Didcot stone back in place and painted.

A Parish Council gets to work. (Robert Caldicott)

A little over a year ago I heard from my Wroxton & Balscote parish councillor neighbour that the Parish Council planned to restore the milestone (Grid ref SP419419) and stone guide post (Grid ref SP408416) in the village of Wroxton in North Oxfordshire. They had been in contact with Oxfordshire County Council Highways Dept., who said that the milestone

is a 'memorial' stone, and was not therefore regarded as 'theirs'. Mervyn Benford (who also lives nearby) and I pointed out that this is wrong, but very sensibly the PC decided to get on with the milestone project themselves rather than argue with OCC. After some debate it was decided to carry out a clean-up and re-paint of the lettering, rather than a more radical moving of the stone and recut of the lettering, which had been discussed. Although not involved in the project, I was able to provide the PC with a copy of our Guidance on Preservation and Restoration of Milestones, and a stonemason was employed to carry out the work.



The Wroxton & Balscote PC is fortunate in owning a disused quarry within the parish, part of which is let to a mobile phone company for an aerial mast. The income is useful, and provides funding for projects such as this. The result is splendid, and must be a model for what can be achieved by parishes with milestones and other objects which would otherwise suffer from neglect.

The stone guide post is listed Grade II by English Heritage, and no more than a clean up and repaint of the lettering was proposed. It dates from the late 17C, and it is uncertain how much of it is original. The present structure shows signs of fairly large repairs in the past, and unfortunately the blades of the sundials which are on three sides of the top square stone were stolen some years ago. Old maps show that it stands alongside the old road from Balscote to Wroxton which survives now as a footpath, indicated by the waymarker in the background of the photo.



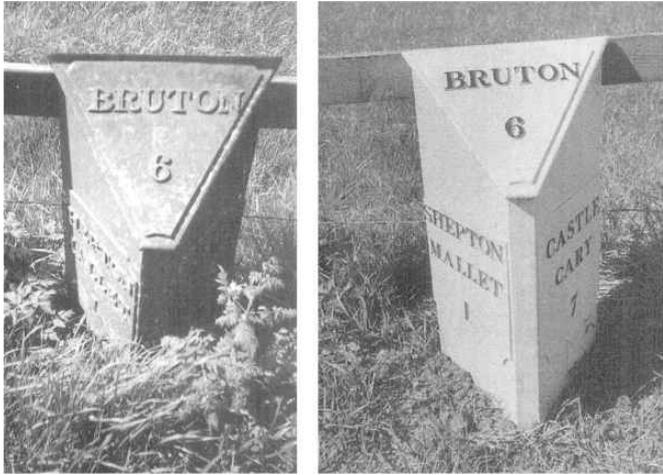
SHROPSHIRE. From Ian Jolly.

This milestone complete with plate is located on the road to Wreccam at Ellesmere in Shropshire. The pictures show it as it was before and after straightening by Shropshire Highways. The lady in the house who drive it is by paints it every so often to keep it looking trim.



SOMERSET. Janet Dowding (Somerset)

Shepton Mallet. The 'BRUTON 6' milepost at ST 6241 1423 in Cannard's Grave Road (the A371) was repainted in 2007 as part of the Shepton Mallet town rejuvenation project. This is the first of 26 mile markers to be done in the 'Shepton 21' designated area. It is S24 on the Somerset county database.



STAFFORDSHIRE. John Higgins, Staffs representative has negotiated a repainting scheme with the Staffs CC for refurbishing all the milestones in the county over an eight year period. It means that all the mileposts within the present county will have a coat of paint every eight years. Excluded are those alongside trunk roads that should be maintained by the Highways Agency. The proposal is to work anti-clockwise around the county starting in the Newcastle area.

The planned schedule is:

- 2007 – Newcastle area plus part of Stafford borough.
- 2008 – Most of Stafford Borough.
- 2009 – Rest of Stafford plus South Staffordshire.
- 2010 – Cannock Chase and part of Lichfield.
- 2011 – Lichfield and Tamworth.
- 2012 – East Staffordshire.
- 2013 – Staffordshire Moorlands
- 2014 – Time to top up the paint pots and start over again!

John was commissioned by Staffordshire CC to write a thematic review of all the mile markers in the county and this was duly completed. Next year's project is another thematic review yet to be decided; either toll houses or fingerposts.

Good news from English Heritage is that they have decided that the milepost outside the 'Royal Oak' in Horninglow Street, Burton, should be listed. The milepost is on the old A50 and was cast around 1828 by Thornewill and Company of Burton. It has been allocated number 502770 (grade II). Painted in the pub colours, it is hoped that listing will enable a return the traditional black and white livery.

SURREY. The Surrey Group usually meets twice a year with Janet Dowding (formerly of Surrey but now a Somerset resident) organising the arrangements as the acting or temporary Surrey rep. The meetings attract between 8 and 15 members, some of whom are very knowledgeable about the county's milestones.

WARWICKSHIRE. No action has been taken to rectify the signs of early rusting on the Gaydon milepost reported in 'When Things Go Wrong', in 2006 'On the Ground'.

WORCESTERSHIRE. Terry Keegan reports on 12 months of the Worcestershire Group to June 2007.

Nine new members joined the group during the year bringing the total to a record 32, in spite of losing five along the way. The group have regular quarterly meetings over a cup of coffee in one or other member's houses and here we discuss how we can best pursue the Society's aims where Worcestershire is concerned. Our usual attendance averages eight to ten members, most of whom are enjoying their retirement. We are fortunate in having a majority of 'hands on' members in the group.

Our achievements 'on the ground' during the last twelve months include replacement of the missing plates on the four stones on the Stanford Bridge to Ham Bridge turnpike road through cooperation with the local parishes and the Midland Automobile Club; organising the casting of eleven plates to be attached to the stones on the Worcester to Bradley Green turnpike and persuading the local parishes to purchase these plates and attach them to the appropriate stones (an on-going project in which we have given ourselves two years to achieve); the replacing of the damaged 'Bradley' stone at Feckenham with a new one [See OTG3, page 20]; and the repair and re-plating of a milestone near Clows Top.



Members of the Worcestershire group at the unveiling of the new 'Bradley' stone outside the National Grid Transco depot at Freckenham. [Photo: Neville Billington]

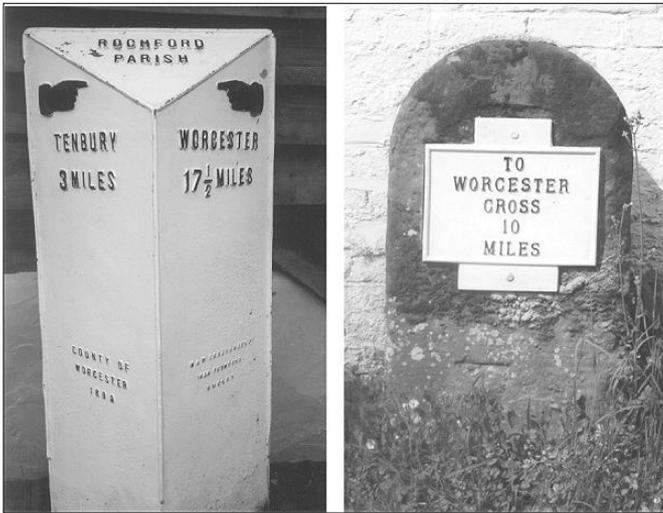
Above left: New recruit Mike Holford, reunited two halves of this stone



on the B4202. The parish paid for the plate, cast at Ironbridge Gorge Museum foundry. Right: A 'Bradley' stone spotted in a ditch. It was recovered and re-sited by the local parish and given a new coat of paint by the group members.

Six milestones were repainted; six unrecorded stones unearthed and added to the database. Sixteen talks were given to local history societies and other interested bodies and we took our publicity stand to two events. In order to

keep our group members, active and non-active, informed of our achievements and plans, a newsletter is sent out quarterly. A Heritage Walk around the streets of Malvern, that included three milestones amongst many other interesting roadside heritage objects was organised by one of our members.



Left: Milepost recovered from Shropshire and returned to its original site on the B4204 by group members. Right: One of four re-plated stones on the old Ham Bridge to Stanford Bridge turnpike. The plate was paid for by the Midland Automobile Club which runs the nearby famous Shelsley hill climb.

We are on our way to producing a 28 page booklet 'Finding Worcestershire Milestones' which will be financed by the fees received from giving talks. We aim to make all our financial commitments self supporting.

Five local history society newsletters have published reports on our work, as have the county 'glossy, Worcestershire Life', three local newspapers and the County Highways in-house newsletter.

YORKSHIRE. Christine Minto (Yorkshire rep)
Continuing saga of the Four Lane Ends stone. This is now stored in the Yorkshire Dales National Park offices in Bainbridge. They have been unable to find a monumental mason who can put it on a new base and are worried about further lamination due to winter weather conditions. It could end up in the Dales Museum in Hawes. They already have on display a metal boundary post probably made by Mattison of Bedale with Richmond & Lancaster TP on one face and Askrigg HD on the other. Also there are three Roman milestones. One of them is inscribed to Florianus who in spite of his short reign, June to September 276 also has his name on the stone found near Caster in Cambridgeshire that Carol Haines mentions in her book (p56) and two of the Castleford stones.

However the YDNP have taken on board the need to smarten up their remaining metal posts and milestones. They have started with the milepost and boundary post underneath Garsdale Head viaduct, a milepost near Aysgarth and another just west of Hardraw with its famous high waterfall accessed through the pub! These were lifted, refurbished indoors and then reset. Four down, many more to go.

North Yorks Moors. Member David Whitlock who has done excellent work for the NYMNP on milestones and fingerposts has found a metal post from the Scarborough to

Whitby series just one mile north of his repainted one near Hawsker. It is 2 miles from Whitby in the village of Stainsacre which in the 1920s was by-passed a straighter road now A171. He is hoping that finance will be forthcoming for its restoration.

Tadcaster to Ferrybridge. This road has a good run of County milestones on its 12 mile length. Just one is missing and another has lost its attachment. However Brian Bradley-Smith sent a photo of it when it was complete, probably in Fifties. New member David Williams from York uses this road regularly and has been trying to interest Towton Parish Council in caring for their stone without much success. The road passes through nine parishes and all of the stones need some work so David has set too and painted his first one north of Sherburn. It stands by a short piece of stone wall, unusual for this area, but he has found out it edges a plot acquired for a Quaker burial ground that was never used. A stone in Burton Salmon Parish has also been painted this year but it not known by whom. However it is still leaning at an alarming angle. Also on this road at Betteras Hill there is one inscribed stone still in situ that is recorded on Jeffrey's 1774 map. Someone keeps this painted. But who? Two more of the original stones have been found. One with an inscription was rescued from the hedge bottom during roadworks several years ago and is now at the entrance to some property in South Milford and the other, without inscription, is on the original route, now a lane, into Tadcaster.

Huddersfield to Penistone. This road boasts six triangular stone milestones, one older rectangular one, two tollhouses and a large guidestone. Members Rod and Angela Payne have one of the stones in their garden wall at Birdsedge. At least it was 'in' with just a few inches showing until they took part of the wall down and rebuilt it behind the stone.

Dudley Hill to Killinghall. This route between Bradford and Ripon was first turnpiked in 1758 long before Harrogate was developed as a spa town. At the southern end there are five of the original mounting block stones still in position although only one has its metal plate. Near to this is the first of the 'County' stones with nine more north of the River Wharf on the B6161, although one has lost its attachment, with one other on the original spur to Harrogate. About 1838 a new road that went more directly to the spa was built and that, now A658, has three more milestones.

Killinghall Parish Council is very keen on local history and identity and had had two stones each a mile from the village repainted. I asked the local councillor if he knew what had happened to the stone marked on the OS map two miles south on the B road. He managed to find it early in the year well back off the current line of the carriageway. Cycling past that September there was no sign of it but the area was totally covered in brambles and nettles. However Brian Bradley-Smith has now cleared all the vegetation away and done a good paint job on it.

Rotherham. There are roadworks on the Bawtry to Tinsley road at Whiston and one of the Brayshaw and Booth stones is in the way. Assurances have been given that it is to be wrapped carefully, lifted, stored and eventually replaced in the same spot. Unfortunately a fingerpost with a West Riding halo complete with Grid Reference has disappeared from nearby. One on the Barnsley to Manchester route at

Saltersbrook Bridge and another in Holmfirth have also gone.

Kirklees. Jan Scrine has worked hard in her area to obtain the goodwill of the local authority together with some funding over the next five years to attend to their 100+ milestones. This year several of the old guide stones are being refurbished including the notable 1738 one near Farnley Tyas that is surrounded by railings and had been topped with a sundial. The stone at Kirkheaton Moor Top also dated 1738 is to be repaired, painted and set on the opposite side of the road where it is felt it will be safer. And two guide stones in Shelley one of which is mentioned on the Huddersfield to Penistone road that is inscribed 'Stick no bills' will also receive some attention. In 1738 Huddersfield was a small settlement and the guide stones were mostly on the high ground as the tracks kept clear of the boggy valley bottoms. Next door in Calderdale the Spen Valley Civic Society have restored an old fingerpost and are also interested in restoring their milestones. A good move as that area was the home of founders Brayshaw and Booth who made hundreds of the ubiquitous mileposts for the old West Riding in the late 19C.

The East Riding

There is little to report from the east of the county. A stone from the York to Market Weighton road is known to be in a farmyard at Shiptonthorpe but the farmer will not reply to letters sent about it. Two stones in the Hull area, which were removed for safety during road works will be replaced this summer. Of just four reports of tollhouses; one was, another is just a round shaped cottage, a third is an Estate lodge and the fourth hasn't been checked yet.

Leeds area. Brian Ellis

When Emperor Hadrian started north through England to inspect his new wall he passed through Danum to Legentium, reaching Dalton Parlours where he probably forded the River Wharfe and continued through the Roman settlement at Wetherby. Little could he have foreseen that the three lane A1(M) would be constructed 1879 years later.

The Great North Road was turnpiked in 1741 and was furnished in the area with milestones, and later fitted with cast iron facings cast by J R Sturgess of Bradford. The facings are not dissimilar to iron mileposts back need the backing stone for support. Later development resulted in the loss or removal of some of these milestones.

Three that Brian Ellis restored remain on the A1 area between Bramham and Wetherby, and because of his timely intervention they will be saved and re-sited when the new motorway is constructed by Balfour Beatty Civil Engineering (for the Highways Agency). The company have been most cooperative in preserving the milestones and a 'Specification for the Removal and Subsequent Reinstatement of Milestones' has been agreed together with a statement of methodology. Brian believes the methodology could be used as a standard procedure for the removal on any UK milestones and he has already instigated this with a further milestone removal by a local builder.

Brian made contact with the Mayor of Wetherby who agreed to allow storage of the uplifted milestones in the council works premises in York Road, Wetherby until they are re-sited. The Wetherby council have been most cooperative, incorporating Cultural Heritage Chapter 13 2004 and their commitment to the Environmental Statement.

Relative to the first paragraph, Emperor Hadrian might have checked his route via Legentium's Roman milestone, that Leeds City Councillor and Brian have been pressing for some years to be displayed in the new Leeds History Museum. [See 'Castleford's Roman Milestones' in this issue.] Again, Council cooperation has produced results since Brian had experienced great difficulty negotiating with the curator on his own. It demonstrates the great benefit of local Council liaison.



And finally an almost happy conclusion to the Middleton milestone story reported in last year's 'On the Ground'. Frazer Irwin (IMOR – Ilkely's Most Outspoken Resident) went on several radio programmes and wrote a letter to the Archbishop of Westminster, the details of which were then forwarded to the Bishop of the Leeds Diocese. The Pope was spared a letter! Jan Scrine

contacted the Estates Land Agents whose response was that the builder had a bad back but it would be sorted. It was eventually sorted – almost. The stone is back in place, albeit BEHIND the new fence. Unfortunately it needs rotating 45 degrees anti-clockwise to be back in its correct position. It was an almost satisfactory conclusion to a campaign lasting more than two years.

SCOTLAND.

Anything from Scotland is very thin on the ground so this report from Christine Minto (Yorks) is a very welcome addition.

In NL 4 the editors suggested that someone's holiday project could be recording milestones in Scotland. Frank and I love cycling north of the border so ...

In 2004 we had a few days in the Stirling area finding about twenty stones and posts of various styles. The following year the car was left at Crianlarich as we meandered around then went onto Mull, Iona, Tiree and Lismore. Lovely scenery but there were no stones on the last three islands. However plenty on Mull especially the metal posts made by Smith and Patterson of Blaydon. On the mainland over sixty triangular granite stones were mostly without an inscription but the stones found by Loch Lomond had an inscribed number (from Glasgow?). The total tally was over ninety.

For 2006 we wanted to revisit Orkney and ride on new islands. Firstly a leisurely milestone spotting drive to the Dornoch Firth then the ride up to John o' Groats for the passenger ferry to South Ronaldsay. Lots of spring flowers and noisy birds and a cottage called 'Turnpike' on Mainland.

All the stones had letters and numbers but no names with, surprisingly, six on the small island of Sanday with its vertically striped lighthouse. Not one stone found on Rousay apart from very ancient standing stones. Not surprising since it has just one road that encircles the island! This holiday yielded over 100 records.

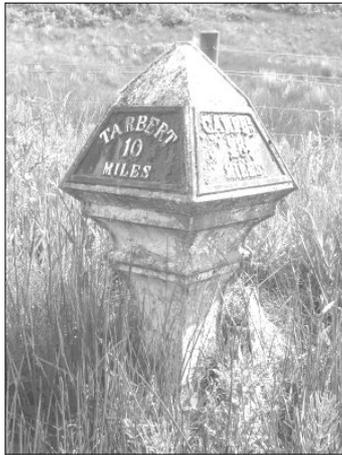
During the winter I was given photos of mileposts near Dunoon and milestones on Islay. So, where to go in May?

Let's revisit Islay and we had never been to Dunoon! There were plenty of stones to record driving from Gretna to Ardrossan and back. Disembarking from the 'Caledonian



Examples of milestones between Greatna and Ardrossan.

Islas' onto Arran we rode and walked over 'The String' and up the north west coast to Lochranza. A bottle nosed dolphin entertained us by swimming close to the ferry across to Kintyre where we found four of the complex metal posts also seen near Stirling. [picture right] Then a calm sail to Islay for four days of milestone hunting. The OS map shows forty-one stones. We rode on all the A roads, most of the Bs and some Cs. At least one direction board uses all three classification letters. Three stones seemed to be missing but eight others were found on minor roads.



All the stones were quadrant shaped with a bevelled front face. Those on the 'new' road between Port Ellen and Bowmore are made of concrete with most of the rest made of local stone. The stones on the 'old' road north of Port Ellen to Bridgend, B8016, are inscribed with the mileages in Roman numerals. Several stones have been painted with Celtic writing and symbols, maps of Islay and ship pictures of 'The Maggie' and 'Vital Spark'. The painted legends on most of the rest vary from non-existent to legible but why split BRIDGEND between the D and G! The most cared for stones are on the no through road onto the Ardtalla Estate north of Ardbeg. They are well painted with the inscribed

Roman numeral on the bevel picked out in black. There may be one more stone down the hill towards Ardtalla but no time to go and look as ferry time was fast approaching. But it's a beautiful road; you do pass three distilleries on the way so if you go to Islay see if you can find number IX.



Islay's milestones with the Roman numerals.

Back on the mainland we crossed over to the Cowal Peninsula and on to Dunoon. Sixteen of the distinctive pointing hand Dunoon Pier mileposts were found with just one marked post near Toward (rhymes with coward) missing or hidden in the long grass. However, again time curtailed the ride north to Inverchaolin beyond the 12 mile post. So if you are in the area in your car you might like to look for number 13 on this delightful road which follows the shore of the Firth of Clyde and Loch Striven and when you stop, listen to the eiders cooing.



So for 2007 115 more records for Alan to put into the Scottish database but there's a lot more of Scotland and many more stones to find.

BERWICKSHIRE. Iain Davison (Northumberland) has strayed north of the border and recorded ten milestones between Berwick and Duns.

WALES.

MONMOUTHSHIRE. Michael Knight (Beds). The milestone sited at Cotland on a steep, narrow and winding valleyside lane overlooking the River Wye has a bench mark (670.5 feet) and two erasures which formerly indicated TRELLECH 1½ and BIGSWEIR 3.



Wholly buried in wayside vegetation and difficult to observe by the passing motorist along this unlikely turnpiked road, this gritstone waymarker is now exposed and cleansed, to be appraised by passing walkers. The route may be linked to the

Turnpike Act of 1824 bringing the Wye Valley road from Redbrook (Glos) to St. Arvans (Mons) and passing the ruins of Tintern Abbey. At the southern terminus is a fine surviving toll house now carefully barricaded from the hazards of 21st century traffic passing along the A466.

NORTH WALES miscellany from Ian Jolly.

Probably Ian's 'claim to fame' in 2006 was an outside radio broadcast programme on BBC Wales. You can still listen to the 30 minute programme (in 5-minute bites) online. Go to the BBC Wales website and type 'ian jolly old roads' in the search box. <http://www.bbc.co.uk/wales/>

Ian continues with his North Wales milestone restorations; sometimes difficult tasks as many of the stones are rough hewn and can be completely overgrown with mosses and

lichens. Below are three examples on the Llangollen – Llanrwst (old London/Holyhead) road. The 'LLANRWST 8' on the left is in a prominent position but has never appeared on any O.S. map. 'LLANWRST 5' on the right was completely hidden before Ian started on it.



SIGNPOST RESTORATION LTD

David Gosling



In 2001 after being 'volunteered' by my wife to restore the historic fingerpost in our village [picture left] I formed Signpost Restoration Limited to deal with the many restoration requests from neighbouring parishes unleashed by the publicity surrounding this initial project. It seems that many parishes were proud of their traditional roadside features and were no longer prepared to see them disappear without taking action.

Signpost Restoration has now restored hundreds of fingerposts throughout the UK as well as restoring and manufacturing village nameplates for the Llyn Peninsula AONB and more recently mileposts.

Our first foray into mileposts/milestones was with the Keswick Historical Society (later to involve the Milestone Society) at the beginning of their A66 Penrith to Keswick project. In 2004 we produced a cast iron plate to replicate one stolen from the milestone at Walthwaite on the route.

Our reference for pattern making was photographs of existing plates, a template of the recess into the stone plinth and a rubbing of the typeface. This initial plate proved successful and subsequently we produced a further 5 plates to enable the completion of Society's project earlier this year.

Our biggest project involving mileposts however has been for the Yorkshire Dales National Park Authority and involves the restoration of 6 cast iron mileposts, 3 cast iron and stone mileposts and 3 milestones.



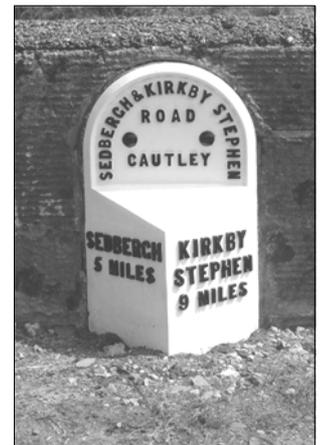
The cast iron mileposts were all triangular in shape, some with missing/damaged areas, which after blast cleaning had new castings inserted which were weld repaired before the

painting regime began.

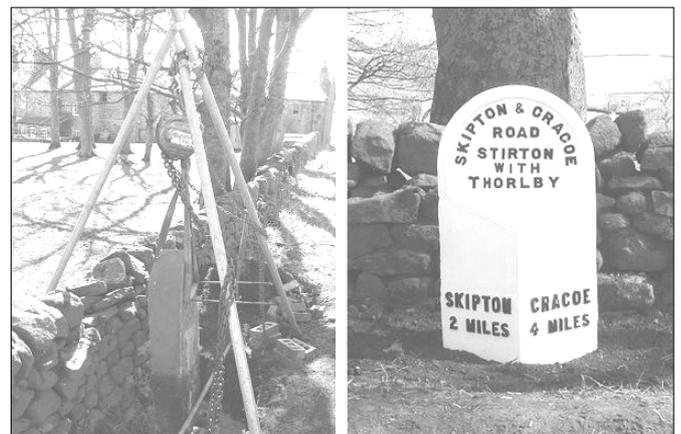
The cast iron and stone posts were much more difficult to deal with. The cast iron plates were removed for workshop restoration however the stones required a great deal of time and energy.

[Right] One stone between Sedburgh & Kirkby Stephen had a 2ft thick wall built around it.

A stone between Sedburgh and Hawes was leaning badly forward towards a busy road as a result of tree root growth behind it. Some 18 inches behind the stone the ground fell away steeply from the road.



Another between Skipton and Cracoe was sitting very low in the ground and alongside a very busy road. This stone required lifting to reveal the buried legends. The task proved easier than expected as the stone had been broken in two at approximately 3ft beneath ground level. Needless to say that with traffic management, lifting gear and a great deal of effort all three posts were brought back to their former glory.



Lifting the stone on the Skipton - Cracoe road and the end result.

We are now working our way slowly through the 3 milestones applying the various coats of primer and micro-porous paint following the chemical cleaning process. The inclement weather is making life very difficult at present (July 2007). We have travelled the 100 or so miles to the Yorkshire Dales on a number of occasions with the forecast of good weather only to find that the rain starts as soon as we open the paint tin – frustrating!

Finally, we often discover long lost features on signposts or milestones and one of the Yorkshire stones to be not quite what we all thought it was. From what could be seen of this stone it appeared to be a normal ‘boundary stone’ marking the intersection of the West Riding of Yorkshire with North

Yorkshire on the Lancaster to Richmond road. However by digging down some 18 inches into the springy Yorkshire Dales turf we discovered the text ‘Ingleton Township’ and therefore we have, not a just a turnpike boundary stone but, what I believe is a township stone.

Many of our projects involve casting new components to replicate long lost items and also install completely new ‘traditional’ posts where the original has been lost or damaged beyond repair. Currently we are making the pattern to enable the replication of an 1826 milepost produced by the T Winder Foundry of Gaitbeck in Cumbria which was stolen from Burton in Kendal recently. Perhaps more of this story in the next issue of ‘On the Ground’.

THE £93 MILLION MILESTONES OF CORNWALL

Ian Thompson (Cornwall)

"There was a five-mile tail-back in both directions today, after a lorry hit the iron railway bridge over the A30 on Goss Moor. Over now to David George, our reporter at the scene." "Yes, Natalie, yet again the warning signs have been ignored and a high lorry has hit the low bridge on this, the main road through Cornwall, effectively bringing the county's road traffic to a halt."

For years this was a regular news item on West Country television. It seemed that several times each year a high vehicle would try to squeeze under the old railway bridge, and fail. If you have ever been to Cornwall on holiday, you will probably know where the bridge is. It was where you got stuck in that traffic jam.

Over the last 25 years most of the A30, the spine road of Cornwall, has been upgraded. But the section over the wet moorland of the Goss Moor had remained at the planning stage. Alternatives were too expensive and met with loud objections from local people. In 2005 work began at last on a new, dual carriageway route, avoiding the notorious iron bridge and making a huge sweep around the edge of the Goss Moor, which was to be hailed as a rare and special habitat to be developed as a nature reserve and quiet recreational zone. Everyone would be happy, but what about the milestones?



The '5 B' stone as it was found in January 2006. It was lifted, stored to be replaced when the new road was completed..

During construction work the traffic delays got worse, not better. Crawling along in a queue one day in December 2005, I saw a milestone sticking out of the verge. I was gob-smacked! How had I never seen it before - a gorgeous rectangular granite milestone with a semi-circular rounded top and a 5 carved on it? Why had I not seen it? Because I normally travelled on this section of narrow twisting A30 in a stream of traffic at 50 mph, and the milestone would have been under an eight foot high hedge which they

had just cut down. The roadworks had uncovered the five mile stone of the Bodmin Turnpike Trust, set up in 1769 to

build the original road across the Goss Moor and thus create what has since become Cornwall's artery, the A30.

I phoned the Highways Agency in Bristol, told them I was from the Milestone Society and that I was concerned about the historic milestones where they were building the new road. A very nice lady called Linzi said she would check this out for me, and was able to call up the "Environmental Statement" for the road scheme on her computer. Yes, she told me, there were two milestones affected by the scheme. Would I like the details? She would pop them in the post.

The post duly arrived and I found the two milestones under "Listed Historic Buildings/Features". They were both grade II listed. The Environmental Statement read: "Milestone 1202158 (*the 5 mile stone I had spotted*) would be on the edge of the main carriageway embankment just east of the Roche Lane Junction. It is expected that it would be left in situ and protected during construction. If this proves impossible, the stone would be moved to the opposite side of the road, resulting in a slight adverse effect. Milestone 1307162 (*which I had not found*) would be on the edge of the Trewin Farm overbridge, but could be protected during construction and left in situ. If the stone had to be moved to the opposite side of the road there would be a slight adverse effect."

I checked on the Milestone Society Database. Both milestones were there, but "not found". I got on my motorbike and headed for the A30 near Trewin Farm. This should be the location of "B 10", the original Bodmin Turnpike Trust milestone from 1769, marking ten miles from Bodmin. I passed "B 11", not listed, but sitting happily on the edge of Indian Queens village on an already by-passed bit of the old A30.

I could not do the usual trick of using the mileometer on the motorbike to travel exactly one mile to find "B 10", because the old road was stopped off and the new road thundered past the end of it six feet in the air. When I did locate "B 10" I was horrified. Like the "5 B" I had found earlier, it had been under the hedge beside the speeding road and impossible to spot. The hedge had been grubbed out to ground level and so had the milestone!

I took a photograph of the poor, sad thing, surrounded it with spare traffic cones and headed for the site office, a great settlement of Portacabins four miles away. It was New Year

2006 and there was no one there apart from the security guards!



The 'B 10' (10 miles to Bodmin) stone as found, damaged when grubbed out along with the hedge. January 2006.

Things did improve. I got to know Alun Jones, the engineer responsible for public liaison for the contractors Alfred McAlpine and he was a terrific help. Both milestones were recovered from site and stored in a secure compound at the site office. He and I discussed their re-erection at the end of the construction. "5 B" could go back in its original position on the north side of the old road, with its back to the new dual carriageway. When I first saw it, only fifteen inches were visible. Lifted from the ground it was over five feet tall and in splendid condition! This was in sharp contrast to "B 10", which was a twenty inch stump of poor quality granite, beginning to turn to china clay on the surface. Some restoration work would be needed, not least because the surface of the stone had been damaged by the hedge grubbing machinery.

The months went by and the new road grew, until the Great Day arrived when the whole 11.5 kilometres (7 miles) of new dual carriageway was to be opened. It had taken six years of planning and two years of construction. 970,000 cubic metres had been excavated; three over-bridges, four underpasses, two junctions and 6.5 km of side roads had been built. The whole scheme had cost £93 million. They wanted to celebrate.

Alun Jones phoned me. Would I like to come to the opening ceremony? The Minister would open the road by unveiling a milestone on the embankment of the Trewin Farm

overbridge. "B 10" had been restored by a monumental mason and was to be reinstated in the place Alun and I had agreed, with a beautiful granite plaque in front of it. Over ninety guests had been invited. On Wednesday 11th July 2007 we all met in the Victory Hall, Roche, where speeches were made and photographs taken. We climbed into two coaches for a tour of the new road and arrived by the Screech Owl Sanctuary at the Trewin Farm overbridge, where a very fresh white milestone gleamed in the summer sun, looking down on the traffic streaming along the new road below. The new granite plaque in front of the milestone commemorated the opening of the "A30 Bodmin to Indian Queens Improvement" by the Minister of Transport and gave details of the Bodmin Turnpike Trust milestone from 1769. I was well pleased. The milestone featured in the reports on local ITV and BBC news and there were pictures in the local papers. ~ was offered help in recovering a milestone near Wadebridge and- was invited to be involved in the waymarked cycle and equestrian route on the now by-passed and quiet Goss Moor. The milestones would be landmarks on the cycle route. It felt the Great Day had been a success for the Milestone Society and that co-operation from the Highways Agency and their contractors Alfred McAlpine had been exemplary throughout. I hope things turn out as well as this in your area.



The team from the contractors, Alfred McAlpine, gather proudly around the renovated 'B 10' milestone and its new granite plaque to celebrate the opening of the new A30 Bodmin to India Queens Road Improvement.

POINTING THE WAYS – The Fingerpost Column

DEVON. Three distinctive road signs thought to have gone missing have been returned to the village of Coleford in Mid Devon. The cast iron signs that directions to nearby villages were taken down in the early part of 2007 and following an enquiry to Devon County Council by Milestone Society county representative Tim Jenkinson, they reappeared at the roadside in April. Each of the signs had been repainted and can be seen on the three roads that approach the village. The road signs, made by the Royal Label Factory, possibly date from the 1930s and are of an unusual design not seen elsewhere in Devon.



Prior to the road improvements of the 1830s Coleford was on the main route between Crediton and Bow and a milestone in the village that marks '12 / Miles / From / Exeter' still survives.

John Nicholls (Essex) took every opportunity to break away from a family holiday in the Torridge district of Devon in May 2007 to seek out any surviving pre-war cast iron fingerposts. While the narrow back roads are in the main well signposted most of the fingerposts are modern with square section steel pillars surmounted with pyramid finials. Nevertheless, there are still old cast iron ones to be found although their condition varies greatly from poor to very good. All information gathered has been passed on to Tim Jenkinson (Devon rep) to add to his county data.

DORSET. John Tybjerg

Fingerposts continue to be refurbished across the county. Recent sightings of ‘gridded’ posts are ‘Colehill Church 025012’ (SU 02480122) and ‘Bonfire Hill 123 130’ (SU 12321305). Interesting to note that on the first the grid reference is continuous and on the second it is split.



The fingerpost in Christchurch [pictured left] was originally in Hampshire but as it is now in Dorset the ‘Hampshire’ part of the finial has not been highlighted in black. It is maintained in very good condition.

A negative point is perhaps the intrusion of modern materials into fingerpost repair. Fingerposts south of Shaftesbury and near

Yetminster have been repaired using plastic fingers and flat self adhesive letters. It is good, nevertheless, to see that in many places 1/2 and 1/4 miles are still recorded.

ESSEX. John V Nicholls (Essex rep)

A project to correct and update the cast iron fingerpost records for Essex County Council Heritage Conservation Record was completed in October when it was believed that every known survivor had been located. But in fact another post was located in the spring of 2007 (an example made by Royal Label Factory) at Daws Heath, Thundersley in the Castle Point District. It’s not over until the fat lady sings...

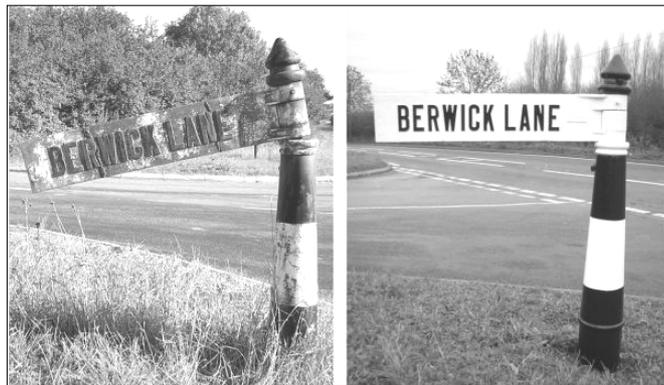
Several fingerpost restoration projects were completed in 2006-2007. The first was the post at Swan Lane, Stock (See ‘When Things Go Wrong’, ‘On the Ground’ 2006) that was finally reassembled 5 September 2006. Andy Nichols of Boreham Forge, Boreham near Chelmsford carried out the work including the making of the patterns for two new arms. The iron arms were cast at Finch Seamans foundry, Braintree. After consultation with the Stock Parish Council it was agreed to finish the arms using the early ‘B’ road markings; road number in white on a black background. John Nicholls was an advisor on the project and was also responsible for painting the pillar in the black and white banded livery.



The Stock post after the vehicle strike and fully restored.

In November the short BERWICK LANE post alongside the A131 at **Stanford Rivers** was dismantled and the parts taken to the workshops of Bywaters Waste Management for refurbishment. The project was carried out at the instigation

of John Glover, Stanford Rivers parish councillor and MD of Bywaters. Other than the aesthetics (painting) it was also necessary to manufacture a new mounting upper shaft and shaft mount. The company’s engineer Howard Key carried out the work.



Berwick Lane, Stanford Rivers – before and after.

Following the restoration of the Stanford Rivers post John Glover was approached and asked to give an estimate for the restoration of the sad looking fingerpost at **Matching Green**. It had been in a poor condition for many years and a local resident carried out urgent repairs to the broken arms in 2004 using the unusual method of welding steel channel along the edges of the arms. Red oxide paint was also applied to the worst areas of rust at the same time. However, the rust continued to spread and the overall condition worsened. John Nicholls met with Howard Key, the Bywaters engineer to give advice and soon afterwards all the removable parts were taken into the workshops. The breaks in the cast iron arms were re-welded and all signs of the earlier repairs removed.

The **Messing-cum-Inworth** (south of Colchester) parish clerk sought advice from John Nicholls regarding a possible restoration of the fingerpost adjacent to the village primary school in Messing. The post was almost hidden against the background trees due to years of green growth all over it. A



‘temporary’ arm was also looking past its sell by date. Once the matter of funding had been sorted out the job was given to David Gosling of Signpost Restoration Ltd of Lanercost, Cumbria. Part of the restoration involved the manufacture of a new arm. In the absence of any old photos of the post the records of John Nicholls were drawn upon and his transcriptions of the

Maldon Iron Works order books 1926-1940 included the Messing post. A drawing was produced showing the correct legend and emailed to David Gosling, which formed the basis for the moulding pattern.

The strip down of the pillar revealed an interesting error by the pattern maker of the pillar. The word WORKS in the makers mark read WOKRS and the K was inverted and back to front. [In NL 13 credit was given to John Nicholls for this discovery but it actually discovered by David Gosling during the strip down of the pillar.]





The final reassembly and unveiling had been set for 8 February 2007 but heavy snow cancelled the event. The event was rescheduled for 15 March, a warm and sunny day. After David Gosling had given a talk to the children at the primary school (who have now 'adopted' the post) the last arm and finial was attached.

[Left] David Gosling prepares to reattach the finial to the Messing post.

After reassembly the fingerpost was blessed by the Rev. Dr.

Christopher Garland as part of an unveiling ceremony attended by teachers and pupils.



After the 'unveiling'. Left to right: Geoff Jackson, parish clerk; John V Nicholls, project and historical advisor; the Rev. Christopher Garland, village priest; Roger Carter, parish council chairman; David Gosling of Signpost Restoration Ltd.

OXFORDSHIRE. (Robert Caldicott)
A Pleasant Oxfordshire Surprise

I regularly commute between Oxford and my home in North Oxfordshire. My route takes me past the fine fingerpost at the crossroads (Grid reference SP 404 372) between the B4035 Broughton to Tadmarton road and the Shutford Road. It is a very fine example of its type, with the characteristic cast iron halo finial bearing the words 'OXFORD COUNTY', not the 'OXFORSHIRE' of the later more common posts. It appeared reasonably complete, but the arms sagged somewhat and badly needing cleaning and painting. The post carries a vertical strip of red glass reflectors, also seen on some of the other fingerposts of the same type.

About a year ago (mid-2006) my heart sank on approaching the crossroads when I saw the arms had been

removed, leaving just the post in situ. There have been examples of 'heritage' items being stolen from the roadside in the general area, and I naturally feared the worst. I passed the scene of the 'crime' many times in the following weeks, mourning the armless post each time. At last, after some 8 weeks or so, I was excited to see the arms back in place, newly straightened and painted shiny white and black. The results can be seen in the image below.

My curiosity was well and truly aroused when I saw a



week or two later that the next fingerpost along the B4035, that in Tadmarton village, had now also lost its arms. Clearly, either an enthusiastic amateur, or Oxfordshire County Council (OCC) itself was involved. A telephone call to OCC brought the name of a 'Senior Traffic Technician', and a letter to her brought the welcome news that OCC were indeed embarked on a programme of restoration of period fingerposts, using the services of an independent contractor. It is very nice for once to be able to write in praise of a local authority with a sense of responsibility for its heritage, the preservation of which gives so much pleasure to many.



Tadmarton Village – SP391379. Unfortunately an estate agent's sign was soon strapped to the pillar. Such actions should be discouraged as related in the Department for Transport's 6/05 road traffic leaflet.

There are six surviving 'OXFORD COUNTY' fingerposts in my part of the county, as listed below. All have been, or in the course of being restored.

Shutford Rd/Tadmarton Rd crossroads - Grid Ref: SP404372

Tadmarton Village - Grid Ref: SP391379

B4035 turn to Sibford Ferris - Grid Ref: SP371379

Sibford Ferris Village - Grid Ref: SP355373
 Deddington Village, on.B4031 – Grid Ref: SP468316
 Deddington Village, a little south of above - Grid Ref: SP468314

Further to Robert’s report, both Derek Turner (Oxon) and John Nicholls (Essex) have been checking out the ‘OXFORD COUNTY’ posts in the south and east of Oxfordshire. Two survive in Islip and another at Glympton, all on the B4027. Two examples on the B4009 at Watlington and Britwell Salome, while in reasonably good condition, have both had facelifts.

RADNORSHIRE. Sadie Cole, Radnor representative. It was thought that fingerposts bearing grid references were exclusively phenomena of Dorset, Berks and North Yorks. Sadie Cole knows otherwise because on the B4357 at Maes-treylow Crossroads, about half a mile from her Discoed, Powys, home, is the example illustrated below. It is at a road junction but a long term resident nearby cannot recall ever seeing arms on it. The annulus finial has a cross bar, similar to those in Dorset. There is another ‘gridded’ finial about a mile to the south west at Kinnerton on the B4372 but with fairly large ‘Worboys’ boards attached but no sign of original arms. It does not bear the cross bar. There was a third one at Evenjobb, a mile further south on the B4357, but moved from the village and replaced by a new bi-lingual sign.



Some pre-war examples of cast iron posts still survive on the ground alongside the A488 and the B4362 bearing annulus finials with the legend ‘RADNOR C.C.’. A finial of this type was found by MSS member Robin Barrett displayed in the Judges’ Lodgings Museum, Presteigne. Another example of how a museum can have the odd surprise that can be added to the record.

KIRKCUDBRIGHTSHIRE, Scotland. In 2006 David Gosling (Signpost Restoration Ltd) was invited to carry out a restoration on a fingerpost at Old Bridge of Urr near... The pillar and finial of the post (a product of Stanton of Ilkeston, Derbyshire) were in fairly sound condition but the original arms were missing. Four inappropriate modern arms had been fitted below the upper shaft and a fourth to the shaft to give directions. David sought advice from John Nicholls (Essex) knowing that there were some intact Stanton posts in the Essex area. John, having been given details of the empty space on the upper shaft, was able to determine that originally there must have been two pairs of arms with over/under bosses. A visit to suitable Stanton post (a Grade II listed example at Hatfield Broad Oak, Essex) was made and measurements taken on which to base sketch drawings. The drawings were emailed to David and they were duly accepted by Scottish Heritage. Patterns were made up and four new over/under half boss arms were cast and the post fully restored to pristine condition.



THE NATIONAL GRID AND SIGNPOSTS: a note on dates

Richard Oliver

It is well-known that, at some time after World War II, a few county highway authorities added finials with six-figure Ordnance Survey National Grid references to their signposts. This seems to have been most extensive in Dorset (where numerous examples survive) and the West Riding of Yorkshire (where few examples survive, and then in the part now administratively in North Yorkshire), but others have been reported from Berkshire and Radnorshire (now administratively part of Powys). The precise dates when these signposts were ‘gridded’ remains a subject for further research, but the possibility needs to be borne in mind that new ‘grid’ finials may have been added to older posts.

I gather that doubts have been expressed as to whether these ‘gridded’ signposts, or at any rate their finials, can be so relatively recent as the post-war era. They have to be, because they use the current National Grid, which was only made public in sufficient detail from 1945 onwards. I suspect

that part of the confusion arises from a suggestion by Brigadier H.S.L. Winterbotham in *A key to maps*, published in 1936, that grid references be painted on signposts. However, the grid system that the Brigadier had in mind then was not that with which we have become familiar since 1945, which is actually the *fifth* method of grid-referencing which has been used in this country. All these systems were originally designed for military use, and only the fourth and fifth systems were also intended for civil use.

Winterbotham was not being very original in suggesting the principle of displaying grid references at suitable points: this had been done at road junctions and elsewhere on the Western Front during World War I. Painting grid references on old oil drums to help find one’s location in the desert was certainly used during the Gulf War in 1991, and it may have been used in other military situations before and since.

The examples of grid references given below all relate to Holy Trinity, Biscot, Luton, Bedfordshire, the National Grid reference of which is TL 075238.

The first system was used during World War I, for military training purposes, and was based on a system of 'squaring': maps of Britain with such a grid are very rarely encountered, and can be disregarded here.

The second system was officially adopted in 1919, was based on the metre, and was known as the British System. The reference of Holy Trinity, correct to 100 metres, would be D 2433. The British System was abandoned in the early 1930s, and maps carrying it are rarely met with. Its big disadvantage was that references repeated every 50 kilometres, and so 'D 2433' could relate to two locations in Bedfordshire alone (one of Britain's smallest counties), and potentially to several hundred across Britain. This was acceptable in the near-static trench warfare conditions of the Western Front, but not for more mobile warfare.

As a result, a third system was devised, the Modified British System. This was a remodelled version of the British System, designed so that a six-figure reference correct to 100 metres – 524433 for Holy Trinity – would only repeat every 100 kilometres, and with the addition of a letter – L 524433 for Holy Trinity – would only repeat every 500 kilometres. This system came into use from 1931 onwards, and continued in use throughout World War II, until 1950. A disadvantage was that it was based on the Cassini projection, which distorted angles slightly, and was inconvenient for artillery purposes. One-inch maps carrying this system are quite often met with, particularly on the second-hand market. They will be characterised by the Geographical Section General Staff series number (GSGS 3907 for England and Wales, GSGS 3908 for Scotland) in the margin bottom left. The two wartime issues were War Revision 1940 (purple grid) and Second War Revision (black grid with blue figures). As a result of the loss of civil map stocks by enemy action, copies of these military printings were put on civil sale from 1943 onwards, but civilians were not encouraged to use the grid, and some War Revision 1940 sheets, particularly in Scotland, were printed for civil sale with the grid plate omitted.

The fourth system was devised at about the same time as the Modified British System, but differed from it in a number of ways. It was based on the yard (rather than the metre), used the Transverse Mercator projection (which had the

advantage of not distorting angles), and only appeared on civil maps (though it was devised with a view to eventual military use). References were by full co-ordinates, so that for Holy Trinity – 1,117,650 east, 1,354,300 north – was unique in Britain. The only one-inch maps to carry this 'yard grid' were the newly-published Fifth Edition, which had only covered about a quarter of England when it was abandoned in 1939. The 'yard grid' system was not very user-friendly, particularly as the grid-lines were widely spaced on the one-inch, and in practice almost no use was made of it. The 'yard grid' was also used on the original version (published 1934-7) of the quarter-inch Fourth Edition. It was this system which Brigadier Winterbotham described in *A key to maps* in 1936: I have never heard of it gracing any signposts, but hope to be proved wrong one day!

The fifth system was a modification of the 'yard grid', but designed to work in the same way as the Modified British system. It was and is known as the National Grid, and was brought into use for civil purposes from 1945 onwards and for military purposes in 1950. It uses the Transverse Mercator projection but is based on the metre. It appears on all 'post-war' mapping, including the one-inch New Popular Edition and Seventh Series and the 1:50,000 *Landranger*, and the various 1:25,000 series (most recently the *Explorer*.) A reference correct to 100 metres – 075238 for Holy Trinity, repeating every 100 kilometres, L 075238 repeating every 500 kilometres, or TL 075238 to be unique in Britain – thus *appears* the same in style as for the Modified British System, but in practice the two are wholly incompatible: L 075238 on the Modified British System would refer to a point near Great Milton in Oxfordshire, L 524433 on the National Grid refers to a point east of Great Chesterford in Essex.

Therefore the grid references on the signposts, as they use the National Grid, *have* to date from after 1945, but the possibility must be borne in mind of post-1945 information being added to pre-1945 signposts! It is also not unknown, at any rate in Dorset, for much more modern arms to be attached to an older post which retains its 'gridded' finial.

Further reading: The development of grids in Britain is described in Richard Oliver, 'The Evolution of the Ordnance Survey National Grid', *Sheetlines* 43 (August 1995), pp 25-45. (*Sheetlines* is published three times a year by the Charles Close Society.) This includes numerous references to earlier writings. For further information on the CCS see <http://www.charlesclosesociety.org.uk>

MARKING THE LIMITS – Boundary Markers

HUNTINGDONSHIRE. (Michael Knight) The parish boundary post recently erected at **Sawtry** came about through the combined efforts between the Parish Council (who two years ago saved the marker), Grainne Farrington who acted at all times as 'coordinator of works', Peter Boonham, a restorer who cleaned and whitened it and Michael Knight who high-lighted the lettering after the post was reinstalled.

Now to be seen on the service road beside the A1(M) located opposite a small Anglian Water maintenance building, this fine marker (and a similar post found three miles to the south) were cast by the Eagle Foundry, Northampton. The same company was also responsible for the suite of mileposts along this sector of the Great North Road.

The **Upton/Alconbury** parish boundary post, spotted by Michael Knight during a winter's low-vegetation season, was collapsing into a deep ditch due to gradual sub-soil movement. Contact with parishioners of Upton prompted a rapid response to have the boundary post transferred to the eastern side of the A1(M) to the western side, closer to the village settlement. An official unveiling was performed by local MP Jonathon Djanogly. After numerous speeches against the background noise of motorway traffic all then returned to the village. A tea-party was held in celebration of



this local heritage feature once again able to signal its original function.

The Sawtry(left) and Upton boundary posts after restoration.

Note the different interpretations of how the colour schemes should appear with the Sawtry post having the raised centre line painted black but the maker's mark left white with black raised detail. Upton chose the option to leave the raised line white and have the maker's mark in black with white raised detail.

New parish boundary stones in Pendle, LANCASHIRE.

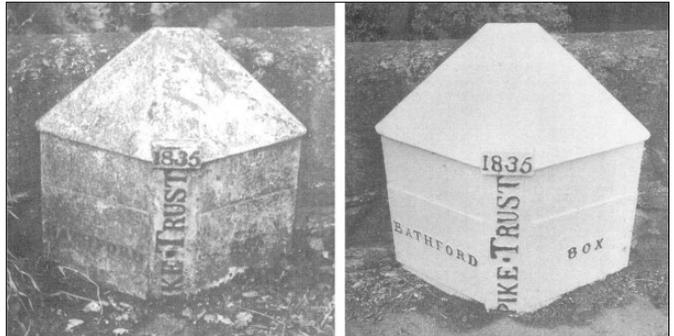
On holiday in the Yorkshire Dales, Society Chairman David Viner spotted an item in the *Craven Herald and Pioneer* on the creation of no less than twelve new parish boundary stones for Barnoldswick in the Pendle district of Lancashire. Pendle Council has funded the project (interestingly, from its Canal Corridor Fund) with a grant of £15,000, to commission local company the Carving & Lettering Workshop to create the stones, which are made from Yorkshire sandstone and carry the inscription *Beat the Bounds*. The grant also covers descriptive boards, leaflets and a community marquee, and the project was launched at a ceremony at the end of September when the new stones were formally 'introduced'.

A letter from the Milestone Society to the paper congratulated both Pendle Council and Barnoldswick Town Council on this project which, it said, 'must be one of the largest number of such stones to be created in this way in modern times anywhere in the country and, as local councillor Barbara McCartan said, provides a real historical link.'

Beating the Bounds in Barnoldswick was itself re-introduced only four years ago and this latest initiative reflects growing public interest. The press report describes the original, or at least earlier, stones as having 'fallen into disrepair'. Were any salvaged for preservation at all, we wonder?

Bathford and Box, Somerset/Wiltshire. (Janet Dowding)

In addition to her keen interest in toll houses (See MSS NL 12, January 2007) Janet Dowding is also keen on parish boundary markers along former turnpike roads. The example illustrated below was on the Bath Turnpike Trust and marked the boundary between the parish of Bathford (Somerset) and the parish of Box (Wiltshire) near Box Bridge on the A4. The grid ref is ST 803 677 and is S183 on the Somerset database. It was repainted by Bath and N E Somerset



Council under their 'Milestone, Turnpike Trust and Traditional Finger Post Project' funded by a grant from the Cotswolds AONB Bathford / Box boundary post 1836
On A4 near Box Bridge; Before 2002 - After 2007

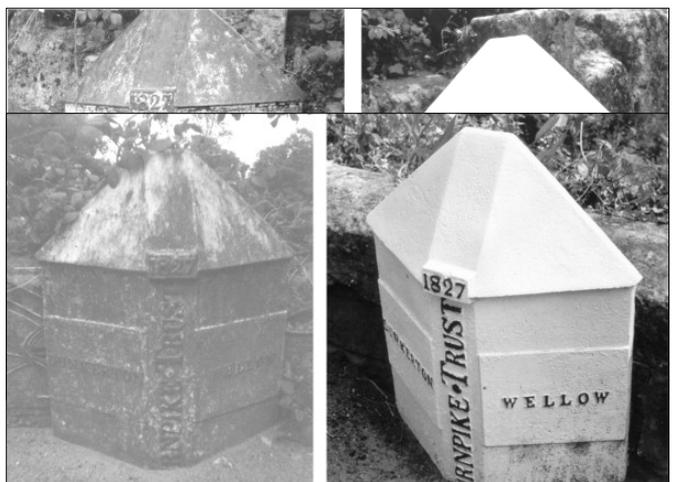
The Bath Turnpike Trust Widcombe / Combehay boundary post of 1827 is located at Odd Down crossroads, nr School, Bath, Somerset. The grid ref is ST 734 618. Number S115 in the Somerset database.

Odd Down crossroads - Before in 2002 and after 7/6/07.

The Bath Turnpike Trust Dunkerton / Wellow boundary post of 1827 On A367, Dunkerton Bridge, Somerset. The grid ref is ST 716 593 and is S113 on the Somerset database.

Dunkerton Bridge - Before (no date given)and after 7/6/07.

BERKSHIRE Boundary Markers. County boundary markers, although not unique, are increasingly rare. Peter Nelson, MSS member of Newbury has taken to seeking out any remaining boundary posts on the Berkshire borders. As not all are shown on current OS maps he is in the process of investigating every road that crosses the county boundary. Twelve have been so far located; two being



Berkshire/Wiltshire and the remainder are Berkshire/Hampshire. He has had a high success rate locating a marker at better than one out of every three locations

visited. All are of the 'lollipop' type and were probably manufactured by the Chipping Norton Iron Company.



Left shows one of the Berks/Hants markers and on the right the Bucks/Oxon post on Thame Bridge.

Derek Turner (Oxon rep) also reported one of the same type on the river bridge north of Thame, Oxon at SP 703 065 that records the Oxon/Bucks boundary. There is also another on the Beds/Bucks boundary at SP 920 293.

Silk Willoughby, LINCOLNSHIRE. (Michael Knight) A boundary stone on the former main road (London Road) into

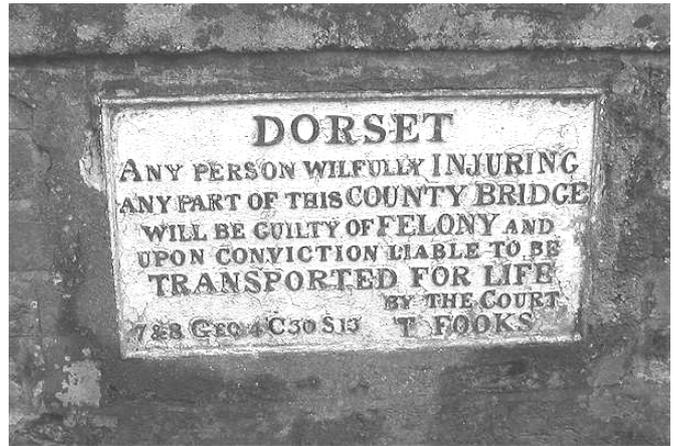


Sleaford, South Kesteven District, has been exposed from beneath road spoil and undergrowth. Sited in a ditch between Silk Willoughby and Quarrington, this boundary stone is similar in design to other survivors between the

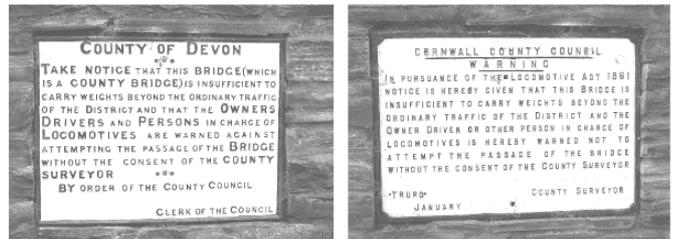
parishes lining the A15 Peterborough to Lincoln highway, turnpiked in 1756. The full story of its restoration was reported in 'NEWS', the village magazine for Willoughby, in July 2007.

Bridge Plates. John Tybjerg (Dorset) asks: Items like bridge plates are all part of our road furniture and whilst not exactly waymarkers, is it still in our interest to create records of them? These have been mentioned before in the Society's Newsletter, but more are being noticed around the county of Dorset, especially by one of our new members Mike Faherty. We have reached the stage where we need to consider creating a dedicated record of them!

One option could be for counties to create their own record, which could eventually be fed into our forthcoming archives.



The editor's son noticed two differing bridge plates on a single bridge while on holiday in Devon. Just east of Boyton, Cornwall a bridge crosses the Tamar river, which marks the boundary of Cornwall and Devon. 19C weight limit plates were erected by both counties. A stone plaque on the bridge reads BOYTON / BRIDGE / APRIL 2005 was possibly placed there to commemorate bridge restorations.



A TALE OF DORSET BOUNDARY STONES

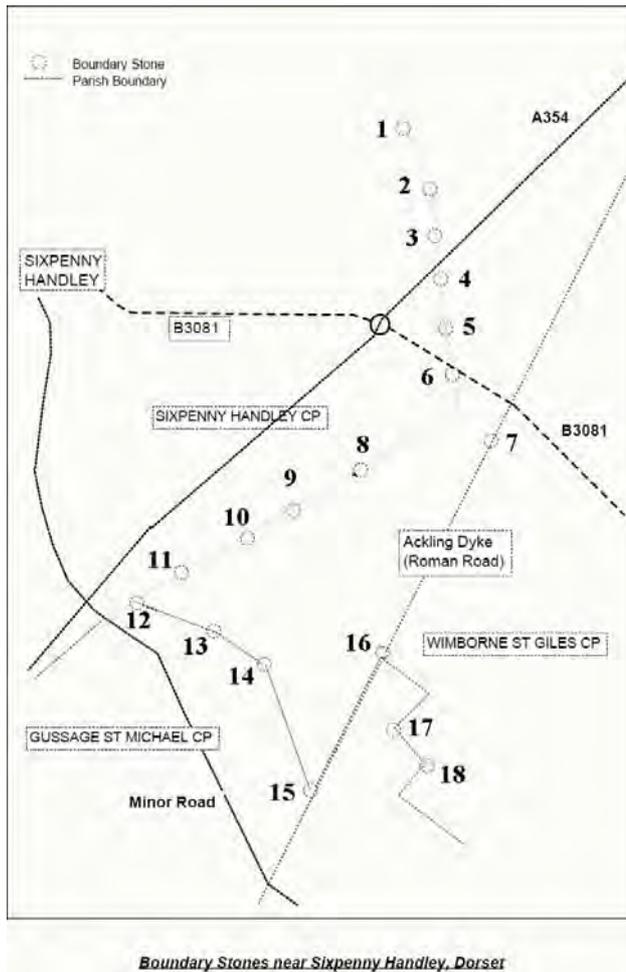
by John Tybjerg (Dorset Representative)

A study of the OS Explorer Maps shows about 130 boundary stones marked in Dorset so as a natural progression from milestones I decided to look for a few in my local area. A look around the Verwood area for eight shown on maps has turned up only one so far. The main extra consideration is of course access. Local Parish boundaries may cross private

land or ploughed fields and be a mile or two from the nearest parking place.

About a mile to the southeast of Sixpenny Handley is an area about 2 miles by 1 mile in which are marked 17 boundary stones. As this is only 20 minutes from home I set

out on 22 April, a slightly grey day that soon became sunny, in hope of finding at least some of them. Knowing of three safe parking places my route was split into four sections.



I started the search at No.12 on the map, progressing through to No.18. Amazingly I found all except No.15. The stones varied in size from about 12 inches by 14 inches down to about 6 inches square, with some quite proud and others just visible above the ground. No.14 was a well manufactured 6 inch square stone with on one face, a crown at the top and beneath this a large letter 'S' and the date 1891. This style was also found at Nos.1 and 3, and 9 later on. Nos.15 and 16 are on the top of Ackling Dyke, an old Roman Road. No.17 was a bonus find. It is not marked on modern maps but is on a civil parish boundary and is shown on the old maps website maps of 1890. From No.18 I cut back south along Ackling Dyke to the minor road and back to the car near No.12. This return route was chosen as the outbound route was through grassy fields, where I realized

that my lightweight walking boots were not quite as waterproof as I thought!

I then took the other path to check out Nos. 11-8 and found them present, with No.10 being found on the return journey on the other side of the fence.

My next parking place was the lay-by midway between No.6 and the roundabout, (That's the circle on the map where the A354 and B3081 cross) and then off to check for Nos. 6 to 1. Nos. 6, 5 & 4 were missing, or possibly hidden in the fairly thick undergrowth. I'll make a note to check these out next winter. Nos. 3, 2 & 1 all appeared on cue so it was back to park where Ackling Dyke crosses the B3081 and down the roman road again for the final stone, No.7, which again dutifully appeared up on the bank.

A good set of results all round then. I set out to find 17, found 13 of these and 1 more besides. Boundary stone hunting is different to milestone hunting in that you are going to have to walk to a lot of them. I covered an estimated six to seven miles across fields and along tracks in three and a half hours. The benefits are many fold of course, some good exercise and a good thirst at the end of it, not to mention seeing two pairs of deer, two hares, lots of rabbits, a buzzard and several butterflies.

If you consider planning a similar search my most important piece of advice would be to plan it well on the map. Accurately measure the distances from stone to stone, or a good starting point, and convert this to walking paces. Remember, your pace will probably not be a good marching stride, especially across some fields! I reckoned my stones varied from 200 to 350 paces apart and this was surprisingly accurate.

[Editors note. This article was held over from the last issue of 'On the Ground' 2006 due of lack of space. For an enlargeable OS map showing the BS's east of the village visit the www.sixpennyhandley.org website.]

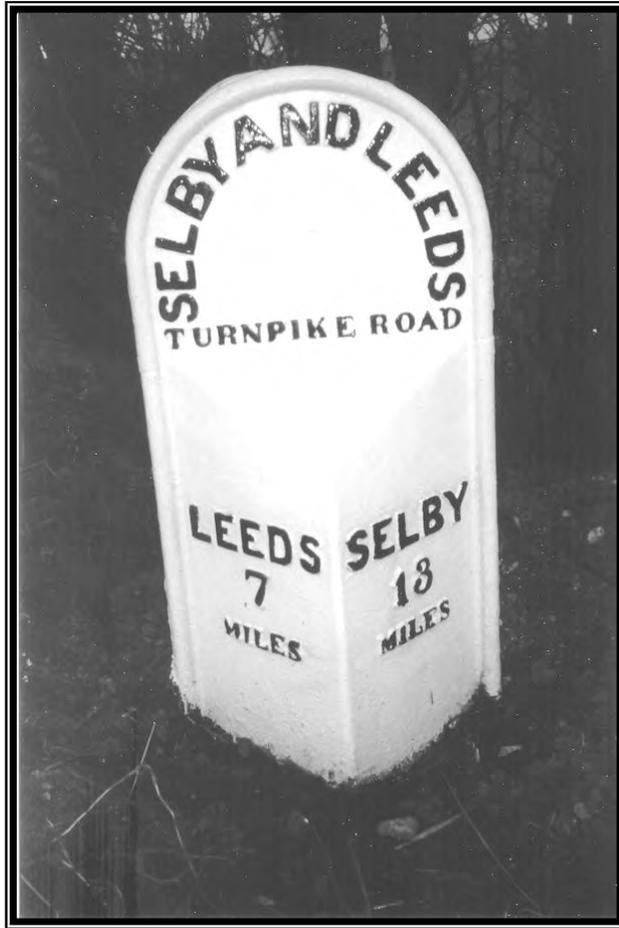


Left: Stone No. 11. Right: Stone No.9 with coronet and letter 'S'; probably a boundary stone for the Earldon of Shaftesbury.

AND FINALLY...

Another 'On the Ground' put to bed. Even with the extra pages in this issue it was necessary to put some items on hold and shorter articles sent to Carol Haines for possible inclusion in the Society's Newsletter. The proposed trivia column has had to be postponed, partly due to lack of space but also pending more contributions. Thanks to those of you who sent me information; all is being held on file. So I still welcome more from you all for the waymarkers

extremes; highest, lowest, largest, tallest, most remote, highest mileage, 'did you know' bits and pieces, and any other fascinating facts. Ultimately a publication of fascinating facts can be published. My contact details were in NL 13.



Another result! One of the many Yorkshire mile markers restored by Milestone Society member Brian Ellis.

