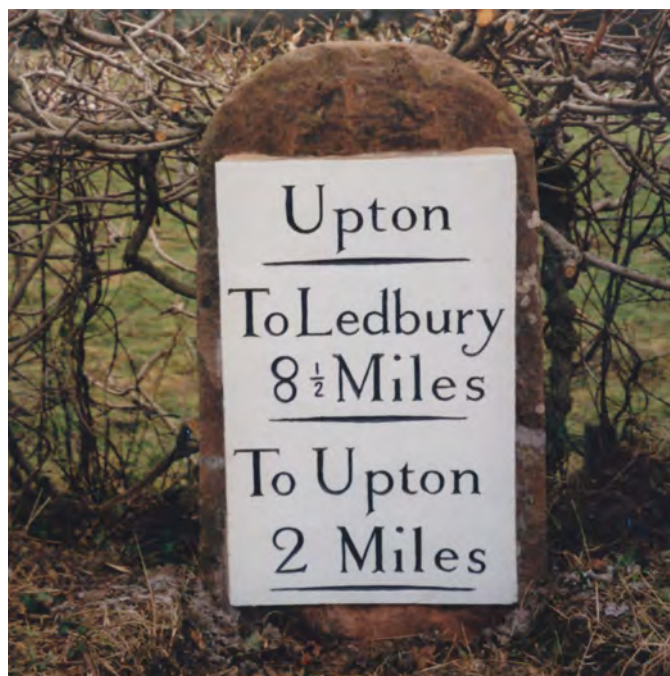
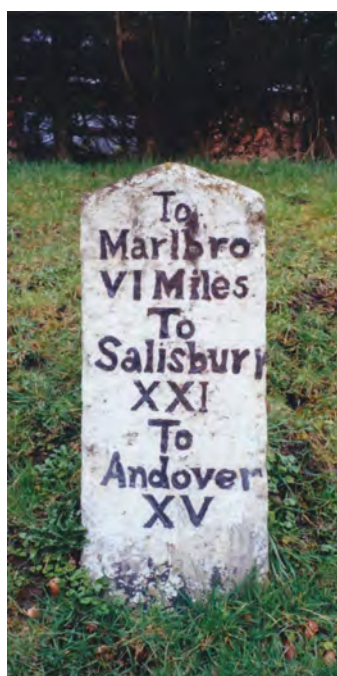


MILESTONES & WAYMARKERS

The Journal of the Milestone Society

incorporating On the Ground

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Pre-turnpike milestones : evidence from Norfolk

Carol Haines

From the 1740s most turnpike trusts had a clause in their Act requiring them to measure their roads and put up stones giving distances. From 1767 this became compulsory. However it seems that some roads had milestones placed along them some years before turnpikes were created, although in most cases there is no evidence to show who put them up or at what date.

Research in Norfolk shows several instances of pre-turnpike milestones which were later taken over by turnpike trusts. Minute books from the first meeting of trustees only survive from four of Norfolk's turnpikes, but three of them give a strong indication that milestones already existed along the roads, and this has been backed up by other evidence. Armstrong's *History and Antiquities of the County of Norfolk* (1781) states that 'Although this county claims the credit of having made the first turnpike road in the kingdom [actually the third in 1695, from Wymondham to Attleborough], yet most other counties have since done more in that way ... Besides the turnpike roads, there are some great leading roads which have milestones, and in other respects no less commodious for travelling.' This was written before many Norfolk turnpikes were opened.

Norwich, Swaffham & Mattishall Turnpike (1770-1872)

The first meeting took place on 17 April 1770 when the minute book records that the 'Committee to give directions for the Erecting the Gate at or near the two mile stone near Norwich'.¹ Would the trustees have had the opportunity to install milestones before the turnpike was opened? Further evidence of milestones already existing along the road between Norwich and the half-way town of East Dereham comes from a document in the Norfolk Record Office about a subscription being raised in 1755 to pay for milestones²:

'We whose Names are hereunto subscribed do and every of us doth hereby promise to pay unto Mr Robert Page of Norwich Stone Cutter or to Mr John Bird Mr Wm Donne or Mr James Smyth of East Dereham for the said Mr Page before the first of December next the several Sums of Money set or subscribed against each of our Names for erecting Mile-Stones from Norwich through Easton Honningham Hockering, and North Tud-denham to East Dereham aforesaid. Dated the fifth Day of August 1755.'

Seventeen subscribers are listed. Most gave 10s 6d, one gave £2 2s, and a total of £9 7s was raised.

The next mention of milestones in the turnpike trust's minute book was on 8 September 1773 when the surveyor was ordered to measure the road from St Benedict's Gate in Norwich and 'place the present Mile Stones at the proper Distances thereon'. At the meeting on 9 October 1780 it was 'Ordered that New Mile Stones be placed on the Turnpike Road from Norwich to Swaffham under the direction of Mr Hare [the surveyor] and that the old Stones be disposed of towards defraying the Charge of the new ones, and that Mr Marston of Nor-

wich Stone Mason be employed [sic] in making the said Stones.' It would seem unlikely that there would be a need to replace an entire set of milestones after only ten years, but more reasonable if they had done service for 25 years. The milestones were again replaced in 1823 and 1868.

Norwich to Cromer Turnpike (1794-1876)

Under the first Act the turnpike went as far as Aylsham and was extended to Cromer in 1811. The first meeting of trustees took place on 7 April 1794 and the first mention of milestones occurred at the meeting on 20 May of that year concerning 'several persons' who 'to avoid paying Tolls have turned off the Turnpike Road by the stocks at Horsford and at the Foldgate near the two Mile Stone leading to Hellesdon Bridge and have returned on the said Turnpike Road again at Mile Cross.'³ Again there would presumably not have been time or funds to have milestones made so early in the turnpike's operation.

However there is a mention of a milestone along this road in July 1764, thirty years before the turnpike opened, when the naturalist Robert Marsham noted in his diary that he saw a wheatear 'upon Haynford Heath all white or cream coloured, I saw it several times by the 6 mile stone.'⁴

At the meeting on 3 August 1795 it was ordered 'That such of the Mile Stones as are now standing on the said Turnpike Roads be repaired painted and figured and new ones put up where wanting under the Direction of the Surveyor.' However, the following January 'It having been represented by the Surveyor that the Mile Stones standing on the said Road will not admit of Reparation, Ordered that new ones be put up by Mr John Ivory agreeable to the proposal delivered in, under the Direction of the Surveyor.' This implies that the stones had been in place for some years and were in poor condition. New cast iron mileposts were ordered for the road in 1822.

Norwich to North Walsham Turnpike (1797-1876)

The first meeting of the trustees on 21 February 1797 produced a reference to a milestone: 'Ordered that the Turnpike Gate mentioned in the said Act be placed near the 3 Mile Stone upon the said Road on the Norwich side of the two cross Roads, near the said 3-Mile Stone'⁵, again strongly suggesting that milestones already existed along the road. In this case there is visual proof of their existence from a map of the estate of Davy Durrant of Scottow.⁶ Beside what was then the main highway between Norwich and North Walsham in the parish of Scottow there is a drawing of a milestone with a large Roman IX on it (Fig. 1). This is exactly where 19th-century OS maps show the 9-mile stone. However, the original road here was diverted when RAF Coltishall was established in 1939, and a new section of road was built to the east.

Further evidence of pre-turnpike milestones comes from the *Norwich Mercury* on 31 October 1778:

‘Saturday last as Mr Sewell, master of the White Horse Inn, at Coltishall bridge, was coming on horseback to Norwich, he complained of being very ill by the three mile stone; a person coming by got hold of him, took him off and set him down by the hedge side, while he went to a neighbour to assist him, but when he returned found him dead.’ The incident is also mentioned in Mary Hardy’s diary⁷ where she notes that Thomas Sewell was taken to Mrs Jex’s house in Sprowston and brought back to his house by cart in the evening. Mary’s husband, William Hardy, was a maltster, brewery manager, and tenant of a 60-acre farm in Coltishall and he and his workers travelled regularly between Coltishall and Norwich and North Walsham taking drays to inns, fetching supplies for the brewery, and visiting friends and family in the days before the turnpike opened.

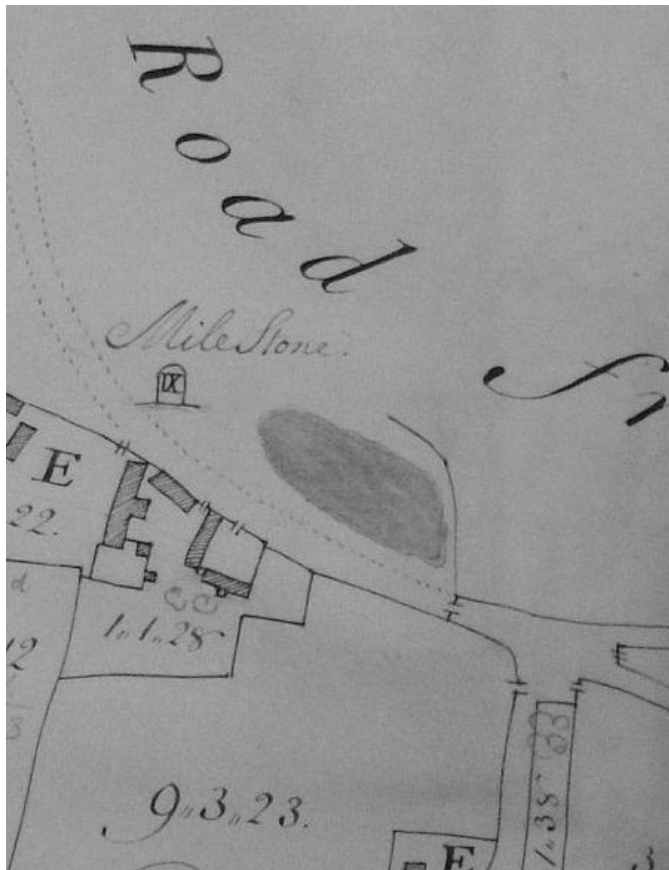


Figure 1. Milestone on 1766 estate map of Scottow.

It is recorded in the turnpike minute book in April 1810 that the milestones were to be cleaned, painted and lettered, and in July of the same year a stone cutter was employed to cut the figures upon the milestones and repaint them. In July 1817 enquiries were to be made about putting iron plates showing the mileage on each milestone and engraving the parish name underneath, but the total expense was not to exceed £5. This would have been a very low sum, and not surprisingly no further mention is made.

Four milestones still stand beside the road (NO_NNW06, 07, 11, and 12) and on two of them a large Roman numeral corresponding to the mileage to Norwich is visible on the back (Fig. 2). NO_NNW07 is built into a wall and therefore the back cannot be seen; NO_NNW10 was lost in about 2000, but also had a Roman X on the reverse. A photograph of the 4-mile stone shows one of the same design as the others along the



Figure 2. NO_NNW11, Westwick (reverse).

road, but this stone was lost in the 1990s. When viewed from the back the present 11- and 12-mile stones look very similar to the drawing on the 1766 map and it is therefore conjectured that the surviving milestones are those that stood beside the road in 1766, and that in 1817 they were turned around and the inscriptions recut to include the destinations at either end of the road, which by then was a legal requirement for the turnpike trusts (Fig. 3).

Wells-Fakenham Turnpike (1826-1881)

The only other Norfolk turnpike having minute books surviving from the first meeting is that from Wells to Fakenham.⁸ Judging from the convoluted instructions about where to place tollgates, there were no milestones to act as location points. In 1829 a gate was to be erected ‘at or near certain place in the Parish of East Barsham called Preaching Crofts at the south-east corner of an enclosure of land in the occupation of Mr G Rodwick crossing the Turnpike Road to a certain enclosure belonging also to the said Sir J H Astley’. There is no mention of milestones in the minutes until 1834 when metal posts were to be cast.

Conclusion

To prove that other turnpike trusts took over milestones that had already been placed beside their road needs a lot more work with older maps, and documents such as diaries. There are other milestones in Norfolk with lettering typical of the mid-18th century, some obviously later recut but not all of them on roads which subsequently became toll roads.

There is evidence from other counties that turnpike trusts took over pre-existing milestones. A number of examples of pre-turnpike stones are recorded in Milestone Society publications, such as the placing of cast iron plates on some of the Trinity Hall milestones, which date from the early 1700s, by the Wadesmill Trust in the

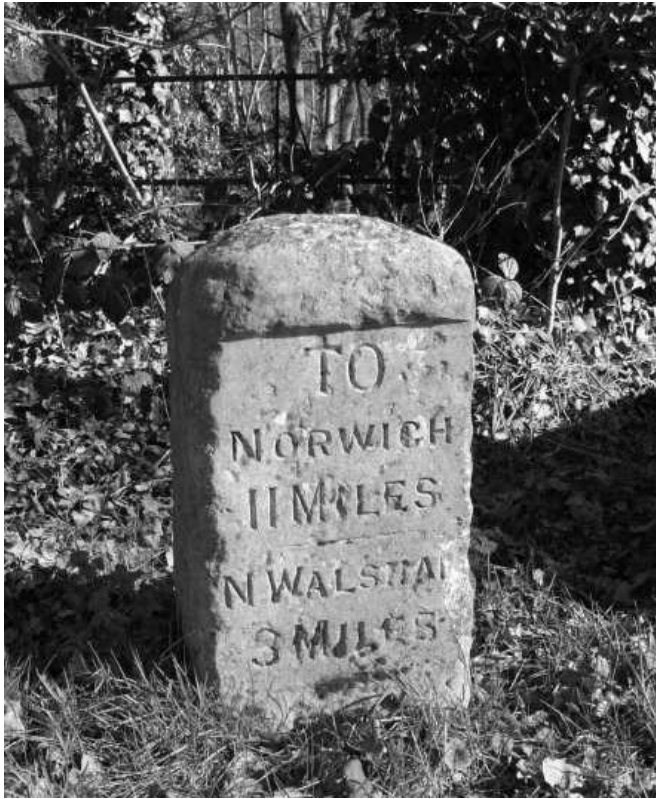


Figure 3. NO_NNW11, Westwick (front).

early 1800s (see M&W Vol 3). Other examples of pre-turnpike stones, especially in Yorkshire, can be found e.g. in Highways Heritage Walks on the Society's web-site at www.milestonesociety.co.uk; their dating and relationship to turnpike trusts is a matter of individual research.

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From the (very old) Archives : The first Act relating to guide posts, 1697

(8 & 9 William IV. Cap 16)

The relevant material on this topic was initially hard to locate using the Index to the Statutes of Law. Eventually a trawl through Volume 10 (which commences late 1696) produced a likely reference. The Act in question runs to several pages and is related to the widening of common highways (not to exceed 8 yards). The part about posts (or stones) is contained in the final clause. It is transcribed here using 's' for 's' and not 'f' as in the original book.

Anno octavo & nono GULIELMI IV. CAP XVI

An Act for enlarging common highways

"VII. And for the better convenience of travelling in such parts of this kingdom which are remote from towns, and where several highways meet; be it further enacted by the authority aforesaid, That it shall and may be lawful to and for his Majesty's justices of the peace, at their respective special sessions. To be held once in four months by virtue of an act in the third and fourth years of the reign of King William and Queen Mary, intituled, An act for the better repairing and amending the highways, and setting the rates of carriage of goods, so often and in such cases, as they shall think necessary, to direct their precept to the surveyors of the highways, in any

parish or place where two or more cross highways meet, requiring them forthwith to cause to be erected or fixed, in the most convenient place where such ways join, a stone or post, with an inscription thereon in large letters, containing the name of the next market town to which each of the said joining highways leads. Who is to be reimbursed according as to the said act for the repairing of highways directs; and in case any surveyor or surveyors shall, by the space of three months, after such precept to him or them directed and delivered, neglect or refuse to cause such stone or post to be fixed as aforesaid, every such offender shall forfeit the sum of ten shillings, to be levied by warrant under the hand and seal of any justice of the peace of the country, riding, division or liberty, where such parish or place shall be, such warrant to be directed to the constable of such parish or place, and sell the same, rendering to him the overplus (if any be) and to employ such sum, so levied, in and towards such stone or post as is aforesaid; and in case any part of the said sum shall remain after such stone or post erected, then to employ such remaining sum in amending the same cross highways, and not otherwise."

John V Nicholls

The three milestones of Scarcroft, West Yorkshire

Lionel Scott

The village of Scarcroft contains three milestones, all Grade II listed. One is a standard turnpike stone, which of itself would not merit special mention; but the other two are pre-turnpike stones which each raise difficult questions of interpretation. To help the reader unfamiliar with the area, a little background is desirable. Roads and places not shown on Fig 1 can be easily accessed on Google Maps or similar.

Scarcroft now sits astride the A58, the first village north of Leeds in the direction of Wetherby. However, from the outskirts of Leeds to Collingham, a couple of miles from Wetherby, the A58 is "new", that is to say that it was constructed as a turnpike under an Act of 1824. At its southern end it connected to the Leeds to Roundhay turnpike (Act of 1808; Roundhay was then a village 4 miles north of Leeds); at its northern end it connected to the Otley to Tadcaster turnpike (Act of 1753) at Collingham. The latter, now the A659, passes through Collingham and Wetherby en route to Tadcaster.

So before 1826 the only access out of Scarcroft was to go east or west. Fig 1 shows the roads on Jeffery's map of Yorkshire of 1771 (published London 1772, reprinted 1775) superimposed on a modern map, with modern road names (also used below); part of the A659

runs along the top. The later turnpike, now the A58, is shown as a thin grey line to help orient the reader.

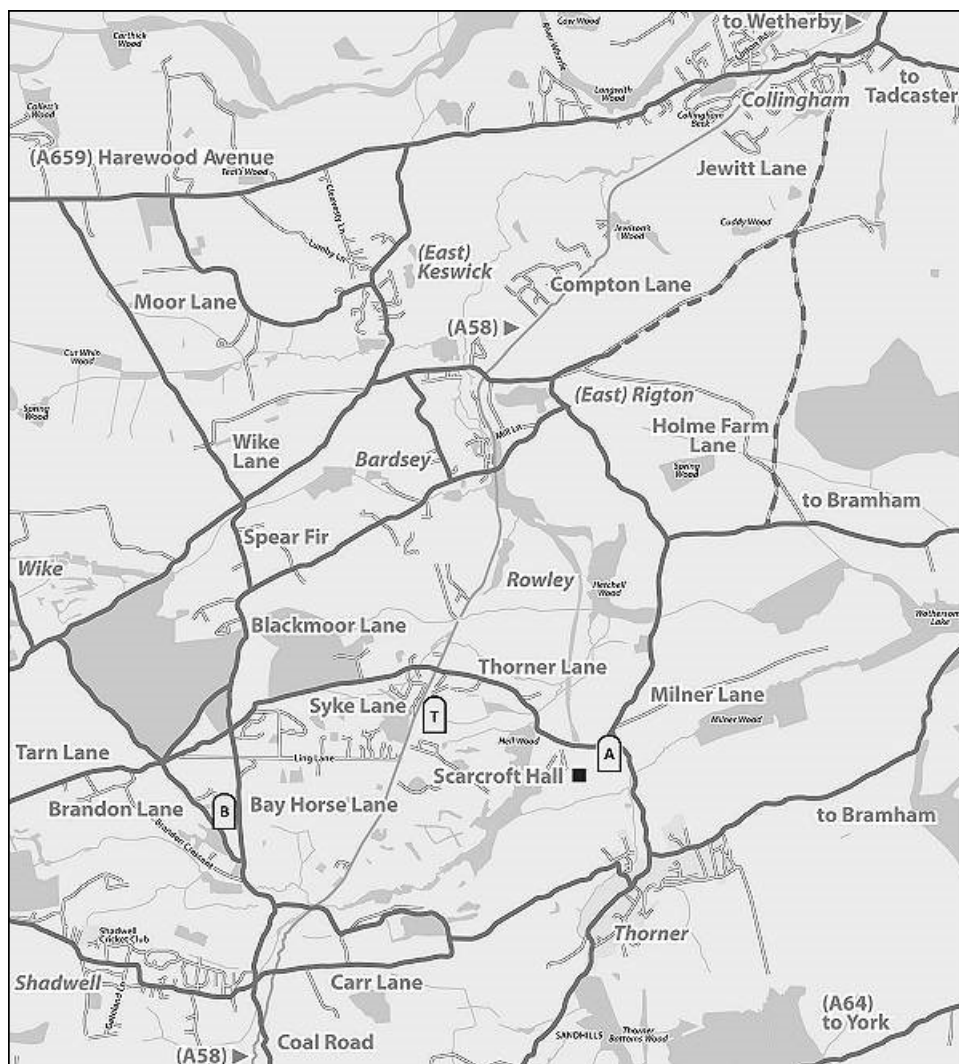
In the village, the A58 happens to run more or less along a geological divide. The land to the west is largely millstone grit and was long the village common and waste, and moorland scrub. To the east it is limestone, and when it became a manor after the Conquest, the Manor House was built on high ground at the eastern end of the village, and most of the farms were in the eastern half, though there were some cottages elsewhere.

The surviving turnpike stone in the village (T on Fig 1; Fig 2) can be quickly dealt with; it is in the verge on the east side of the A58, just uphill from the Village Hall. Although now partly buried, enough of the other turnpike stones in the series survive to enable one to reconstruct its wording: Leeds 7 miles, Collingham 3½ miles (still legible), Wetherby 5½ miles, and York 19 miles.

Both the pre-turnpike stones have been judged to be eighteenth century, although the discussion below is valid if either of them is earlier.

The first stone (A on Fig 1; Figs 3 and 4) stands at a junction on Milner Lane which gave access to or from Scarcroft Manor and all the nearby farms. To the north,

Milner Lane took you to the market town, Wetherby, and on to the Great North Road or east to York. To the south Milner Lane goes to



Above Fig.2. A58 turnpike milestone in Scarcroft at SE 365 415. It is YW_LECM07 in the Society's archive.

Left Fig.1.

Thorner (where the parish church is) and thence to Leeds.



Fig 3.: Pre-turnpike stone at SE 377 414, and YX_XSCARd, east side



Fig 4: As fig 3, west side

Google Street View shows two features of the junction: the stone stands on a grass triangle, which formerly also held a pond; and the three roads which form the junction are curved, not straight. A survey of the manor in 1790 by Jonathan Teal, now in the archives of the West Yorkshire County Council,¹ shows that both are old features.

Fig 3 shows the side facing Milner Lane, inscribed with a pointing hand and 'Wetherby 4 miles'. Fig 4 shows the opposite side, facing towards the apex of the grass triangle; it has a pointing hand and 'Leeds'; the distance is not expressed on the Society's website. The other two sides are blank, and there is no indication that it was ever inscribed, e.g. to indicate that the side road led to Scarcroft. At this point, a general comment on distances on old stones is merited. It is likely that in the 1700s, distances along roads such as Milner Lane had

never been formally surveyed, but were spoken of as a matter of tradition; also that, hereabouts, tradition might still reflect distances in Yorkshire miles, somewhat longer than statute miles, even if surveyors had had to use statute miles after 1593.

The '4 miles to Wetherby', the local market town, is reasonably accurate. A car would now cover some 4½ statute miles along back lanes, but it is easy to think that oral tradition had long spoken of Wetherby as 4 miles away. As to the other side, examination shows that to the left of 'Leeds' there is a square depression in the stone, within which there appears to be a '5' (Fig 5). It was so read in a photograph from 1908 preserved in Leeds.²

This raises two questions: why should the mileage be cut within a depression; and why was it expressed as 5 miles? There are at least two answers to the first: perhaps the depression is a natural feature of the stone; or perhaps another mileage was originally there, and it was chipped out and replaced by a 5. But more cogently, why 5? From this junction, Leeds is some 8½ to 9 statute miles distant, depending on to what point you measure the distance. It is hard to think of a local tradition that placed Leeds only 5 miles away, even one that thought in Yorkshire miles. Looking at it from another angle, it is hard to see that people could speak of the junction as being not much further from Leeds than from Wetherby. Even men who did not own a timepiece must have known that it took twice as long to walk to Leeds as it did to Wetherby. An '8' would solve the problem, but making every possible allowance for weathering, one cannot read the incision as an 8.

One possibility for the '5' is this: it was an age when letters were paid for by the recipient, and charged by distance. The occupiers of Scarcroft Manor, the Ryther family, were short of money and heavily mortgaged, and had an interest in minimising their distance from Leeds. The '5' may have been an attempt to persuade letter carriers as to how far they had come.

It is also pertinent to ask why the stone is there at all. There was no law requiring milestones or signposts, and they were typically erected as a public gesture or for some private advantage. Here, a possible answer can be inferred from the curved shape of the junction, noted above. Traffic would increase in the eighteenth century: Leeds expanded from 10,000 to 30,000 inhabitants as wool brought prosperity, for instance. A traveller on Milner Lane who did not know the area could easily think that the main road continued along the curve, to his left if coming from Leeds or to his right if from Wetherby. This would take him first to the Manor House, not much more than 100 yards from the junction.

Perhaps the Rythers erected the stone to put travellers right and not have them knocking on their door for directions. There was no point in having directions on the other sides, either to Scarcroft itself or beyond. The road through the village, now Thorner Lane (Fig 1), did lead to other villages, but the local geography is such that few other than locals (who would know the roads anyway), would normally access those further places using Milner Lane and then through Scarcroft village.

The third stone, (B on fig 1), is an even greater puzzle.



Fig 5: Enlargement of part of fig 4

zle, because it has clearly been moved from its original position. But we cannot be certain where that was, and even less certain why it was moved, much less moved to its present place. It is now almost invisible, standing in brambles by the fence a little below Wolinski's nursery and near the entrance to Bay Horse Stables, on the west side of Bay Horse Lane.

However in 1972 it was more accessible, and the lettering was freshened and photographed (Figs 6, 7). It can be seen that one face reads 'To Pontefract 11 miles [pointing hand]', another 'To Otley 7 miles [pointing hand]' Tadcaster 7 miles [pointing hand]', and a third side has another destination, 'miles' and a pointing hand. That destination, and what is on the fourth side, are not now recoverable (except, perhaps with specialist equipment); a recent inspection shows that the whole stone is close to illegible.



Figs 6 & 7. Pre-turnpike stone at SE 352 408, and YW_XSCARc. Copied from original photos taken in 1972 'by Mr Ecclestone of Shadwell.'

The Otley-Tadcaster turnpike must have substantially followed the lines of pre-existing roads. The 7 miles to each of the towns on the stone argues an original location which was, or at least was thought of as, a half way point. Jeffery's map marks each turnpike milestone, the last being that at 18 miles from Tadcaster, measurable as a mile from the centre of Otley. A total of 19 statute miles between the two towns is consistent with 14 Yorkshire miles at 1.36 times a statute mile (a multiplier, incidentally, which still would not take you from stone A into Leeds, and would take you well beyond Wetherby).

It should be noted that the distance is now 19½ miles. Jeffery's map shows that in Harewood the road westwards to Otley originally formed a cross-roads with the road from Leeds (now the A61), continuing past Harewood House. At some point prior to the 1850 Ordnance Survey, Lord Harewood was able to make that a private access road, and had the public highway diverted in a left hand curve round his grounds, as shown on any modern map.

Harewood village is an obvious candidate for the half

way point. By measurement it is not quite half way; that is about a statute mile to the east. But the arithmetical half way point is not at or near any cross-roads. The road on Jeffery's map running due south from the 'A659' on Fig 1 does not exist; rather it represents two tracks off the A659, one a bridleway and the other a lane leading to a bridleway, which join up near their southern ends. A bridleway was unusable by carts. But Harewood itself could easily be thought of as the half way point; and it had a cross-roads.

Moreover, it could explain the Pontefract direction. Going south a mile from Harewood and turning left, you pass through Wike and on to the Coal Road (Fig 1), so called, it is said, because it was used to cart coal from the mines south of Leeds to Harewood House; and no doubt elsewhere as well. But there is then the difficulty that Pontefract would be some 20 miles from Harewood by lanes around the modern outskirts of Leeds; and even allowing for customary miles, the '11 miles' on the stone is unrealistically low. As to the fourth side of the stone, it might have said to Ripley or to Ripon; even by the date of the turnpike, Harrogate barely existed.

If we seek to move the stone southwards towards Pontefract, we then have the problem not only that any such location would be further from Otley and Tadcaster, but also that there is no cross-roads or even t-junction of any importance on either the Coal Road or local lanes which would merit the erection of a stone. They just connected farms and the odd village.

If a suitable original location for the stone is hard to identify with confidence, suggesting why it was moved, and to its present location in the comparative obscurity of the verge on Bay Horse Lane, is impossible. The reader's guess is as good as mine.

Author's note: I have recently co-authored a *History of Scarcroft* and the above is a much expanded text based on a couple of paragraphs in that book.³ Despite long and careful consideration, I have been unable to come to better conclusions about the two pre-turnpike stones, and welcome any realistic suggestions.

Editorial note: Stone A was recorded in one of three studies on West Riding stones by John J Brigg published in *Yorkshire Archaeological Journal*,⁴ in which he mentions a stone "at a point east of Scarcroft Hill: To Leeds 5 miles = 8½ Stat. miles; To Wetherby 4 miles = 5½ or 6 Stat. miles."

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On the Ground

Compiled by John V Nicholls

Cornwall Ian Thompson

Painting Milestones. The renewed agreement with Cornwall Council saw the Milestone Society painting 38 milestones in the first quarter of this year (April to June) with more to be done before the autumn, weather permitting.

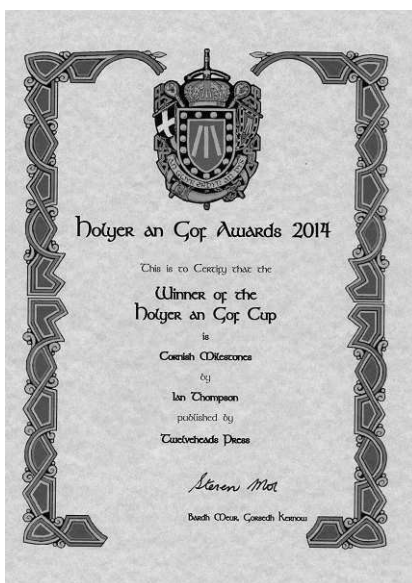
The photograph shows one of my favourite milestones on the B3254 Launceston to Kilkhampton road at Bennacott Lake. This is a Launceston Turnpike Trust milestone, carved with 'L5'. In 1760 the Trust took on the road from Launceston to Bennacott, but no further. It was not until 1890 that the Launceston District Highway Board extended the Main Road north, with new milestones, but they re-carved the 'L5' milestone with information about Bude and Kilkhampton, rather than make a new milestone. 'L5' is CW_KHLA14 with NGR SX 2985 9153.



While milestones on B3254 show traces of old white paint, it has been agreed with local residents that the milestones will be cleared, cleaned and just the lettering picked out in black paint. In the rest of Cornwall there is strong support for the milestones continuing to be painted white, but each milestone is treated on its individual merits.

Cornish Milestone Study Wins County Award

Cornish Milestones by Society member and county rep Ian Thompson was published by the Truro-based Twelveheads Press in 2013, and at 184 pages of large format presentation was described in a review by David Viner in Newsletter 26 as a 'triumph of assessment, analysis and presentation'.



Obviously others thought so too, as at a ceremony held in Waterstones in Truro in July 2014 this volume won the Holyer an Gof Trophy in the Cornish Gorseth Publishers' Awards, as the most outstanding entry in its annual competition, and the overall winner of the non-fiction section. In memory of Redruth publisher Leonard

Truran, the Awards were launched in 1996 to raise the standards and profile of publishing in Cornwall.

Replacement Mileplates. The four milestones on B3284 from Perranporth towards Truro had lost their cast iron mileplates in the 1970s. With funding from Perranzabuloe Parish Council, the Milestone Society had eight new mileplates cast, using a photograph (pictured left) from the Courtney Library in the Royal Institution of Cornwall's Museum in Truro which showed an intact milestone as a guide. Casting took longer than expected, but the mileplates have now been fitted using the traditional wooden plugs and cement edging to secure them to the granite stones.



Above left. Re-plated stone on the B3284 at grid reference SW 7542 5118 and right at SW 7550 5273.

Left. Pete Goodchild applies finishing mortar around the new plate at the final stone at Perranporth. Grid reference SW 7570 5406

Granite Guide Posts of East Dartmoor. The lanes of East Dartmoor in Devon in the parishes of Hennock, Bovey Tracey and Ilsington retain a remarkable collection of at least 20 four-sided square-based granite posts of varying heights that are inscribed with directions to nearby towns and villages (n.b. the post at Five Lanes Hennock has five sides). Set up in the early 19th century possibly by the Newton Bushel Turnpike Trust or local authorities, they are unusual in so much that most of the posts reside well away from the main turnpikes of that time. Often marked as 'Guide Post' or simply 'GP' on 19th Century Ordnance Survey maps, we can see that at one time many more were positioned at junctions or crossroads in this rural part of the county.



Two of the guidestones in the parish of Ilsington. Left is at Methodist Chapel and right at Wills (Willis) Cross.

With the exception of just three of the posts, one in Bradley Road, Bovey Tracey (appears as South Bovey on some markers), one at Reddaford Water and another at the foot of Shameface Lane in Hennock, all of the stones were Grade II listed as 'direction posts' in July 1986 by Teignbridge District Council who had the good sense to realise the unique heritage significance of the group. Some of the stones in the Hennock area show directions to Exeter, and all of the guide posts are set in such a way that the inscription faces along the road in the general direction of the place name. There are examples in Ilsington of the legend being painted on in black to assist with identification and on others a small arrow has been incised to indicate the way to go.

All photos by Tim Jenkinson. Further illustrations and a table of the remaining stones by Parish appears on page 11.

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Haytor Granite Tramway Milestones on Dartmoor

In the early part of the 19th Century the demand for granite as a building material was growing. George Templer who had inherited the Stover Estate in South Devon from his father James in 1813, secured the contract for the supply of granite for the rebuilding of London Bridge and set about constructing a tramway for the transportation of the stone from quarries high on Haytor (Heytor) Down on Dartmoor to the start of Stover Canal at Ventiford Basin near the village of Teigngrace some eight and a half miles away. The canal, which had been built under the instruction of his father between 1790 and 1792, was at that time being used to transport china clay from Kingsteignton and Chudleigh Knighton in the Bovey Valley to the quays at Newton Abbot where it was then taken onwards down the river to Teignmouth and shipped out of the port to the Mersey where it was carted to areas such as Staffordshire. Used extensively in the pottery industry, the clay from South Devon had a good reputation for its plasticity and casting quality and Templer Senior seized the opportunity to facilitate the transportation of the clay out of the county.

George Templer decided to construct the tramway with granite rails instead of iron and sections of this unique approach can still be seen today on the high ground close to the quarries. According to Ewans (1966) commentators at *The Times* in 1936 remarked 'the use of stones cut to form flanged rails is extremely rare and this tramway is a most interesting example of the line construction made in the early days of railways'. Following a somewhat convoluted route but thankfully mostly downhill the tramway eventually negotiated a 1,300 foot descent (Harris 2002). Completed in 1820 it was officially opened on September 16th of that year. The next year Templer built a new quay in Teignmouth to accommodate larger shipping vessels.



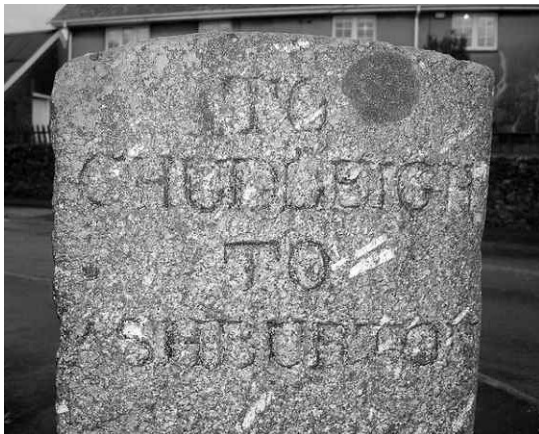
Left: The sloping 'T and S' boundary stone on Haytor Down.
Right: The '6' stone at Green Lane End

At some point he also arranged for the setting up of milestones along the route each inscribed with a simple number showing the distance to Ventiford. Four of these stones are still extant along with a boundary stone (HTTW07) on Haytor Down (SX 764779) that is inscribed with a T and S marking the distinction between the land of the Templer family and that of the Duke of Somerset. The milestone (HTTW06) closest to the quarries stands a short way north of the B3387 at Green Lane

Granite Guide Posts of East Dartmoor

Table of the remaining stones by Parish

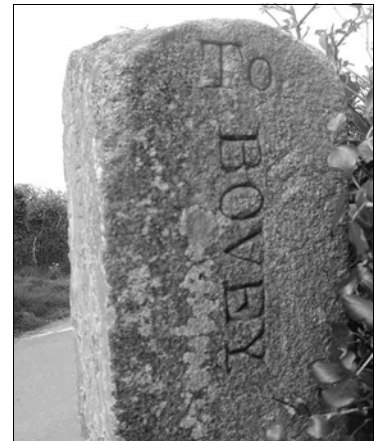
Location	Grid Reference	Place Names
Bovey Tracey		
Slade Cross	SX 799812	Bridford/Christow/ Moreton/Bovey/
Coombe Cross	SX 822784	Hennock/Bovey/ Chudleigh/
St John's Cottages	SX 814775	Ashburton/Newton/
Five Wyches Cross	SX 805783	Widdicombe/Haytor/Bovey/Manaton/Lustleigh/
Pool Mill Cross	SX 807820	Moreton/Lustleigh/ Hennock/
Bradley Lane	SX 829778	Little Bovey
Reddafford Water	SX 788789	Manaton/S.Bovey/Lustleigh/
Hennock		
Leigh Cross	SX 841808	Bovey/Exeter/ Hennock/
Five Lanes	SX 830801	Moreton/S.Bovey/Chudleigh/Exeter/Hennock/
Chudleigh Knighton	SX 845774	Chudleigh/Ashburton/Bovey/
Chericombe Head Cross	SX 822808	Hennock/Bridford Moreton/Bovey/
Huish Cross	SX 841798	Exeter/Hennock/ S.Bovey/Chudleigh/
Crockham Bridge	SX 847811	Dunsford/Hennock/Chudleigh/Exeter/
Shameface Lane	SX 834800	Bovey/Chudleigh/Hennock/
Ilsgivington		
Five Cross	SX 782749	Bovey/Manaton/Ashburton/Newton/
Sigford Cross	SX 777752	Manaton/Ilsgivington/Ashburton/Newton/
Woodhouse Cross	SX 794764	Manaton/Ilsgivington/Newton/
Wills (Willis) Cross	SX 799753	Ashburton/Newton/Ilsgivington/
Methodist Church	SX 780759	Manaton/Ashburton/Ilsgivington/
Haytor Vale	SX 768773	Widecombe/Ashburton/Bovey/Manaton/



Chudleigh Knighton
SX 845774

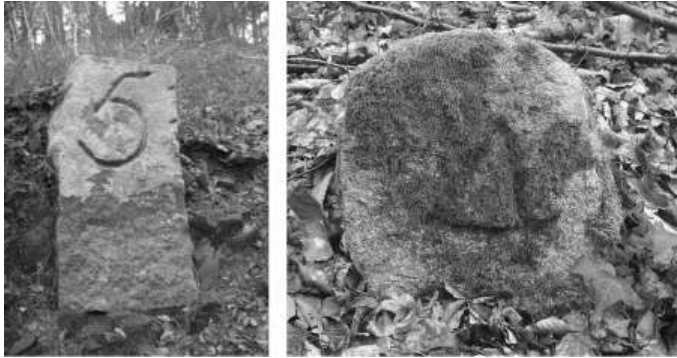


Woodhouse Cross SX 794764



Chericombe Head Cross
SX 822808

End (SX 780774) and is inscribed with a large 6. Next in sequence is the 5 mile marker (HTTW05) a tall and impressive stone that is set beside a well preserved section of the track in Yarner Wood at SX 785784. The number 4 marker (HTTW04) resides just off Stentiford Lane in the wooded area at Chapple (SX 799781).



Left: The tall '5' stone in Yarner Wood. Right: Swathed in a thick coat of moss stone '4' is returning to nature.



Left: The not unattractive '3' milestone. Right: One of the Templer Way trail markers between Teignmouth and Haytor.



Some of the remains of the tramway's granite rails looking like a discarded skeleton.

The 3 milestone (HTTW03) survives between Pottery Pool and Ashburton Road near to Bovey Tracey at SX 811772 alongside a section of track that is now a footpath at the back of houses. Whilst much of the track bed here has disappeared there is a previously unrecorded short section still surviving in a patch of grass close to the start of Pottery Road just off the A382.

Two other boundary stones inscribed **H/T/W/B/**

(Haytor Tram Way Bounds) have been rescued from the A382 and reinstated at Stover Country Park at SX 832752 and a new section of tramway has recently been uncovered running alongside Ventiford Basin. A dated stone inscribed **GEO TEMPLER ESQR/1824/** can be seen at the entrance to the basin. Unfortunately through the 1850s the demand for Haytor granite started to dwindle possibly as a result of competition from other quarries most notably in Cornwall where the easier access to the sea made export less costly.



The stone inscribed to George Templer.

Fast approaching 200 years since its construction it is incredible to find so many sections of the Haytor Granite Tramway surviving. The tramway is very well documented in the literature and the Templer Way is now a well known and popular trail in South Devon that regularly attracts visitors and this has no doubt led to an ongoing interest and preservation of this unique artefact along with its various markers and milestones.

All photographs by Tim Jenkinson

References

Ewans MC (1966) *The Haytor Granite Tramway and Stover Canal* David and Charles, Newton Abbot.

Harris H (2002) *The Haytor Granite Tramway and Stover Canal* Peninsula Press, Newton Abbot.

Devon Toll-house Update, July 2015

Unfortunately since the publication of the two books on the toll-houses of Devon in 2009 and 2010 respectively the county has lost three of these buildings with a fourth in Tavistock surviving only after prolonged campaign of public protestation to West Devon Borough Council.

Not long after the South Devon edition was published the early 19th Century toll-house at Forches Cross (SX 843733) on the A382 near Newton Abbot was pulled down to improve visibility at the junction. After a number of alterations to the fabric of the building throughout the years, the toll-house was deemed by English Heritage to have insufficient architectural merit to warrant preservation. The demolition took place on the evening of 7 September 2009.

2012 saw the loss of another turnpike cottage, this time in Honiton to make way for a retirement complex. Holyshute Cottage had stood on the corner of Langford Road (ST 168010) in the town for two hundred years or so and had been associated with the collection of tolls from travellers entering the town from the east. It was

later replaced by a small toll-hut in the mid 19th Century and the proximity of both structures is illustrated on page 94 of the North Devon book. Sadly the cottage's unlisted status sealed its fate and despite protests from locals it was still taken down.



The last hours of Forches Cross toll-house Newton Abbot



This was the Holyshute Cottage in Honiton shortly before its demise. A retirement complex now occupies the site.
Photo courtesy of Alan Rosevear

Most recently a rather dilapidated and overgrown toll-house that had been empty for many years at Langford Bridge (SX 872692) at the turn to Abbotskerswell on the back road from Newton Abbot to Torquay was demolished in November 2014. This took place as part of the ongoing road improvements in the area to accommodate access to the new South Devon Link Road that is scheduled for completion in December 2015. A last ditch attempt to gain listed status by the Parish Council was sadly doomed to failure. Langford Bridge features on page 80 of the South Devon book.

Langford Bridge

*I took a toll 1814 and stopped a man upon his cart
He was bounded for Newton Bushel as the lane turned into dark
I came out from Langford Bridge to see his ashen face
Waved a lantern in my hand in this lost and lonely place.*

*I asked merely for a penny from Kinkerswell to go
Beyond the bend and bridge to a place that he would know
And like a good man from the distance he put the penny in my hand
And the turnpike let him pass just as he had planned.*

*The house that night was welcoming with family tucked inside.
Curled around the log fire whilst the winter winds blew wild
Rain lashed against the windows but everyone was safe
Nobody would take this road tonight nobody would have the faith.*

*And then the noise wakes the anger that stirs in the dawn
Juggernauts come tear down the walls where young Travis was born.*

*The face is ripped off and thrown far far away.
And the toll-house gives over as the new road weaves its way.*

(Tim Jenkinson 2014)



Before and after at Langford Bridge.

On a more positive note in 2011 the toll-house at West Bridge in Tavistock in West Devon (SX 477737) came under threat from developers seeking to build on land to the rear of the building. Already empty, tiles were removed from the roof and the house was then left unprotected for several weeks until, that is, members of the local history group lobbied the Borough Council into action. A persistent campaign over the next twelve months or so eventually led to an agreement to preserve the house and incorporate it into the new housing, proving that people power can have an effect but it takes awareness of there being a problem in the first place and then considerable perseverance to watch over developments.

The two Devon books, like others in the series were written with the intent of raising awareness not only among the public but also Council Officers of the need to preserve these historic buildings and it is disappointing that three have since disappeared from the county's wayside. Without doubt the lack of Grade II listed status for toll-houses is a considerable cause for concern and without this added protection survivors will remain in considerable jeopardy. The *Toll-houses of South*

Devon (2009) and *Toll-houses of North Devon* (2010) books are published by Polystar Press and are available at £8.95 per copy (plus p+p) from Tim Jenkinson, phone to place an order on 01626 824808.



The salvaged West Bridge toll-house in Tavistock looking a bit forlorn here without roof tiles when it was thought that demolition was inevitable.

Essex John V Nicholls

A New Find. It pays to have a fresh pair of eyes in the hunt for previously undiscovered milestones. Within a few days of becoming a Milestone Society member Mike Bardell informed John V Nicholls of a milestone not on the database on the A1017 in Sible Hedingham. What is rather embarrassing is the fact that the stone is clearly visible by the roadside and missed by at least four people in earlier surveys. Perhaps it had been obscured by the dense growth of ivy at the location. The stone, that was on the Chelmsford Division of the Essex Trust, will be recorded as I/D EX_CHSB48.



The newly found Sible Hedingham milestone. It is rather worn and no legends are discernible. At some time it would have had a milepost (cover plate). *Photo: John V Nicholls*

Gosfield Milestone Re-erected. Several years ago the milestone (EX_CHSB46) on the A1017 at Gosfield was impacted by a vehicle and uprooted. It was taken into care by a nearby business and remained in storage. It was noted early in 2015 that it had at last been re-erected close to its original location.

Maldon Milestone is Stolen. Although the stone (EX_MGMN37 in the database) was rather small and insignificant it obviously caught the eye of someone who had other uses for it. It was less than eighteen inches

high and hardly six inches deep in the ground. It had no visible inscriptions (had they been there they would probably have read LONDON 37) and had suffered severe verge mower damage to its top several years ago. The local authority and the Police have been involved and also has been posted on the Milestone Society's part of the SALVO website.



Left: The re-erected grade II listed Gosfield milestone with most of the legends still visible. Right: The little Maldon milestone that unfortunately went missing in the spring of 2015.

Photos: John V Nicholls

Birchanger Milestone on the Move. The Birchanger milestone (EX_BSGC30) on B1383 between Bishop's Stortford and Stansted Mountfitchet was rediscovered in a 2001 survey. It had been hidden beneath dead undergrowth and a pile of rotting tree cuttings. Set well back on the verge it seemed well protected. However, things took a turn for the worse in early 2013 when a vehicle left the road, demolishing a large modern sign before hitting the milestone. The stone was pushed backwards but otherwise it appeared to be undamaged.



Left: Birchanger stone when found in 2001. Right: The result of the vehicle strike.

Early April 2015 and a phone call from a concerned Milestone Society member, Peter Brown of Stansted. A new laurel hedge was being planted and the milestone had been grubbed out and dumped on the verge close by the carriageway. The stone was incomplete with the lower half missing. It had evidently suffered historic damage as the remnants of steel strapping were still attached. As the stone was too heavy to move and was certainly a candidate for theft the Birchanger parish clerk was contacted. He in turn chased up the contractors

or their agents who promised to take the stone into safe care, clean and repair it, then re-erect it.



Lying all forlorn and abandoned next to the carriageway.

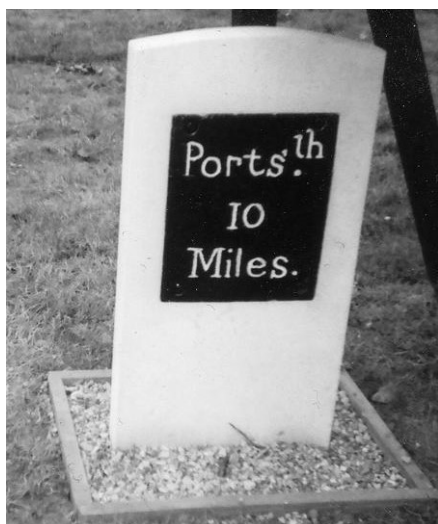
True to their word and the stone was cleaned and re-erected but not in its original location. It is now adjacent to the entry gate into Sion Park.com office business park, about twenty yards north. But its new setting not only makes it more visible but hopefully more secure from wayward vehicles.



In its new location the Birchanger milestone not only makes a feature in the landscaping by the business park gates but makes it more secure from possible vehicle damage.

Hampshire Colin Woodward

Denmead Parish Council, near Waterlooville, has provided a new milestone on its village green. The milestone is unusual in that although it is made from a new three-inch thick slab of Portland stone, it incorporates an older mileplate which the Parish Council has had in storage for many years. The plate reads 'Portsth / 10 / Miles'.



A further unusual feature is that directly opposite, in Hambledon Road, is another milestone, this one without a plate, reading 'Portsth / 12 / Miles' in faded lettering. This milestone is considered to have been mistakenly altered at some time. The Milestone Society's database reference and old OS maps confirm this. Examination of the milestone suggested it was too risky to attach a mileplate hence the decision to create the new stone on the village green to take the plate. The old '12 mile' stone will be altered in due course to read the correct distance to Portsmouth.



The incorrectly numbered HA_PODR10 in Park Road.

The Parish Council has also identified two other milestones in need of refurbishment and a scheme is in hand for these works to take place. The restoration work to the milestone reported in *Newsletter* 29 (July 2015) has been postponed due to gas pipe laying works on the village green. It is hoped that a final report will appear in *Newsletter* 30. In addition to the milestone there is a cast iron fingerpost on the village green that appears to be in good condition.

Hertfordshire

Redbourn. The loss of milestone HE_LH23 was reported in *M&W* 2012 and *Newsletter* 23. Then in the Spring of 2015 HE_LH24 was also spirited away. See the full account on page 26.

Kent Colin Woodward

Sneeth. There is both good news and bad news from Sneeth, a village on the A20 between Ashford and Hythe. Earlier in 2015 Kent County Council Highways completed a pedestrian footpath at the side of the carriageway between Sneeth and Sellindge. Soon afterwards a Sneeth resident contacted the Milestone Society to say that there was a discarded milestone lying in the hedge at Sneeth Crossroads.



Photo: Colin Woodward

The informant remembered the stone as being from very near to the crossroads and confirmed it once had a mileplate reading 'Hythe 7 / Ashford 5'. This mileplate had been reinstated in 1945 but probably stolen some time later. The milestone had been overlooked in the Society's earlier Kent surveys and has now been added to the database as KE_LF59 (as an Out Of Place Stone).

Kent CC has recovered the stone and it is hoped it will be reinstated in its original position or on the verge opposite if there is insufficient room due to the new path. It is also hoped that a replacement mileplate can be made and added.

Unfortunately, another milestone (KE_LF60), a mile to the east was also affected by footpath works and has disappeared. The possibility of providing a replacement milestone has been discussed with Kent CC Highways.

Society member Ron Westcott recently visited the milestone at Littlebourne (KE_CYSW04), between Canterbury and Sandwich, and removed a great deal of vegetation that threatened to overwhelm it. He also excavated around the stone to reveal the lower part of the inscription which has been buried for some years, and recorded the event.



Littlebourne. Photos: Ron Westcott

Tenterden. Debbie Greaves put an advertisement in the *Kent Messenger* newspaper appealing for information about lost milestones. She received news from a local farmer about a broken milestone in the farmyard reading 'Tenterden / 1 / Romney / 13 / Rye / 9', which she duly photographed. The stone would be KE_TTAD01 in the database. The stone had been recovered during ditching maintenance many years ago and in storage ever since. This is the only known surviving stone of the Tenterden to Appledore turnpike (1762). It is hoped that one day this milestone could be restored and put back in its original position.



Photo: Debbie Greaves

Contacting the Kent Parishes. Throughout early 2014 Colin Woodward expended much time, effort and expense contacting the parishes in Kent (excepting within Metropolitan Kent and the Medway District) with known milestones. Whilst many parishes did not respond directly or indirectly it was nevertheless encouraging that over 30 parishes and town councils did so. That is a good indication of interest in retaining and conserving roadside heritage. Where no response was received should not be interpreted as a lack of interest as not all correspondence is discussed or recorded in parish council minutes.

Norfolk Carol Haines

When attending a garden open day at Ludham (Great Yarmouth area) earlier this year, members Susie and Andrew Timms spotted a metal mileage plate attached to

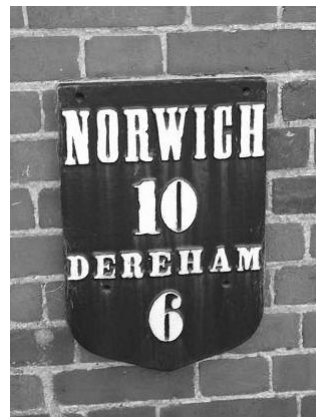
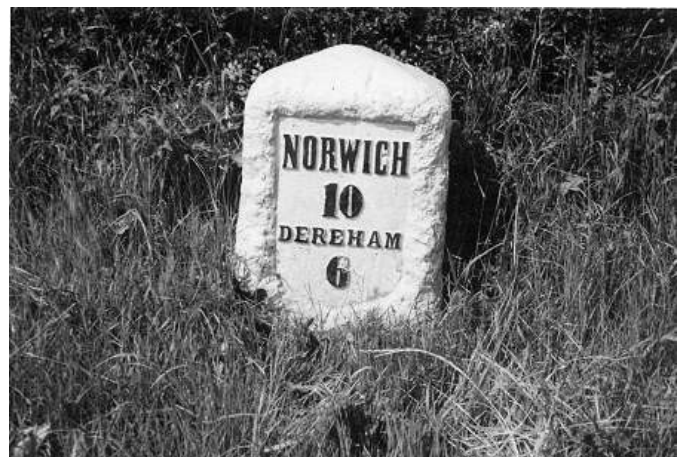


Photo: Carol Haines

the wall of a farm building. It is from one of the series of milestones made for the Norwich, Swaffham & Mattishall Turnpike in 1868 and was originally sited at Hockering (west of Norwich). I went to visit the owner who has many historical objects in his gardens, mostly of stone. He told me he was given the plate about three years ago by a friend who goes to auctions, although he is not sure exactly where the friend obtained it. There is a photo of the milestone in situ in the Ken Diamond collection, but sadly undated. In over 30 years of hunting down Norfolk milestones I had never seen this one (NO_NSM10) and think it was removed when the Hockering bypass on the A47 was built in 1974. It would be interesting to know where it has been in the meantime.



NO_NSM10 in Hockering (Photo: Ken Diamond collection)

In June a good number of Norfolk members enjoyed tea and cakes at Nigel Ford's home and were able to view his workshop in which he was joining together two sections of NO_NW12 which he had unearthed from a verge at Deopham. Several members are now working on milestones in their areas of the county and it is hoped to report on these in due course. A project which has recently been completed is reported on below.

The Denver Milestone. In 1762 a turnpike was created from Cambridge to Ely, and was extended to Downham Market in Norfolk in 1770. One of its milestones (NO_DME2) had been in a garden in Denver for some years, but this summer it was put back beside the A10. *Nigel Ford* has written the following report: ‘My first encounter with the Denver milestone was in 2012 after being told by Carol Haines that the missing stone was in private ownership. Edna Sharpe, whose late husband, Jim, had recovered the stone during road works, explained it was his wish that it be kept for the village. In January 2014 I heard a rumour that Edna was selling her house and moving. This news caused me great unease and a trip to Denver confirmed my fears. The milestone, with other effects, was to be auctioned within days. My adrenalin worked overtime and within twenty four hours, after numerous phone calls and emails, an agreement had been reached allowing me to collect the stone and bring it home. This I did with the help of Mark Tweedie and Richard Barker. The stone was cleaned then painted in our garage by two children, George and Rufus. Tony Langford painted the lettering

‘Our book *Moving Miles* was published in 2014. With the permission of Denver Parish Council this milestone, believed to be about 200 years old, was bolted on to a trolley and safely wheeled into Jarrold's (Norwich) book department as part of the book launch where it stayed for about two weeks.



In Jarrold's (Norwich) for the book launch

On returning it home the trolley was removed and a concrete plinth added to give the stone height when installed. Our holiday to Australia, and a few technical issues, delayed matters but on 16 June 2015 Tony and I installed the stone with help from Denver PC and other volunteers, including a person who remembered helping Jim Sharpe recover it about twenty five years ago. Then came the icing on the cake! A lady came along with a newspaper cutting showing Denver villagers around a newly installed milestone in 1980 - the very same one! The questions asked were: ‘Who were the villagers?’ ‘Are they still alive?’ ‘Are there other photos?’ Perhaps we’ll find the answers.’

From the wording of one of the Turnpike Acts it seems that part of Denver was paved and under parochial control, which may explain why this milestone is of a different design to others along the road. Although the milestone was still marked beside the A10 on modern

1:25,000 maps, it was not in quite the same position as on much earlier OS maps because of road alterations in the intervening years. James Albone (Norfolk Historic Environment Service) worked out the nearest position to the original by overlaying a modern OS map with the 1880s 6” then extrapolated the approximate site on the present-day verge on Google street view. The milestone now stands prominently on a wide verge just north of Ryston Park Golf Club (TF 6179 0130).



Nottinghamshire Colin Woodward

Works to replace the listed milestone at The Saracen's Head Hotel, Market Place, Southwell, reported in Newsletter 27 (July 2014) have yet to take place. This recent photograph illustrates the poor condition of the milestone.



Surrey

Wanton Destruction of Camberley Milestone! When a milestone gets damaged or stolen in a rural area it can be excused if not noticed for some time after the event. But when a stone is blatantly destroyed in daylight alongside an urban street then it is inexcusable. In the Spring of 2015 the milestone, (SY_LE30) 30 miles from London, was deliberately vandalised during a shopfront facelift. As part of the job the owner of the properties

either side and behind the stone wanted to widen the passageway adjacent to the stone

The initial efforts to remove the stone involved a sledge hammer that only knocked off the left-hand side. It was then attacked with a large angle grinder and the whole front, that encroached six to eight inches onto the public

Left: The London 30 before its destruction *Photo Tim Dodds*
Below: The passageway and the defaced stone on the right *Photo Eric Keggans*



footpath, was cut off in sections. All the removed parts were then unceremoniously dumped into a skip.

Fortunately a nearby property owner retrieved most of the broken pieces from the Camberley Glass skip and delivered them to the Surrey Heath Museum. The museum curator was hugely disappointed, and has been seeking quotations

Photo left Tim Dodds

to reconstitute the front of the milestone. She has had a warm response from the Surrey Historic Buildings Trust that they may provide funds for its reconstitution.

So not a happy story – although eventually there could be a milestone on view in the museum. It is believed the milestone was erected sometime in the mid 1750's – making the milestone over 250 years old. A



The parts rescued from the skip now in storage at Surrey Heath Museum. *Photo Tim Dodds*

tragic loss – although the bulk of the milestone is still in situ, with only the front and left-hand side removed. Perhaps the property owner should either repair and restore the stone where it belongs or carefully remove the remaining in situ part and have it reunited with the rest of the pieces at the museum.

Grateful thanks to *Tim Dodds* and *Eric Keggans*.

Warwickshire

Looking up to a Find in Atherstone. Journeying back home from Ironbridge to Essex, Milestone Society member *Mike Bardell* decided to follow the old A5 route including a visit to Atherstone to view the London 100 milestone there. He happened to look across the street and up on the wall above an passageway beside The Old Bakery Café noticed a series of direction markers. Amazingly they appear to be ceramic tiles. Are they unique and from when do they date?



Context image showing the location of the tile markers set in the wall above the passageway. *Photo: Mike Bardell*



Close up of the Atherstone tile markers. Photo: Mike Bardell

Yorkshire *Christine Minto*



Will all the milestones in Yorkshire ever be found? Recently, Lancastrian *Phil Platt* found one in Thoraby village near Aysgarth, 'Littleburn ¼ M'. In April I had walked along the lane searching for an 'AA £5 Reward' sign. I must have been looking upwards because I passed right by it! Now on the database as YN_XAYSb.

Left: YN_XAYSb at Thoraby.

Photo Phil Platt

As well as painting the 'York 2' post on the Thirsk road and the plate for 'Selby 17/Market Weighton 1' *Dave Williams* and *Jeremy Howat* have ventured into South Yorkshire to deal with a broken, rusty 'Bawtry 11' milepost at Hatfield Woodhouse. These posts on the 27 mile Bawtry to Selby route, turnpiked in 1793, except for two between Cowick & Snaith and a flat

plate in Thorne, had three metal sides not welded together but held in place by the soil and a triangular top. Since recording them in 1993 only two out of eight have survived. The top of 'Bawtry 8', smashed in 2008, was used by Dave and Jeremy to renovate 'Selby 1'. They found the top of 'Bawtry 11' buried by the milepost but no sign of the missing piece from the left hand side. Dave has used some marine ply to fit the lost area. This has now been stuck in place with the top holding everything together and all the edges sealed. Dave has also painted on the missing legend.



The 'Bawtry 11' (YS_BWTH09) shown here before and after. Dave and Jeremy are looking very pleased with the results of their labours.

There is only one post left on the Thirsk to Boroughbridge route. It is a NRYCC post probably made by Mattison of Bedale. It is hidden under a hawthorn hedge so difficult to see whether the Mattison name is on the inside. It is being renovated by *Matthew Hatton*.

Isle of Man mile-markers

The Society has well-documented databases for the three mainland countries (England, Wales & Scotland) and the dependencies of Jersey and Guernsey. As John Higgins noted (Newsletter 29), we are working on a database for Northern Ireland and, unknown to him at the time, the Republic of Ireland. The last remaining territory is the Isle of Man, for which we have established an outline record, to date with 78 markers.

It appears that some routes benefitted from older milestones and later mileposts, so more markers might remain to be discovered. I made a preliminary trip to the Isle of Man this summer but there was insufficient time to cover the whole island. Another visit will be planned and afterwards I hope to be able to publish my findings in the next *On the Ground* and simultaneously in our repository.

Fortunately, Man is recorded by OSGB – Landranger 95. Two sheets at 1:25,000 are also available, locally produced by Isle of Man Government Department of Local Government & the Environment (IOMGDLGE), perhaps of a different quality to that we expect from OSGB. The other invaluable resource is *Manx Milestones* by Stuart Slack, pub. The *Manx Experience*, 2003, ISBN 1-873120-58-3 and still locally obtainable. Stuart's book is based on a paper given by him to the

IoM Natural History & Antiquarian Society in 1970; it was published posthumously by his widow and family. The book does what it says: it records milestones found by him, gives their history and describes their position within routes and their location, without NGRs or mapping, which might have been unnecessary to islanders. His family revised the paper slightly, to make mention of later mileposts, but few details are given. Many photographs are included.

Mike Faherty



Scotland - the annual round-up

Christine Minto

In Terry's Tyre Tracks

Founder member and secretary of the Milestone Society, *Terry Keegan*, travelled in his camper van into many areas of Scotland looking for milestones. His speciality was exploring old bits of road now by-passed by modern up-grades. The A9 from Pitlochry to Inverness is a classic example with National Cycle Network route 7 using downgraded roads, disused tarmac and new cycle paths for the 85 miles journey. So, on two wheels instead of four, the aim of the first part of this May's Scottish tour was to find the stones that Terry couldn't reach. Northwards from Perth railway station into a northerly wind three tollhouses, two for bridges (Fig 1) and one new milestone were logged before reaching Pitlochry.



Fig.1. One of the two bridge tollhouses. It is on the A923 in Little Dunkeld (NGR NO 02688 42349) and PK.LDU01 on the tollhouse database

The next day, still in Perth and Kinross, the tops of three sunken stones were spotted on the B8079 near Blair Atholl. There may be stones on the Duke of Atholl's Estate but with many miles to be ridden into the wind their discovery was left for another day. Then just north of the 'Highland' sign a stone that Terry hadn't spotted was found with the others on the 30 plus miles to Aviemore checked out. The new find has been given the identity HI_IVPT63 (Fig 2). The following day, 30 miles direct to Inverness became 50 with detours. However there were new stones at Slochd Summit and Tomatin and a plaque



Fig.2

to road builder Thomas Telford who built the original bridge over the River Findhorn.

On the B9154 through Moy there was no sign of milestones marked on my map but in the forest was a concrete pillar with a metal plaque commemorating the reconstruction of the Inverness to Perth road in 1925. This was said to be built originally by General Wade in 1728. There is a photograph in Ken Diamond's collection of this same pillar with INVSS 9 painted on one side and PERTH 106 on the other. There are remnants of white painted bands but the black lettering has been scoured away by the Scottish weather. But the mileage fits in with that on the remaining metal posts on the A9 as at

Carrbridge which would have been erected post-1919 when the present classification of roads was set up (Fig 3).

Another detour and a solitary stone was found on an unclassified road near Culloden. It is not quite the same dimensions as the usual Highland granites and triangular as opposed to quadrant so is a mystery. The last detour of the day was there and back over the Kessock Bridge with a strong crosswind looking for a tollhouse. At Artafallie I thought I had found it but now I'm not so sure.



Fig.3. HI_IVPT25

Two nights in Inverness meant that I could follow Terry's trail again on the east side of Loch Ness. Two stones he found are still there and a new stone on the shore road north of Foyers can be added to the database.



Fig.4. Clachnaharry tollhouse, now the 'Titanic' museum. It is HI_INVERN on the tollhouse database

Leaving Inverness to go westwards was a milestone-less day but with three tollhouses, Clachnaharry (Fig 4), Conon Bridge and Maryburgh to compensate plus a Telford bridge at Achnasheen. The next day had no MSs marked on my route. However, having settled in at my B & B in Torridon, the lady told me of a stone on the way to Diabeg (Fig 5). I explored further along the shore and then some of the hill road but that was the only stone.

My bed the next night was at Stromeferry. On the hilly ride over to Lochcarron the first stone I found, MS on my map, was at 5 miles from the village with the bonus of 4 (Fig 6), 3 and 1 mile stones not recorded by the OS. Norman Tipping had sent me a photo of a stone on the old road from North Strome. On my first Scottish cycling holiday in 1960 fourteen of us from my cycling club had crossed on the ferry, the only way across Loch Carron. Two stones were found on this 3 mile stretch and then I went a few miles up and down the A890 but only found one stone at Coulags. Now, round the head of the loch, I had forgotten how steep the hills were on this 'new' road on the south side of the loch but, as al-



Fig.5. HI_TRDG01 almost invisible under ages of lichen



Fig.6. One of the 'bonus' discoveries. HI_LCTR04



Fig.8. The painted wall marker has been recorded on the Scottish database as HI_SKUGSN09

ways I arrived at my destination, Stromeferry.

Now Skye beckoned with Portree my destination. Being able to get off the main road I found a stone north of Broadford on the old tarmac now a footpath to the cemetery. So many of the Highland roads have been realigned over the years that searching old stretches sometimes has its rewards. Carol Haines had told me of an old stone in Luib which was recorded (identified as HI_SKBFP005 on the database) but I went to look at it again. Two walkers came through the gate and I asked if they had seen a similar stone on their path. They had, about 10 minutes away. So I fastened my bike to an old tractor and set off. After trudging up the steep stony track I had almost given up hope



Fig.7. HI_SKBFP005; the destination for dedicated 'milestoner' Christine

when, on the flat top, there was the stone (Fig 7). So it was worth the effort. I hadn't timed myself going up but the walk/run back downhill took 25 minutes! It was only afterwards when I checked the GR that I found I had been on the old route back towards Strollamus and Broadford and I thought I had been going to Torrin on the Elgol road.

From Portree I went up the west side of Trotternish to Uig, round the northern end and southwards to my bed at Floddigarry. The only stones I saw were ones already recorded.

Not expecting to see anything new on my way back to Broadford I was surprised to see that the owner of a bungalow at the end of the scenic road over the Quiraing has painted UIG 9 on the end of his garden wall (Fig 8). A further surprise was in store as I rode along the road from Sligachan to Sconser. In Ken Diamond's collection is a photo of a stone which says MARBLE ARCH 684 $\frac{2}{3}$. By a house on the loch side I spotted a stone with a mileage to Coventry and, it is the same stone, edge



Fig.9. Outside of the home of a Coventry ex-pat perhaps? It is recorded as SKSPECIAL

chips matching, repainted (Fig 9). Frank and I drove past this house twice in 2010 and I've cycled past on my way from the Outer Isles as well as this holiday! Perhaps we were looking in the sky for golden eagles.

Back to the mainland via the Kylerhea ferry I missed two stones reported by Martin Pearson but found a new one just north of the final summit. And whilst waiting for the turntable ferry, the last of its type in the world, there was the golden eagle being mobbed by gulls. Five of the six stones from the ferry to the top of Mam Ratagan are still evident but others down through the forestry to Loch Duich have been lost. As with most of the granite Highland stones all trace of the original painted legends has long since gone.

After a comfortable night at Ratagan Youth Hostel in the company of an elderly group of walkers from Fife I went along the south side of Loch Duich in the hope of seeing an otter. But no luck. On the north side after Shiel Bridge the bay where the River Croe enters the loch now has a bridge carrying the A87 across. But Terry had used the old road round Morvich and I followed his route. One new stone found but I didn't spot Terry's find further round. Beyond Inverinate, before the road nearer the shore was constructed, the A87 climbed a tortuous, steep route past Keppoch and Carr Brae. On a really steep hairpin down a stone stood on the banking (Fig 10) and a mile further on is one of the OS's Fundamental Bench Marks and a super view of Eilean Donan castle. From Balmacara the A87 now takes a short cut nearer the shore instead of the hilly



Fig.10. The newly found milestone (HI_KYCL10) a little west of Kippoch. The road was superseded by the A87 that runs nearer the north shore of Loch Duich,



Alverie Weighill's latest find in Langholm. It has been recorded as DG_EDCL73 in the Scottish database

route via Badicaul. I had had enough climbing for this holiday so took the easier option to Kyle of Lochalsh and a walk into the wind over the Skye bridge to Kyleakin for my last night. Next morning a ride (not walk!) back over the bridge to catch the train for the lovely journey back to Inverness and home 11 hours later. Thank you Terry for being the inspiration for this holiday.

So, a few more roads north of the border searched for milestones and tollhouses. The database and picture archive is filling up but there are still a few areas that need

attention. But if you venture northwards I would like to hear of the roadside features you've seen.

Dumfries and Galloway. *Alverie Weighill* has been on the hunt again and found a new stone in Langholm. It is in a wall on a street off the main road that the local historian says led to a cattle ford and ferry across the River Esk and was inscribed 33 (to Dumfries). And on the main road, High Street, is the Edinburgh 73 stone on the Carlisle road. This is one of eight remaining between 65 and 81 miles from the capital. All have had their plates removed or have been defaced.

AA village signs

Christine Minto

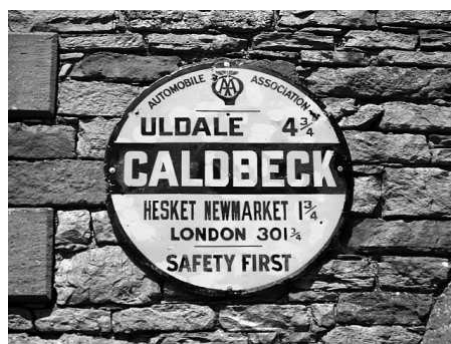
In 1991 the roundel for Caldbeck, Cumbria was in the back garden of an old man who collected everything. He said it was one of two signs from either end of the village. But the other one had been taken away when the 'owner' left the pub on which it was displayed. In May this year a sign displayed on The Old Tithe Barn was reported and it is the one the old man had 'saved'.

It is also reported that the Somerton in Somerset sign is now on display and although a photograph has been published in *The Countryman* no further details have been received.

Oxford Bus Museum has the Kiddington sign on display. The museum is run by volunteers and was not open when we were in the area in May 2015.

So, if anyone lives near any of these locations please

send a picture to frankminto@talktalk.net



The Caldbeck roundel. Photo from Geograph website.
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Wales

Tony Boyce

One sunny day in June saw the end of quite a saga for the Society's Radnorshire group. Staff from Powys County Council's Penybont highways depot collected five milestones from the Herefordshire home of a group member, where they had been repainted and, in one instance, repaired.

Tony Boyce with milestones awaiting collection.



The saga began several years ago when Malcolm Evans, another member and keen walker who grew up in Knighton, spotted three promising stones in a ditch on the town's outskirts. It turned out they were indeed milestones, Malcolm's father recalling they were used to help shore up the edge of a lane in the 1960s.

By the 21st century they were no longer performing any useful purpose and two were hauled out of the water, repainted by the group and, thanks to help from Knighton Town Forum, reinstalled by highways staff on the Knighton-Presteigne road, although their original positions were ruled out to save the stones from damage by passing traffic and verge-cutters. One is now outside Knighton cemetery in Presteigne Road, while the other overlooks a road junction at Rhos-y-meirch.



One of the original stones as it emerged from the ditch and as it looked once installed in Presteigne Road.

This led to the group rescuing the third stone in the ditch at Cwmgilla. It was rather more knocked about than its companions and the back was split. However, the strength of 'Gorilla' glue and tape knows no bounds, allowing the stone to be pieced together again and repainted.

This summer George Lloyd from the Penybont depot arranged for it and the other stones to be collected. Two of the other stones were shadows of their former selves, having been very badly damaged, but the other two were in much better shape.

One had been rescued several years previously from Evancoyd on the turnpike road from Kington, Hereford-

shire, to Knighton, Radnorshire, showing distance to each town as 6 miles. Its lettering is in good condition and the stone's base remains in the ground, so there are hopes for its easy reinstallation.



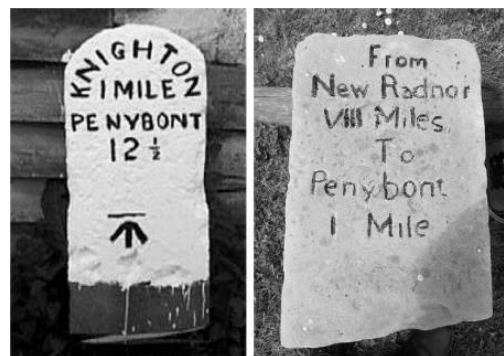
Left: The fragment of the 'Builth 8' Right: the 'Knighton 6 Kington 6' waiting to be reunited with its base.

The remaining milestone is a small one, presumed to be "first generation" as the distances to New Radnor and Penybont are shown as Roman numerals. Lettering was repainted, but the rest of the stone remained untouched as there was no evidence of previous white paint. This stone came into the group's hands through Penybont member Chris Carpenter, who has been asked to let George Lloyd know where he thinks it belongs.

Knighton farmer Bernard Hodnett has been invited to do the same in relation to the third stone from the ditch, which began life one mile out of the town on the Penybont road.

Three of the stones were delivered by the county council to the group for its attention on the strength of its successful restoration of the original pair from the ditch. Herefordshire point of reference Rob Walker has established these date from 1857 and were provided at a cost of 15s each, including fixing, following enforcement by magistrates against Radnorshire County Road Board for failing to provide mile markers.

A small group with limited funds, Radnorshire's efforts were helped greatly by Keim Mineral Paints of Telford, Shropshire, which provided specialist paint without delivery charge or minimum order size.



Left: 'Knighton 1', complete and ready to go back by the road. Right: The Roman numerals suggest that this one is a 'first generation' stone.

Mission accomplished, and as his 75th year approaches, the group's Radnorshire point of reference (rather than representative), Tony Boyce, intends to stand down from the position in the not too distant future.

An unusual Cornish milestone in 1950

Helen Crabtree and Ian Thompson

Helen Crabtree (Northants) has given over seventy talks on behalf of the Society over the last seven years or so in and around Northamptonshire. At one talk, she was presented with a photo taken on a Cornish holiday way back in 1950, with hiking gear and rucksack in evidence to verify the date. This shows a fine milestone FROM TRURO 3 MILES, so that all seemed very satisfactory and a useful addition to the Society's archives.



George Twiselton, who took the photograph, kindly provided the following notes: "In August 1950 I went on a walking and youth hostelling holiday to Cornwall with two fellow-members of the youth club at Kingsthorpe Baptist Church in Northampton. We took the night train to Truro and stayed at a pub called "The Globe", there being no youth hostel.

It was during our walk next day to Falmouth when we found the milestone, the first one we had seen bearing the legend "From" rather than the usual "To". From Falmouth we went on to Kennack for the next hostel. The lads on the photo are Brian Baker on the left and Ivor Done on the right."

George goes on to record more about their holiday, which took them to Lands End and on to Newquay, but our greatest interest here is in identifying the location of this fine milestone. So who better to turn to than *Ian Thompson*, the Society's representative for Cornwall and author of the definitive *Cornish Milestones* (2013), who has contributed this brief study:

"Those who know the area will be aware that Truro is surrounded by milestones of this design, erected by the Truro Turnpike Trust from 1754 onwards. These include *no fewer than six* which read 'FROM TRURO 3 MILES'. The Truro Turnpike Trust used the standard design of milestone inscribed 'FROM TRURO so many MILES' throughout its life until it was wound up in 1874.

Milestones were replaced or re-carved as required. An entry in the Truro Turnpike Order Book on 25 No-

vember 1825 reads 'Milestones on the Falmouth Road to be re-cut where necessary and painted at the proper season of the year.' This would include the milestone George and his friends spotted. It is clear from his photograph that the inscription is on a recessed field, which is where the face was re-dressed before the inscription was re-carved.

In 1950 it was safe to walk along the main road from Truro to Falmouth. One could even stand in the middle of the road to take a photograph of one's friends. Happy days! The high speed traffic of today, swollen by summer visitors in August, would make such a journey on foot hazardous and unpleasant. The road has been straightened and improved in several places since 1950 to accommodate the ever increasing numbers of motorists.

In a couple of places the Truro Trust's milestones now appear on the 'wrong' side of the road, because the road has moved, but all seven milestones, as far as the junction with the Redruth to Penryn Turnpike near Trelulswell, survive. All read 'FROM TRURO so many MILES'. Did George and his friends really only see one of these seven milestones? They were all there in 1950.

A more recent photograph shows the same three mile stone (SW 805408). Notice that the road has been widened and a footpath now passes behind the milestone, which sits lower than it did in 1950. Milestones tend to sink under their own weight over the years, but the road surface and the verge tend to get higher as time goes by. The six mile stone has almost disappeared into the ground and needs lifting up when time, energy and finances allow.



Most Cornish milestones give just a distance and a destination. 'From' does occur on other milestones in Cornwall, notably the private milestones to Tregothnan House and to Mount Edgcumbe House. The milestones north and south of St Columb Major give distances 'To' the town, and the Saltash Turnpike Trust has some milestones 'To' and one milestone 'From' Saltash."

Many thanks to Helen, George and Ian for their prompt and detailed responses. How many other readers, I wonder, remember with some affection their own days in the youth hostel movement as a means of getting around and enjoying Cornwall and the rest of the UK on limited resources?

David Viner

... and a remarkable Cornish fingerpost too!

Our interest in the photograph of the *From Truro 3 Miles* stone from his 1950 holiday in Cornwall prompted *George Twisleton* to dig out another photograph for *Hel-en Crabtree* from their trip, of a fine example of a Cornish fingerpost at SW814394. *Ian Thompson* reports on this one too.



"This is a splendid example of a Cornish fingerpost, probably cast by W. Visick & Sons at their foundry just down the road at Devoran. Special features are the neat way the arms are attached to the sleeve mountings, CORNWALL cast into the column, and, out of sight in the photograph, the ogee and pyramid finial. There can be few signposts with so many references to ferries.

The King Harry Ferry still carries vehicles (and walkers) across the River Fal on the way to St Mawes. The ferry across the Carnon River from Restronguet Point to Restronguet Passage was a passenger ferry only. The Restronguet ferry dates from the 15th century, but ceased operation in 1958. A rowing boat was used, with passengers often invited to help with rowing. The service was revived in 2010 using a motor launch, but the following year the Pandora Inn at Restronguet Passage, sponsors of the revived ferry service, was severely damaged by fire. The inn has been beautifully restored and re-opened, but the ferry service is not in operation at present.

Sadly the fingerpost did not survive the change to continental style road signs following the Warboys report of 1963. This road junction now boasts a total of NINE re-

flective aluminium placard direction boards scattered on all four arms of the junction, replacing the one fingerpost. The policy in Cornwall seemed to have been to replace all A and B road numbered fingerposts, but to leave fingerposts on minor roads as far as possible.

Original fingerposts survive on the next junctions to the north and to the east. The Milestone Society is working with the Parish Council to have these survivors repainted as a priority.

On the other side of the King Harry Ferry, the sister of the fingerpost in the old photograph was restored in 2012 (see photo), as part of an initiative by the local County Councillor, Julian German, following a survey of all the fingerposts on the Roseland by the Milestone Society.

A fingerpost enthusiast visiting Cornwall today should see the two dozen examples in splendid condition on the Roseland, all made in Cornwall at various local foundries."



At the other side of King Harry Ferry. Fingerpost near Philleigh at SW 850392. Photo Ian Thompson

Can you help?

Jan Scrine is appealing to anyone who has a picture of a 'car house' dating from pre WW1 ? Or information on how their grandparents learned to drive at the beginning of 20th Century? She is currently researching the transition from coachmen who understood horses to chauffeurs who knew about hot metal... and 'ordinary' people who took up motoring!

Jan can be contacted at yorkshiremilestones@hotmail.com

The image shows a 1912 'car house' at Golcar, near Huddersfield.



The milestones of Watling Street in the parish of Redbourn

A story of lost and found in Hertfordshire

Sandy Ross

So who is interested in the fate of our historic milestones? Not many perhaps, but being the owner of more than one Aveling & Porter steam road roller, I have plenty of time while travelling at 5 mph to observe and note our local roadside history as I trundle along the highway. Sadly until recently few people in our village of Redbourn were even aware of the milestones despite rushing past them every day.

Perhaps the best known section of the historic Watling Street today is the Telford engineered extension through North Wales, but the Hertfordshire village of Redbourn owes much of its history to being astride Watling Street, once the main transport route to the north-west and onward to Holyhead (for Ireland). Some of the Redbourn village inns that provided food and accommodation for the stage coach passengers and horses remain today. Now that the M1 is the main traffic artery, what was once the A5 trunk road has been downgraded to the A5183.

By the 18th century the poor condition of many roads led to an early form of privatisation in the shape of the turnpike trusts, which allowed for tolls to be levied on a mileage basis in return for basic road improvements. With the coming of the railways the trusts failed and responsibility reverted to the Parish Councils, and later the County Councils.

From the time of the 1722 Dunstable – St. Albans – London Turnpike Trust until 2012 all six milestones between St. Albans and Friars Wash, five of which are within our parish, survived. It is likely that they are not all original stones, since the styles do vary; the stones LONDON 21 and 22 are certainly of a style commonly found on Telford's Holyhead Road.



The Telford style milestone just west of the A5183 (former A5 Holyhead Road) and A4147 roundabout. It is recorded as HE_LH21 in the national database. Photo Sandy Ross

In the early summer of 2012 I noticed that the tall stone close to what had been the Punch Bowl Pub (now a private house), midway between St. Albans and Redbourn, had been knocked over. I assumed that this was the result of a passing vehicle. The dry, gravelly soil

meant that the stone had survived the impact since there was little ground resistance to hold it in position. I immediately reported this to the responsible authority, Hertfordshire County Council (HCC), who took no interest apart from marking the site with red tape which only served to draw attention to the fallen stone.

The LONDON 23 near the former Punch Bowl pub before its collapse and theft. Photo: Mike Hallett



Laying forlornly on the verge with a solitary traffic cone in place 'for safety reasons'. The stone has the identification HE_LH23 on the national database. Photo: Sandy Ross

With no action being taken, I flagged the matter to the Parish Council and our St. Albans District councillor. John V Nicholls of the Milestone Society also got involved but his attempts at persuading the Herts Highways to act came to nothing. Inevitably, by late August the stone had disappeared, and it was clear that HCC had not removed it, so I reported the matter to the police and a crime reference number was obtained. A press release was prepared for the local *Herts Advertiser* newspaper, but there was no positive response from this. When it became clear that the stone had indeed been stolen I discussed the matter at a Parish Council meeting, and there was some initial support from the Chairman with the local cricket club offering sponsorship towards its replacement. HCC advised that the stone was not insured. The Milestone Society was supportive but there is no local representation in this area; however, the inclusion of the stone on the SALVO database was a positive step and leaflets were prepared for local distribution to flag the theft.

As time passed by any interest by the Parish Council waned, the Chairman and subsequently the Clerk resigned. I continued to raise the matter of its replacement with the Council but I could raise no positive support. Quietly I was annoyed that if I had taken some direct action in replacing the stone in its original position following its displacement the theft would never have occurred.

And so the matter remained until the spring of 2015. Returning home from holiday in March I was horrified to note that the better known stone opposite The Chequers Pub on the edge of the village had also disappeared.



Unlike the Punch Bowl stone, this one is short in stature and had been knocked well off the vertical some time ago – subsequent inspection suggests that the stone had been broken many years ago and part of the below surface section was missing.

HE_LH24 opposite The Chequers pub. Short in stature because historically it had become detached from its lower half.

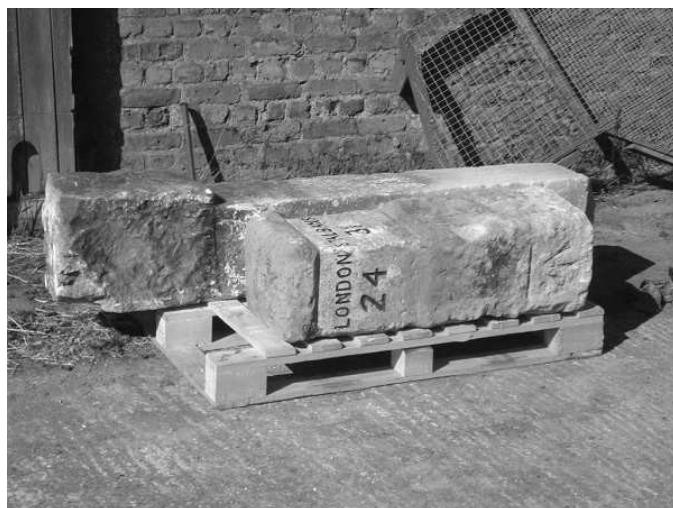
Photo: Milestone Society repository

Now I was really enraged. Once again a police crime report was raised, but this time the matter was taken seriously as heritage theft and a press release was prepared by the police with my input; being a local Neighbourhood Watch representative was useful in that I could make contact with appropriate persons within the force. Fortunately the local media took an immediate interest; it had been made clear in the press release that the milestone was readily identifiable and was unsellable, but of great historical importance and would cost a significant amount to replace. All the local newspapers and BBC 3 Counties Local Radio pushed the story, and I was invited to tell more of the background history of the stones on the radio; from this social media took over to further spread the message. The Milestone Society were quick to add the theft on SALVO.

Within 48 hours *both* the Punch Bowl and Chequers milestones had been dumped in country lanes near Hemel Hempstead. Thanks to the publicity, local residents were aware of the thefts and reported the findings to the police, and the stones were immediately recovered to secure storage by the police in conjunction with a local farmer. Clearly whoever had stolen them realised they were too hot to handle!

Subsequently I have met with a Herts Highways representative, as today's successor to the Turnpike Trust, and with the help of the Milestone Society they now realise the significance of the milestones and mileposts within the county. They have indicated that they are prepared to securely relocate the Redbourn milestones as near as possible to their previous locations, although to

date there is no timescale and the Chequers stone will clearly need some repair to ensure that it is not readily removed again. I have also had further discussions with Redbourn Parish Council, who now understand that our village history is important, and will support any fundraising efforts to preserve them if this should subsequently be necessary. The battle is not yet over, but I think we will win!



The Redbourn milestones stored at a secret location after their successful recovery. Photo: Sandy Ross

The other Redbourn milestones



HE_LH22 is another Telford type marker. Photo left: Sandy Ross and photo right: Milestone Society repository



HE_LH25 at the top end of Redbourn village. The lower half has a large benchmark. Photo: Sandy Ross



HE_LH26 is fairly close to the M1 junction where the old Holyhead Road once again becomes the A5. Photo: Repository

Two and two thirds restorations in Oxfordshire, 2015

Derek Turner

Most of the restorations of Oxfordshire mile markers in recent years have been problematic: stones without plates, plates without stones; stones with two sets of largely unreadable legends and two possible locations. All were located in the north of the county. This year's set of three (almost) completed restorations are all further south but have proved no less problematic for different reasons.

Least problematic but still puzzling is the most recently completed repainting of OX_SHTH11, two miles west of Thame. This milepost appeared 'out of the blue'



in mint condition around 1993 at the time when the Japanese terraformed part of the countryside into the prestigious Oxfordshire Golf Club. It is unknown whether it was the Japanese or some other local benefactor who restored the milepost that now stands in mown grass off the slip road close to the golf course's entrance, but whoever it was did a good job. The puzzle is where the milepost came from and whether it is on the right road. As can be seen in the



Top: OX_SHTH11 prior to cleaning and painting. Above: How not to take a selfie! A seat and fluorescent vest are essential for restorers in the interests of safety and as age catches up.

photo the two place names mentioned are Thame and Oxford, but two turnpikes ran between the two towns: the earlier one from 1770 that joined the London to Oxford turnpike at Milton Common, and the later more direct route from 1838 that joined the London road at Wheatley a few miles nearer Oxford. Alan Rosevear and I had a debate about the road on which it originally stood and eventually concluded it was in the right place on the earlier turnpike, a conclusion confirmed by the fact that it is exactly two miles from the position of the

milepost in Thame, now lost, shown in all the early maps. Very probably it was there or thereabouts all the time but hidden and forgotten in the hedgerow that borders the road, and only revealed when the army of earth movers started work. Two decades later, restoration only involved a small amount of de-rusting and then repainting. Though the previous restorer had not used a primer the paint must have been of good quality. The post's prospects for the next twenty years look reasonably good. Although the road carries an increasingly heavy load of lorries – likely to increase dramatically once the construction of HS2 gets underway – the consequent pollution is diminished by the post's position well back from the highway, a location which also minimises the chances of a vehicle strike. The present owners of the golf club do a good job mowing the grass and cutting back the hedge so it is unlikely to disappear again.

The next most recently completed restoration is OX_LG48, a cast-iron post north of Shillingford on the former London to Oxford turnpike via Henley-on-Thames. An array of problems meant that it has taken about four years on and off to complete the work. The



This image shows the milepost when discovered during the first survey. Its condition had become far worse when re-located prior to removal to the Highways depot. Note the missing area of the left lower side. It is probable that it was broken when grade II listed in 1986 as the detail for the listing only quotes Oxford / 10 for the left side.

earlier stages have featured in previous issues of the Newsletter. Briefly to recap: problem 1 was that the grid reference for the post was wrong in the database, shown as a milemarker at the far end of the Thame to Shillingford turnpike. That rectified, problem 2 was that the post was nowhere to be seen. Eventually it was found upside down deep in the roadside ditch with a piece broken off – never found. Oxfordshire Highways removed it to a place of safety in their depot a few miles away and there it rested while we considered what to do. De-rusting and repainting was easy and safe in the confines of the depot. The main issue was where to put the post back. The chances of it being damaged again by passing traffic, almost certainly the original cause of its disappearance, was very high because the verge had become



In the council yard. Initial cleaning and in primer.

too narrow to put it back where it originally stood, and has now all but disappeared. There was a much safer place on the other side of the road behind the pedestrian path but, because the post is two-faced – see the photo – it would have been facing the wrong way. Eventually it was decided that the best place would be the first location on the proper side of the road where it could be set well back from the highway. This proved to be a triangular ‘island’ where the original turnpike route via Dorchester on Thames turned off from the modern bypass. Unfortunately this was some 400 yards from its original position. Problem 3: the milepost was Grade 2 listed, not that this had in any way prevented it lying forgotten in a ditch for at least a decade, but it did mean jumping through the various bureaucratic hoops and persuading the local authority and conservation officer that the relocation was justified. This took time and held up the completion of the restoration. Problem 4: what to do about the ‘missing bit’? Recasting and welding was ruled out as too expensive, so the choice lay between leaving the post with a piece missing or filling it with a modern substitute. Neither was ideal but the eventual choice was for a cement in-filling, to be painted white and the original legend painted on it. Purists could reasonably object that to mix painted legend with raised

metal letters and numbers is hardly authentic but it seemed the least worst solution. At all events, listed building consent was finally granted on 30th June and the work completed in the first week of July. The content of the missing legend was known and the style of most of the missing letters and digits could be copied from those still on the stone. Only the ‘A’ and ‘B’ of ‘Abingdon’ had to be created from scratch using templates. The task proved challenging for an octogenarian restorer whose fine motor control is not what it was. The resultant restoration, if a good deal less than perfect, is at least an improvement on an invisible rusting relic in a ditch. Oxfordshire Highways undertook to transport the post to its new location and re-erect it.

The third restoration proved the most prolonged as it was plagued by snags as well as other problems. The mile marker is OX_OXBC10, a milestone at the south-western end of Wendlebury village on the turnpike road from Oxford to Bicester. The two-thirds refers to the fact that the final stage of re-attaching the fractured bottom third to the rest of the stone remains to be done. This stone was missed in the original survey of Oxfordshire milemarkers in the early years of this century and brought to the attention of the Society by a village resident as a result of an article written by Mervyn Bedford. An initial visit revealed that, though badly weathered, enough of the legend survived to confirm that it was indeed a milestone. It was agreed that its restoration should become the village’s Jubilee project with the Society providing advice and labour, and the village providing the funding. The stone had sunk deep into the



ground as shown in the photo to left, that still appears on the Society’s Repository. The first snag occurred when, on digging down in the hope of finding more of the legend, it was discovered that the stone was fractured below ground level.

This, of course, meant that both parts of the stone would have to be lifted and stored somewhere safe. On the plus side it at least made the task of thorough cleaning and other later work easier to carry out. Cleaning revealed a little more of the original legend: enough to make it clear that it was most probably written in two long lines across the curved face of the stone, and that the two place names as expected were Oxford and Bicester, but none of the digits survived. This layout, unique amongst Oxfordshire milemarkers created the same problem as that encountered for the Shillingford post. Re-carving the legend as originally laid out would have meant it was facing the wrong way. Reference to Davis’s 1796 map of Oxfordshire, by coincidence published almost the same year as the turnpike road, established that the stone’s original position was about 200 yards in the Oxford direction but on the other side of the road. This location was no longer practical whereas the stone’s present position, where it had been since at least 1900, was safe and accessible in the grounds of the village hall and protected by a fence from any wayward traffic. It was decided therefore that the re-carving should be restricted to the central part of the face in five lines following the practice of many other



OX_LG48 back by the roadside. Although a compromise, the concrete repair is preferable than a forgotten, rusting relic in a ditch.

Oxfordshire milestones. This had two advantages. What is left of the original carving at each edge of the face remains visible, underlying the fact that the newly carved legend is not original. The legend as now re-carved is correct for either side of the road, should any future restorers decide that the stone should once more be moved.



Remnants of the original carving.

The next problem was to decide on the numbers. All the other stones on this turnpike road have vanished so there was no solid evidence on which to base a decision. Though there were some marks that could possibly be interpreted as the remains of Roman numerals, which would not have been inconsistent with a late 18th century stone, on balance it seemed more probable that 'Arabic' numerals were employed. There was no problem about the distance to Oxford. On all the early maps it was shown as '10'. The present-day distance from the former Northgate Oxford to Wendlebury village, following the old route as far as possible, is 10½ miles. Given that the original position of the stone was at the start of the village, the stone seems to have been accurately positioned. The distance to Bicester proved much more difficult to determine. From the centre of the village to Bicester today is 2.7 miles, so 3 miles from the stone seemed at first the obvious answer. Measuring the distance shown on the generally accurate Davis map shows that it was 2.5 miles from the original location to the King's End tollhouse, near Bicester, on the turnpike route, but some half mile from there to the town centre. But further research in early and 19th century OS maps revealed two further snags. By 1823 the stone had moved to the northern half of the village nearer to two than three miles to Bicester. By 1875 it had disappeared

from the OS map altogether but its westerly neighbour was stated to be Oxford 9, Bicester 3. So there is a conflict between what the historical record appears to show and geographical reality. It was eventually decided that



The upper section of OX_OXBC10 showing new legends pencilled in and the completed inscription.

the latter should be preferred given that the stone's present position is nearer to three than two miles from Bicester and that its original location was three miles away.

Once the decisions had been reached about how the new legend should read, it seemed that the completion of the restoration was in sight. At first all went well. Our retired mason, who had worked on the stonework of many Oxford Colleges and had done good work for us on earlier restorations for free, got to work. He replaced the pockmarked front face with a smooth surface on which the new legend could be carved and pencilled in the new legend. But then a major snag: his health and his eyesight deteriorated and he was unable to continue the work. Given that Oxfordshire contains a large number of historic stone buildings and monuments that need regular attention, it was both surprising and frustrating that a replacement mason proved so hard to find. In the end one did offer his services and did a good job; it was then possible to paint the stone and the lettering as can be seen in the photos above. However, it is still not 'on the ground' but on a trestle. The village group have found a volunteer with the necessary skills to reconnect the two parts of the stone but to date this has not happened. When the stone is eventually back in its proper position a few yards from its present location behind the village hall, it will probably be the last 'Jubilee project' in the country to be completed!

From the Archives :

Milestones sold off by Luton Corporation

The following item appeared in *The Luton News*' Yesteryear Page during 2003, harking back half a century to the paper's edition of Thursday July 2, 1953:

'Milestones which were no longer being used were being sold off by Luton Corporation. There were about six of the stones which until ten years previously had marked the perimeter of the town. They told weary travellers how far they had to walk or ride to Luton, Dunstable or Hitchin. But over time the borough boundary overtook the milestones and they served no purpose. During the Second World War they were removed to

stop German invaders identifying towns or roads. Anyone who was interested in taking them off the corporation's hands was asked to contact the town council's highways committee.'

So one wonders whether either of the two milestones now preserved, restored and given prominence in the grounds of Wardown Park, Luton (part of Luton's museums service) may have any relationship to this disposal? See Milestone Society *Newsletter* nos 21, July 2011, p5 and 22, January 2012, p8 for the stones inscribed 'Luton 1/St Albans 9/[London 30]' and London 31/ St Albans 10/Dunstable 1'.

Desborough Cross, Northants

Two interesting 'archive' images of Desborough Cross, when it was still in its original location have come to light. [See pp 35-6 *M&W* 2014]



Unknown date showing a large direction board. *Photo via Helen Crabtree*



From the other side. Note the wear on the plinth. *Photo via John V Nicholls*

More First World War Related Milemarkers

Newton, Cambridgeshire

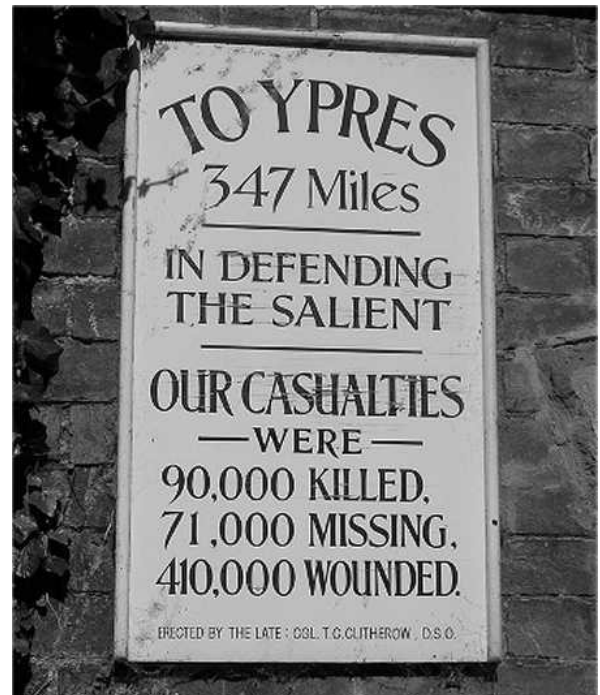
The war memorial in front of the village hall was once topped by a fingerpost. The four arms, possibly made from metal, were held within the two slots near the top of the shaft itself supported by scrolled ironwork. The picture shows the war memorial framed by the 1950s fingerpost, CA_TL4349 on our database.



Report and photo Mike Bardell

North Cave, East Yorkshire

Attached to the wall of the gatehouse to Hotham Hall is a painted wooden board bearing the legend 'TO YPRES / 347 Miles'. Below are the numbers of casualties (killed, missing and wounded) suffered at Ypres in the First World War. It was erected by Colonel Tom Clitheroe who had fought at Ypres and a former owner of Hotham Hall. It is recorded on the Milestone Society's database as YE_XHOT. The grid reference is SE 8960 3286. *Photo from the repository.*



Ashby-de-la-Zouch, Leicestershire

A stone slab in front of the war memorial is inscribed '220 MILES TO YPRES'. The war memorial is a listed building, therefore the milestone is possibly deemed listed although not mentioned in the description. The memorial is located on the north side of Market Street, west of the junction with Brook Street. The grid reference is SK 35737 16731.



Report and photo Colin Woodward

Malta's Other Island

Similar stones to those discovered on Malta by the authors of *The Milestones of Malta* (*M&W*, 7, 2014, pp 23-4) are probably also to be found on Gozo, the other main island. Comino, the tiny third island, with its single property, is unlikely to be fruitful. On a short visit to Gozo a replica stone was found in the village of Santa Lucija showing the distance to Victoria, the island's capital. The stone is situated on a recently constructed terrace; possibly EU money is involved as with the large scale works in Valetta and elsewhere. Also found were stones marking the boundary of government property, at least as it was in Victorian times. As no information could be found about identifying sites and the apparent programme of restoration and replacement, enquiry was made of the Government of Malta and, eventually, for stone seekers, a less than illuminating response was received:

"Milestones and government property markers were sited along public roads and at the edge of government owned land. These milestones and government property markers are themselves government property and under the administration of the Government Property Division.

Milestones and government property markers are significant antiquities with cultural heritage value. As such, they are protected in terms of the Cultural Heritage Act.

A number of these milestones and property markers have also been scheduled by the Malta Environment & Planning Authority to ensure their protection."

Authors *Tim and Ann Jenkinson's* discoveries indicate that the two islands have much of interest with much more yet to be found.

Colin Williams

What is this Bird in Cheshire and Shropshire?

When former Milestone Society member *Rodney Marshall* sent me an early 1980s photo (below left) of a now lost milepost in Shropshire I was immediately struck by an emblem or motif on the top hip below the Worfield Parish legend. It was one I had seen before in Cheshire. In fact I had painted two of them back in September 2008 on the A530 between Middlewich and Nantwich (below right at Wimboldsley CH_NWMW08)



The emblem is in the form of a bird with wings outspread, its head bearing a crest and holding a snake or serpent in its claws. The lower part of the design is a bit indistinct. A nest or rocks perhaps?

The mileposts on the A530 comprise an unbroken sequence of six (CH_NWMW09 a mile south of Middlewich to CH_NWMW04 at Leighton). They have been given the type designation 'Crested open-book' and were made by Dunn & Johnson of Leftwich. It is not known if any others were ever erected because the only other surviving milepost on the Middlewich to Nantwich route is a triangular type CCC 1898 (CH_NWMW02) in Wiston, on the western edges of Crewe.



The unpainted CH_NWMW05 at Minshill Vernon.

Back to Shropshire. The now missing milepost was in a sequence from Bridgnorth to Shifnal. There are only two survivors by the A442; SA_SFBN09 in the parish of Worfield a mile north of Bridgnorth and SA_SFBN05 in the parish of Stockton. The one that has gone missing since the early 1980s would have been SA_SFBN07.

Can anyone put me out of my misery and come up with a plausible answer? What is this bird in Cheshire and Shropshire?

John V Nicholls

A query from Cornwall

I have been working with the Marhamchurch Highway Surveyors' Account Book for 1769 to 1813, part of the treasure in 'Uncle Frank's Archive' which Jan Scrine has passed to me to give to the Cornwall Record Office. The account book refers to the use of a plough to spread stones on the road.

There was only one reference to a plough quite early in the Marhamchurch records, so I thought perhaps it was superseded by more modern methods, but working with the Lewannick Parish Highway Surveyors' Account Book in Cornwall Record Office recently, I found a 'Plow' referred to in 1801 and in 1809, in fact 'Plows' from three different named operators.

Can you point me towards any information about what a Plough or Plow was? Does one survive in a museum somewhere? What did it look like? It seems to have been used for levelling or spreading a fresh layer of stones, so I imagine something like a snow plough rather than a farm plough for cutting furrows, or perhaps it worked like a harrow.

In the Lewannick Accounts book there is an entry for August 1809 which reads 'Paid John Honey for Drawing

of Stones with his Plow at Penventon Wells, 4 Days - £1 4s 0d', that is, 6s 0d per day. In the same year a labourer was paid 1s 6d per day for 'Drawing Stones'.

Ian Thompson

The Roehampton Mounting Block & Milestone

Who was J.L.?

The first known record of the mounting block is the letter from J.L. of D----, Kent, printed in the December 1787 issue of *The Gentleman's Magazine*. The Kent History and Library Centre in Maidstone has identified a possible candidate for J.L., in the shape of the Rev. John Lyon (1734-1817), Minister of the church of St Mary the Virgin in Dover. As well as a cleric, he was an antiquarian, historian and polymath, having written histories of the Isle of Thanet (1763), Dover, Dover Castle and the Cinque Ports (1813-14), and four books on electricity! Significantly, in one of the latter, published in 1780, he wrote: "As my thoughts on the permeability of glafs to the electric fluid were now out of my own poffeffion, I printed my paper in the Gentleman's Magazine ..." He was 53 years old in 1787.

When was it moved?

It was recorded, as still in place, by Manning & Bray (1814) and, as lost, by Walter Johnson (1912). References have since been found to it, as still in place, in *Excursions in the County of Surrey* by Thomas Kitson Cromwell (1821) and, as lost, in *The Portsmouth Road and its Tributaries, Today and in Days of Old* by Charles G Harper (1895). These narrow down the period during which it was removed, possibly for road widening or improvement.

Rediscovery

The barn, during the demolition of which it was rediscovered in 1921, was used by corn & feed merchants Anstee & Co. It had earlier been used for the same purpose by Hood & Moore Ltd and Goodchild & Co., and an 1838 tithe map (see below) shows the barn (circled), or at least a barn, owned by Abraham Borradaile and used by corn merchant Joseph Langton. Whether this was the same barn in which the mounting block was

discovered in 1921 is unknown (the contents appear to have caught fire once or twice!) but the chances are that it was.

Langton appears to have been a long-established Wandsworth name, as shown by an extract from *Some Names of Wandsworth Medieval Peasants*, by Rita Ensing, in the Spring 2001 issue of *Wandsworth Historian*, the journal of the Wandsworth Historical Society:

"In 1380, Thomas Langton left Allfarthing [one of the medieval manors of Wandsworth] and moved to the other side of Garratt Lane to become the farmer of Doune manor for a term of 10 years. This was not all, for he also took on as serjeant (i.e. for a salary) the management of the Rectory of the parish of Wandsworth, which meant he collected one-tenth of the produce of every parishioner for the [Westminster] Abbey. The tithe barns were conveniently near to the site of Doune manor house, on the south side of the High Street, opposite the end of what is now Putney Bridge Road."

So there had been tithe barns on the site, used by Langtons (occasionally or continuously) for at least half a millennium.

The local expert, nurseryman Ernest Dixon, wasted no time identifying and acquiring the stone, may already have known Anstee & Co. and may even have been aware of the presence of the stone in the barn. Given that the stone originally stood close to arable land owned by the Earls of Bessborough, it is possible that the tenant farmers grew corn and had dealings with corn merchants in Wandsworth, two miles away - possibly even with Joseph Langton and/or his predecessors/successors. This is a possible, albeit tenuous, explanation as to how the stone ended up in a barn in Wandsworth.

The TH 'digraph'

In the sketches published in *The Gentleman's Magazine*, all words beginning TH are shown with an initial digraph, the use of which was common on memorial inscriptions of the period. At least one of these was introduced either by J.L. or by the GM's plate-maker, as illustrated by three surviving examples from one of the photographs accompanying Walter Johnson's 1924 article: The first (THEY) is not clear but is probably a digraph, the second (THREE) clearly is not, whilst the third (THEM) clearly is.



Above: THREE and below: THEM



The most-moved milestone?

Some milestones will inevitably be moved at times for various reasons, but one wonders whether this one holds the record?

1. 1654: from the stonemasons (in Barnes?) to Kingston Road;

2. 1821-95: to a barn in Wandsworth (and somewhere in-between?);

3. 1921/2: to Dixon's Nurseries/Garages (and during the 60 years it was there? and somewhere for safety during WW2?);

4. 1982: to the garden of 8 Princes Way, Southfields;

5. 1992: to Roehampton Library;

6. 1992: to Wandsworth Museum, Garratt Lane;

7. 2012: to Wandsworth Museum, West Hill (outside);

8. 2013: inside the museum; 9. 2015: to Whitelands College, University of Roehampton. One hopes that the next move will be the last!



These photographs, taken at Whitelands College in April 2015, show that a fair amount of the inscriptions on the west and roadside faces still remains.

The future

Wandsworth Museum in West Hill was closed in June 2014, though the stone remained in storage there; then in January 2015, it was announced that the museum would be moving to the Battersea Arts Centre (BAC) in Laver Hill. At a meeting with the museum's new director, Suzanna Walker, on 6th March, Philip Evison was told that, if a new home was not found for the stone by 11th March, it would be moved to the West Hill basement, from which it would be unlikely to emerge, other than at substantial cost. Last-minute negotiations saw it moved to the grounds of Whitelands College, part of the University of Roehampton, with 24 hours to spare. On Friday 13th March, a fire broke out at the BAC, destroying a large part of the building! Fortunately, the exhibits, including Lionel Joseph's model, were securely stored.

A committee has now been formed, to discuss the final location of the stone. At a meeting on 3rd July 2015, Barry Sellers from Wandsworth Borough Council put forward a proposal to locate the stone outside the entrance to Putney Vale Cemetery, on the A3 Kingston Road. The proposal was approved by the committee, including Philip Evison, who had previously resisted a site on the A3. It has the merit of a) being close to the original site, b) being close to a bus-stop, the entrance to the cemetery and the existing 9-mile milestone and c) offering the possibility of sponsorship from TfL, ASDA,

or even Sainsburys, whose family vault is in Putney Vale Cemetery! Discussions with the various bodies involved were planned and the next meeting was scheduled for early September. There is light at the end of the tunnel!



The proposed site for the mounting stone outside the gates of Putney Vale Cemetery. Google Street View imagery.

Unfortunately the next meeting held outside Putney Vale Cemetery on 4th September was less than successful. Only three people turned up including Philip Evison. Without the council representative no further decisions could be made.

It was, however, felt that a more suitable site would be a little east of that originally proposed, at the top of the underpass and right opposite the 9-mile stone. It will raise the usual questions of who owns the land, who would pay for the work, etc.



Philip Evison's 2D cardboard model held by John Horrocks at the suggested new site for the stone.

References

'The Roehampton Mounting Block and 'Milestone' by Philip Evison was published in *Milestones & Waymarkers*, vol 7, 2014, pp. 27-33.

'Modelling the Roehampton mounting block (upping stock)' by Lionel Joseph appeared in the same volume, pp 33-4.

Philip J Evison

Pointing the Ways

The Fingerpost Column

Cornwall *Ian Thompson*

Fingerpost arm – glimpsed and gone.

One of the unusual Charlestown foundry fingerposts, with the barber's pole spiral column and arms with pointing hands was surveyed at Gorran Churchtown in 2011 with three arms. When Roger Fleet photographed it in June this year a fourth arm was lying on the bank beside the fingerpost. It could be seen that the mounting disc had been broken some time ago, but a repair looked feasible. As soon as he heard about it, Ian Thompson contacted Cornwall Council's contractor, Cormac, to have the arm collected and taken to a safe place to await repair. Nothing happened and by the time Ian had an opportunity to visit Gorran the arm had gone. A local search continues via the Parish Council, but if only Roger had picked the arm up when he saw it..... but how do you carry a fingerpost arm on a bicycle?



Top: The fingerpost and the mysterious reappearance of the fourth arm. Middle and bottom: Details showing the broken part of the mounting plate still attached to the arm and where it was located. *Photos Roger Fleet*

Essex roundup *John V Nicholls*

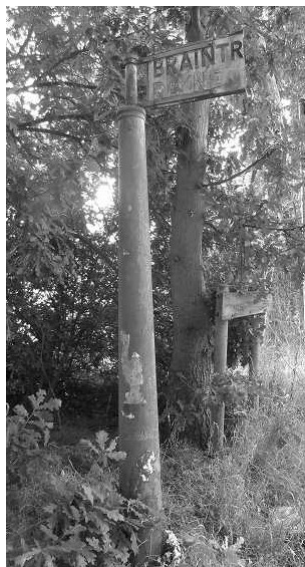
Witham. There are two 1920s cast iron fingerposts remaining in Witham but both are in desperate need of restoration. The Milestone Society was contacted by Witham Town Council for advice and county representative John V Nicholls arranged a meeting with Jane Coleman, the Deputy Town Clerk. Site visits were made, firstly to the armless Maldon Iron Works (MIW) post in Newland Street (B1389, formerly the A12). Although local residents have kept the black and white banded paintwork tidy it really needs a new 7-inch arm to bring it back to life. The only problem is not knowing what legend was on the now lost arm. Most likely it showed the local railway station as the destination and if so it would had a legend something like L.N.E.R. STATION. A new arm will have the same destination but reworded to something more suitable. The post is EX_TL8214 on the Society's database.



The second post is in the north of the town in Powers Hall End (that's the road name and not a location). This post is missing one of its two 10-inch arms and is in need of a serious paint job. A new arm will be a bit costly because of its size and the amount of letters on three lines. However, lettering is fortunately required only on the front face. Also fortunately, a photo dating from 1963 gives the missing legends. The post is EX_TL8115 on the national database.



Braintree. A new discovery for the database. Local knowledge can often come up trumps when looking for previously undiscovered roadside heritage. New Milestone Society member Mike Bardell of Braintree was informed of a sad looking Braintree fingerpost not on the database. The Maldon Iron Works (MIW) post is on the unclassified London Road (formerly the A131) south of the town and is in a very sorry state. It has the remains of a 1950s replacement aluminium or spelter arm that directed to BRAINTREE GREEN and RAYNE.



According to the MIW order books this post was order number 160 for Braintree & Bocking Urban District Council dated 19 June 1935. The order required a 6'9" M/T (Ministry of Transport?) post with a 7-inch arm with the legend RAYNE 1½ and the price was £3.0.0. Unusually no finial was ordered but simply 'top'. And there is a small cap on the top of the post that might be the original 'top'. It seems that all went to plan because an order dated 10 August wanted a 7-inch arm with the legend RAYNE and an accompanying note says 'To replace one broken in transit 7/8/35. Carriage free. But there might have been a change of plan or the arm was broken because a new arm was ordered (order number 640) dated 7 November 1936 with the legend BRAINTREE GREEN.

There is another MIW post in Braintree in Cressing Road - EX_TL7623 in the database. This was also part of order 160 for Braintree & Bocking UDC dated 19 June 1935. The order was for a 3'6" M/T post, two 7-inch arms and a cone finial. The legends were BRAINTREE ¾ B1018 and WITHAM 6¼ B1018. Price £3.0.0. But it seems that this post might also been subjected to damage or a change of heart. Order 741 of 9 November 1935 was for a 6'9" post and a 7-inch arm with legend WITHAM 6¼ B1018. A note in the order book reads 'The above is to replace 3'6" post supplied for order number 160'. The price for the replacement was £3.0.0.



Braintree & Bocking Civic Society have grants available for restoration projects and applications for the two posts are being made once estimates for the work are gathered. However it was thought that might be a stumbling block with the Cressing Road post. John V Nicholls made up a pair dummy arms out of hardboard and with assistance from Mike Bardell they were fitted to the post to create an impression of what should be. The problem is that modern signage behind the post will be partly obscured when new arms are fitted. Fortunately common sense has prevailed. Mike Bardell received formal written authority from Essex CC Highways Cabinet Member to carry out all we propose with no conditions except that it must be under the auspices of Braintree DC and their leader, Graham Butland.



Cressing Road, Braintree post with dummy arms attached. The modern signage could pose visibility problems for high seated HGV drivers. Photo: John V Nicholls

The Essex CC man actually pointed out that there are two fingerposts in Cressing that need attention! More future projects perhaps?

A further application for a milepost restoration (EX_BT44) on the B1953 Halstead road north of the town at High Garrett is also to be made.

Norfolk Carol Haines

Hethersett village entry sign. In 1921 the MoT produced a standard design for village place name signs. Few have survived in other counties but 28 have been found in Norfolk and most have now been renovated. In December 2014 an article appeared in the *Eastern Daily Press* about the sign in Hethersett which was in very poor condition. The Parish Council then agreed that the sign should be restored and agreed to fund the work, and below is Tony Langford's report on his work.

‘Following the renovation of a milestone in the village, Nigel Ford was asked if he would be prepared to renovate the village sign for Hethersett. This was a cast iron lozenge-shaped sign on a cast iron post dating from the 1920s and one of only a handful of similar type signs remaining in Norfolk. The manufacturer’s name was inscribed on the post as the ‘Royal Label Factory, Stratford upon Avon’. Before renovation started, the sign had been moved to a more suitable position on a small green in the centre of the village.



The sorry state of the sign before restoration

Due to his impending trip to Australia and other commitments, Nigel asked whether I would be willing to undertake the renovation. Having worked with Nigel on many projects over the last four or so years and been given the title of “expert letterer”, I was pleased to be involved in the project.

With Nigel’s help we set about the task of removing the sign from the post so it could be renovated at home. This was not a straightforward task as this may never have happened before during its lifetime and its considerable weight required careful handling to dismantle it. This was followed by a slow and arduous process to manually strip the sign down to the bare metal and build

up the required layers of paint of the relevant type and quality. The sign was in a very poor state but otherwise sound and a manual process seemed to be the most sympathetic way of preserving the character of the sign.

Advice was sought and received about the correct materials etc. and slowly the sign started to come back to life. The restoration of the post required many site visits and local people would often stop and ask about the project and express their enthusiasm. The sign was missing a cap which other similar signs had so I was fortunate to get a local craftsman to create one which would sit at the top of the post to keep rain out. Eventually the lettering and borders were completed and I consulted Nigel about the installation. With great care and the assistance of Nigel and Chris Lovick, the sign was successfully reunited with the post.

Nigel arranged for an unveiling ceremony to take place with the local playschool and village councillors/residents in attendance. The results were pleasing and it is good to know that this piece of village history has been preserved and will continue to be displayed in a prominent and suitable part of this rapidly expanding community.’

Westmorland *Mike and Kate Lea*



This photo was posted on the Milestone Society Facebook page by Roger Templeman in September. The post is in the parish of Orton, Eden District. It is WE_NY5905 on database at NGR NY 59792 05705. It had been painted since the 2008 image in the repository so John V Nicholls contacted Mike Lea in Westmorland for more details about restoration of fingerposts in his county.

An Eden for Fingerposts. Cast iron fingerposts are now being restored throughout the old Westmorland, and what a difference it makes! Westmorland County Council (started in 1889, now in Cumbria) ordered many fingerposts from Joseph Bowerbank & Son, Ironmongers & Ironfounders, Victoria Foundry, Penrith in the early years. These were often numbered sequentially in each batch on the iron collar. See a sparkling new number 3 in Raisbeck (NY645075) and a number 6 in Greenholme (NY598057), both in Orton parish.



Greenholme at NY598057 before and after restoration. The insets show the post numbers.

These were probably made in 1896 for a price of £2 each. In January 2013 the County Council Local Committee for Eden agreed a programme of restoration of



Hethersett’s restored 1920s village sign, TG 1524 0506

traditional highways fingerpost signs. There are some 119 posts (yes, 119!) on their list in Eden District, though not all require restoration.

They are certainly cracking on with this and many have now been done, including the two shown here. These were restored by David Gosling of Signpost Restoration Ltd who is well known to the Milestone Society for his professional zeal in restoring posts throughout the country, especially in Cumbria.

Scottish Fingerposts *Christine Minto*

Having explored all the old counties of Scotland very few old style fingerposts have been seen. Ayrshire has, perhaps, the most. I have found two styles. Those with the Ayr County Council on the annulus were made by the Royal Label Factory. They have iron arms with the road number at each tip (Fig 1).



Fig.1. Royal Label Factory post at Barhill, Ayrshire. Not in best condition and one of its arms is missing. The grid reference is NX 2367 8197

The other style is more elegant on a plainer post with a large ball on top. The fingers are cast with hands pointing the way. Looking at a catalogue for the Grangemouth Foundry that is probably where they were made (Fig 2).

Angus boasts several posts in the Kirriemuir/Brechin/Forfar area that have handed fingers on a fancy post topped with a ball. In the same area there are unusual shaped mileposts cast by Anderson of Arbroath. Maybe the signposts came from the same foundry (Fig 3).

The modern Dumfries & Galloway was once the shires of Wigtown, Kirkcudbright and Dumfries.

At the junction of the A702 east of Moniave and the B729 is a beautifully painted octagonal post with DCC cast onto a small shield (Fig 4). The metal fingers have road numbers and the whole is topped with the ubiquitous ball. Further south on the B729 opposite milestone 13 there is another DCC post. However



Fig.2 Attributed to Grangemouth Foundry, this example is 2 miles north west of Maybole. Alas, it has lost two of its arms since the mid 1990s; a common problem where arms almost point over the carriageway. It is located at the B472 and B7045 crossroads. Grid reference NS 3318 1205



Fig.3 Cross sectioned pillar with 'beading' makes this very attractive. Note the arm to the rear that actually points away from Finavon and Forfar. It prevents it overhanging the road and liable to damage.

only the Thornhill 6 1/2 finger is intact. There are two types in Kirkcudbright. Near Corsock on the A712 is a post made by Smith Patterson of Blaydon (Fig 5) with a similar one at Haugh of Urr and a little further north on the B794 at Old Bridge of Urr is a Stanton post dated 1933 with Kirkcudbrightshire on the annulus (Fig 6).

Near Kelso and Morebattle in Roxburgh the posts have a 'cone in cup' finial identifying them as Smith Patterson examples with the same inscription cast into the front and back of each finger although the back will only be seen from the field. In 1991 a post with Rox-



Fig.4 All the features of this post make it almost certain that it was a product of W H Smith of Whitchurch, Shropshire.



Fig.5 [left] The 'cone in cup' finial confirms this post's Smith Patterson origins. Fig.6 [right] The narrow annulus finial and rounded ends to the arms are characteristic of posts manufactured by Stanton.

burghshire CC on its ring finial and wooden arms with road numbers like those in Ayrshire was seen. Berwickshire posts had fingers similar to the elegant Ayrshire Grangemouth ones but with a cast plate added on the top of each finger with the road number. So they must have been pre 1919. Likewise in Peeblesshire the road number was added to the finger top and there was a large ball finishing off the post. None have been seen recently.

East Lothian has posts from several eras. The oldest are fluted posts with a spiked ball on top. Each of the broad fingers has a hand and up to four names with mileages to eighths. One of the posts may have 'Bridges Foundry' cast on it under all the paint (Fig 7). The Stanton posts have various styles of finger and placing of East Lothian CC on the top ring. A most unusual post is on the old A1 north of Dunglass. In 2008 it was very

rusty but was newly painted in 2014 and the single finger atop the fluted post points to small hamlets (Fig 8).

The only post seen in Stirling is on the old A84 at Kingshouse where the road to Balquhiddy and Rob Roy's Grave turns off. The fingers are similar to those on the 'Bridges' posts in East Lothian although the post is plain with a large ball on the top. Are there any more posts signed to a grave? (Fig 9) Nearby in front of the red telephone box is a metal plate whose corners are shaped like those on the post, set in its own wall. It is one of the few zero milestones. A lost post but photographed in 1982 was at Balfron Station on the A81.



Fig.7.top. Possibly a product of Bridges Foundry. Note the addition of the road number plate that suggests the post dates to pre First World War. Fig.8 above. Is this unusual post on the former A1 north of Dunglass a unique survivor?

And if you were thirsty it was 2 miles 1313yds to Drymen Inn! The cuffed hands are as those on the mileposts in the area with distances to Glasgow Royal Exchange. However no maker's name can be seen on those.

Parts of Moray are now in Highland. Near Grantown they settled for wooden posts with stout metal fingers attached. One post north of Keith, newly painted in 2011, has the same shaped finger with, like some of the others, the names and mileages to eighths cast on both sides (Fig 10).

The islands of Arran, Bute and Cumbrae were Bute-shire prior to the early 1970s. Only Bute has fingerposts now but there aren't many road junctions on Arran and Cumbrae! Near Rothesay a very rusty, simple post points the way to Loch Fad and elsewhere are well painted posts, fluted near the base, with Argyll Bute on the annulus. An example is pictured left (Fig 11) but appears to be of modern manufacture.

In the smaller counties, seen at Baldernock, Dunbar-



Fig.9. On the old A84 opposite the Kings House Hotel; is this the only fingerpost pointing to a grave?



Fig.10. Alongside the B9016 north of Keith at NGR NJ 4020 5706. The pillar is coated steel and most likely dates from the 1950s. Not known whether the plate (arm) is contemporary with the pillar.

tonshire in 2009 was a rusty four-fingered post with no mileages just hands pointing the way (Fig 12). And in East Renfrewshire, part of the old Renfrewshire, there is a modern traditional post near Balgray Reservoir pointing the way to reservoirs, glens and parks.

The only record I have of a fingerpost in the whole of Inverness, Ross & Cromarty, Caithness and Sutherland is a photograph taken in 1983 of a post north of Lairg at the junction of the A836 to Tongue and the A838 to the north west. It was not seen in 2010. The two oldest fingers match the style in the Smith & Wellstood's Bonny-

bridge Foundry catalogue as does the top part of the post. A post with one indicator plate cost 114/- plus 2d for each letter and number. Extra fingers cost 5/6. If I've done my sums right the signpost cost £6 4s 2d. The catalogue states that the fingerposts and mileposts (still to be found in Stirling, Fife and on Kintyre) are nicely painted with the raised letters picked out in white on a black ground.

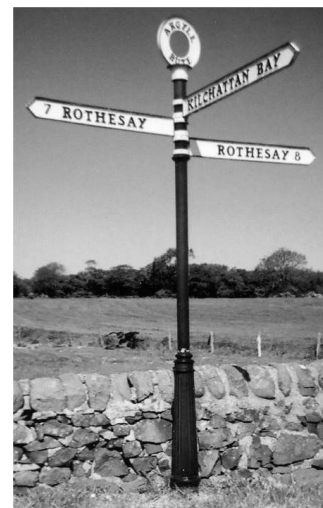


Fig.11. Although modern this is a good example of a traditional fingerpost.



Fig.12. Although this one does not show mileages it does display the pointing hands, a popular feature on many of the older Scottish fingerposts.

However my favourite post is a modern one but it does have a plate pointing to.... **MINTO**.



Marking the Bounds - The Boundary Markers Column

Torquay water main stones, South Devon

Tim Jenkinson

In the early part of the 19th Century the population of Torquay in South Devon began a rapid expansion from just 838 in 1801 to around 11,500 in 1851. Much of this increase is accredited to the town being widely promoted as a health resort along with the coming of the railway in 1848. Indeed *White's Directory of Devonshire* for 1850 describes Torquay as the 'Montpelier of England' and the 'Queen of Watering Places, a handsome market town, seaport and bathing place'.

The trains brought visitors to the seaside town in their droves and with the increased prosperity large hotels were soon built to accommodate the crowds. With the increase in population and proliferation of new buildings there was an inevitable need for a good water supply. Up until the 1850s the town like others in Devon had largely relied upon rainwater and its own wells and springs, but by 1854 public concern was so great that the Torquay Local Board of Health began to look at sourcing water from elsewhere and a site on the eastern side of Dartmoor at Tottiford (SX 810833) some 15 miles from the town was considered. In 1856 the Torquay Waterworks Act was passed in order to acquire the existing private waterworks at the old mill at Tottiford along with its mill leat and securing access to the nearby Kennick Brook and Trenchford Stream.

The construction of intake works at the site meant that by 1858 water was being supplied to Torquay from the old mill pond through a system of underground cast iron pipes ranging between 10 and 8 inches in diameter that in total stretched for a distance of 24,522 yards (Chapman 1925). However, the original scheme planned only to access water from the streams under the assumption that this would suffice, but the ensuing irregularity of the supply soon identified the need to build a reservoir at Tottiford and in 1860 the Board of Health acquired land to do this above the old mill leat intake and a year later Dartmoor's first reservoir was completed with two service reservoirs built in Newton Abbot and at Chapel Hill, Torquay (Chapman 1925). However, the demand for water continued to increase and two later reservoirs in the same area were constructed at Kennick and Trenchford in 1884 and 1901 respectively with the three reservoirs eventually having a combined capacity of 2,101 million litres (Jones 2013).

The discovery of 10 marker stones at various points along the 15 mile route, eight of which are inscribed T.W./M./1858/ (Torquay Water Main) indicates that the original pipeline was marked out, presumably for access to clean the interior of the pipes as this soon became a problem with corrosion and deposits from the soft but acidic nature of the Dartmoor water. A group of five stones can be seen not far from the village of Hennock and are set at intervals beside a path in Great Rock Wood (Fig.1). This remarkable preserved collection first appeared on the *Devon Marker Stones* website, which is a useful resource for milestone enthusiasts throughout the county and shows how the upper most northern and rural part of the pipeline starts its run through the moorland countryside.



Fig 1. One of the Stone Rock Wood stones at NGR SX 8221 8186



Fig.2. Summer Lane stone at Teigngrace. NGR SX 8435 7505

Another stone can be seen in the village itself and is set against the wall of the old chapel in Church Road at SX 8304 8102. From here the next known stone resides well to the south in Summer Lane near to Teigngrace (Fig.2) and is leaning to one side in the bank. The pipeline then follows a course into Newton Abbot where the top of another stone with just the 'T.W.' showing can be seen tight at the road edge at Whitehill (SX 8558 7220) on the A382 just up from Churchill's roundabout. From here the route is a little unclear but another stone appears five miles away in a section of the old Newton Road at Edginswell at (Fig.3) about two miles from Torquay, with another in Torre near enough opposite Barton Road at (Fig.4) its top inscription 'T.W.' just visible with the rest buried underground, this being less than a mile from

the town centre. An interesting feature of this stone is that it has an Ordnance Survey rivet and benchmark arrow atop.

No doubt other marker stones still survive elsewhere along the route but these are yet to be discovered. As eight of the ten discovered so far are clearly inscribed 1858 we can see that this date coincides with the original laying of pipes from Dartmoor and as such the surviving stones remain as important historical artefacts relating to the improvements to Torquay's water supply in the mid 19th Century in order to meet the growing demands of its expanding population at that time. Hopefully over time other stones in this fascinating series will come to light.

References

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Devon Marker Stones

<http://www.dartmoor-crosses.org.uk/>

Devon_Marker_Stones/DMS_Home.htm

Jones L (2013) 'The Great Source' *Dartmoor Magazine* Summer p15-18.

White W (1850) *History, Gazetteer and Directory of Devonshire*.



Left: The TWM stone in Old Newton Road SX 8927 6626

Below: Only the top part of the TWM stone in Torre is visible at SX 9071 6466



North Bovey boundary stones, Devon

Tim Jenkinson

A recent survey of some of the lanes and roads around the village of North Bovey on Dartmoor has resulted in the discovery of what appears to be two previously unrecorded parish boundary markers. The first at Dickford Bridge SX 748837, pictured below, is on a section of now redundant by-way between the village and Barnecourt and is set atop the north parapet of the bridge. It is inscribed with the letters NB/L/ on its face (North Bovey/Lustleigh). Apparently of no great antiquity it may have been set up as part of a Millennium project but nonetheless marks the cross-over point between the two parishes.



The second stone which is actually marked on OS Outdoor Leisure Map 28 as a 'BS', resides at Brinning Cross SX 751845 and is about 5 metres west of the junction on the north side of the road under a hedge. This, a much older 19th Century stone, is inscribed with a large

'M' (Moreton) on the left side and like the marker at Dickford a rather ornate 'L' (Lustleigh) on the right. The stone leans back on the verge and is covered with patches of silver lichen. Picture below left.

The survey also allowed for the inspection of Horsepit Cross at the junction of roads known as Bovey Cross a mile north east of the village at SX 743847 The granite cross is inscribed with a worn OS benchmark and at one time was also used as direction stone with the letters O (Okehampton), M (Moretonhampstead), N (Newton Abbot), and B (Bovey Tracey) just visible on each side facing in the general direction of these towns. Picture below right.



Dublin Boundary Markers

Tim Jenkinson

A Public General Act of 1840 saw the city of Dublin in southern Ireland divided into 15 municipal wards or districts for administrative and election purposes with the appointment of one alderman and three councillors in each. Not long thereafter a series of boundary marks were set up to identify the limits of each ward. Today at the beginning of the 21st century just a handful of these markers survive in the form of cast iron plates with raised letters affixed to the sides of buildings or on to small granite stones along the embankment walls of the River Liffey generally to the west of the main O'Connell Street.

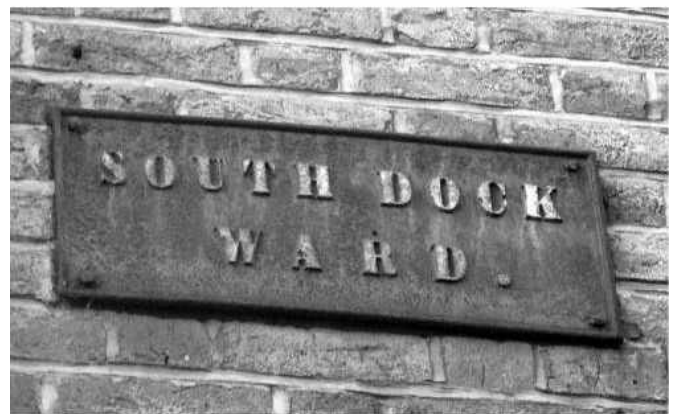
The Liffey runs through the heart of the city for nearly three miles from the Sean Heuson Bridge in the west to the sea at The Point in the east. No less than 17 bridges span the river here and the area is further separated into a number of quays to the north and south. Whilst many of the stones survive, sadly over time, most have lost their iron attachments with them having broken away through rusting and neglect. That said, there are a few still intact with one at the west end actually built into the embankment wall. The loss of the markers beside the river is regrettable particularly as they have considerable heritage significance for the city. It is possible that many more plates survive elsewhere in the city having located others in Dorset Street to the north and near to Merrion Square in the south.

The 15 wards are identified by Anthony Marmion (1858) as Arran Quay, Fitzwilliam, Inn's Quay, Mansion House, Merchant's Quay, Mountjoy, North City, North Dock, Rotundo, Royal Exchange, South City, South

Dock, Trinity, Usher's Quay and Wood Quay.

Reference

Marmion A (1858) *The ancient and modern history of the maritime ports of Ireland* London.



Above upper: Dublin Usher's Quay marker set into a wall .
Above lower: South Dock Ward plate also set in a wall.



Dublin Arran Quay Ward stone with missing plate



Arran Quay Ward with intact marker plate. Note rough finish of granite stone



Inns Quay with broken plate

A Nottinghamshire boundary stone

David Viner & John V Nicholls

Discovery

The Society receives a variety of requests for information and aids to identification. Some, like this one, open up new lines of enquiry, not always resolvable with clarity. This report presents one such example.

In autumn 2006 an enigmatic e-mail enquiry was received for information on a sizeable inscribed round-headed stone which the enquirer reported had been found whilst walking near Ollerton, and wondered what its origins might be. Subsequently there was no opportunity for any member of the Society to examine the stone, which since then seems to have disappeared.

This short account is derived from evidence made available at the time, advice from various sources and subsequent research, and is offered as a record should the stone ever come to light. Other similar examples have been recorded from elsewhere in north Nottinghamshire which may or may not provide relevant parallels¹.

The enquirer's accompanying photograph (Fig.1) showed the stone to have a rather surprisingly shallow and flat-bottomed base proportional to its height and width (no measurements were made available). Its main feature however was the clearly and quite deeply inscribed lettering of *WV* on one main face, and in alignment the letter *X* on one side face. The other faces were neither visible nor described.

The date on the digital image shown as Fig.1 is 20 July 2005, suggesting (if correctly configured) a discovery or perhaps a re-location date at least a year before the enquiry was made. The image also strongly suggests a post-harvest crop in the field.

A location for the find was requested which was confirmed as c.SK 673670 east south east of Ollerton. This is an area where much has changed over recent times, a mix of former railway lines and colliery workings on the site of Ollerton colliery which closed in 1978, after which the old tracks were lifted (or perhaps when Parkgate seam was closed in 1993). The stone appears to have been found north of the railway, mid way between the old track bed and the river.

The location is also close to the south-western part of Wellow Park and north of the village of Wellow. The Wellow and Boughton parish boundary ran along Park Lane (the track that runs along the top side of Wellow Park). Between Park Road and the river to the north was once a series of small narrow fields of one to four acres in size, and these are shown as such on six-inch OS of 1885 through to the 1920s.

New railway lines were laid wherever possible after the Second World War including one track through the centre of these fields. The field outlines were still visible although there were fewer of them and they were larger. It is possible hedges were also ploughed out during the war to increase productivity.

Today the legacy from the multiple fields where the stone was found is now just two fields north and south of a drain. Further enquiries elicited the discovery being made 'at the side of the field' whilst metal detecting. It may have been moved at that time, but this may also indicate that at some point before discovery the stone had been cleared from elsewhere in this one single field.

Interpretation

What can be gleaned from the information so far? The close proximity of the find spot to the Boughton/Wellow parish boundary also seems highly indicative. Given such a location it is tempting to ascribe the *W* in *WV* perhaps to Wellow as a parish or place name and therefore this stone as a form of boundary marker. But what does the *V* in *WV* indicate? Both letters need to be explained.

Might it perhaps have been some form of demarcation stone, where the *X* is an allocated section, perhaps of some common land or in the marking of field strips? Does it imply a division by or of ten? As a parish, Wellow has over forty acres of common land, the second largest acreage of registered common land locally to Southwell, over parts of which the Wellow toftolders still have grazing rights². Is there a link here?

Other thoughts intrude. If this is a parish (or similar) boundary stone then one might have expected extra letters. Also, no boundary stones are shown on old OS maps in the area. Looking at more modern land-use here, another possibility is demarcation between the various railway companies with interests allied to coal extraction in this area.

Finally, perhaps this stone may be 'alien' to the location in which it was found, having come in with fill as part of the various landscape changes in modern times, such as the creation of railway embankments etc. In which case, does it have any meaning for another, perhaps local, boundary? The answer probably lies somewhere within these various options.

Nottinghamshire parallels

Stones with not dis-similar markings are known from elsewhere in the county. Nottinghamshire HER includes at least two finds, the first from Barnby Moor north-west of Retford whence sketches (but alas not photographs) of two stones are recorded on the CBA Industrial Survey



Fig.1. The stone as found

record, each similarly round-headed and inscribed BY on at least one main face. These presumably relate to Barnby and are boundary markers of some kind.

A more recent discovery is recorded in more detail from Mattersey further north from Barnby Moor and eighteen miles north east of Ollerton 3. A stone was discovered, as its report says, 'by serendipity' during the removal of made ground from a trackway, part of an overall archaeological watching brief in and around Lound quarry.

It was a stone pillar, in local Cadeby limestone, inscribed on one main side *GJ*, some 3-4mm deep, to which at a lower level a *B* had subsequently been added. On the flat top was inscribed *BR* and 22. The report explored the possibility of this being an estate or other property marker, the *GJ* indicative of George Johnson, a major tenant of Lord Althorpe in this area in the first half of the 19th century.

A further example is also known from Hexgrave, Farnsfield, Notts with similarities to the Mattersey example in overall shape and style of lettering, another indication of this method of bounding the land⁴.

Conclusion

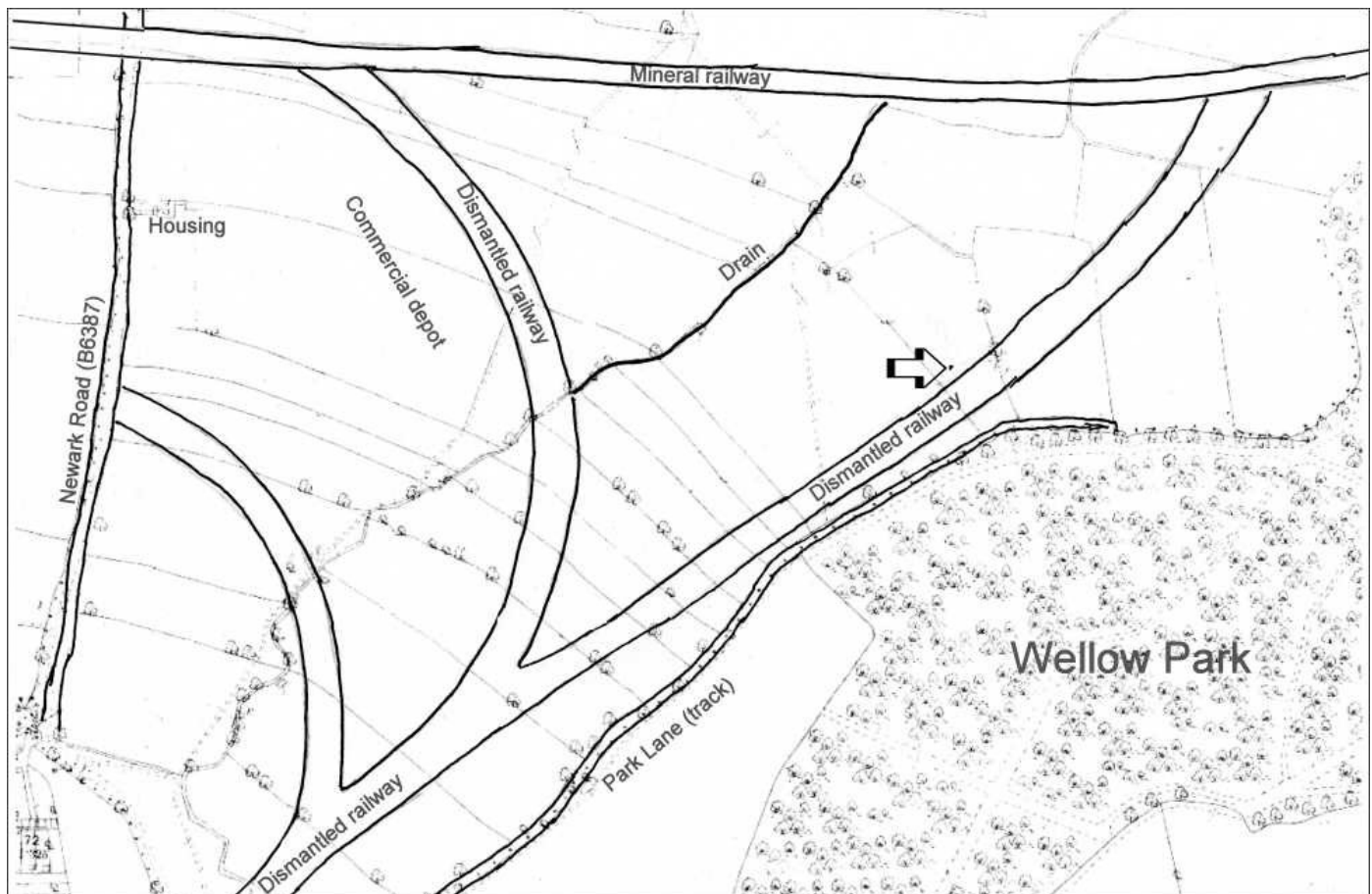
As suggested above, there are several possible interpretations for the Ollerton stone, as a boundary or property

marker, in which the *X* is as significant as the *WV*. These latter may indicate place or person (or both) and a more detailed study of local historical resources could develop that further. As with the other examples quoted, it is unlikely to be a waymarker in a pure sense, but a marker in the landscape with another specific purpose.

One must hope that further information (and indeed the stone itself) may subsequently emerge and that this particular piece of local history will not be lost.

References and acknowledgements

1. The stone was logged via the area's Portable Antiquities Scheme as M18653 in the Nottinghamshire Historic Environment Record (HER), formerly Sites & Monuments Record, the county's official listing managed by the county council. Many thanks to Virginia Baddeley, HER Officer, for her ready assistance.
2. see <http://www.wellow.me/toft.htm>
3. Brown, Jenny and Garton, Daryl 2002. 'A Nineteenth Century Boundary Stone from Blaco Hill Farm, Mattersey, Nottinghamshire' in *Transactions of the Thorton Society of Nottinghamshire*, Vol. 106, pp.119-25.
4. From a brief reference in Freeman, C. 1991. 'The Enclosure Act for Farnsfield and its effect on the area' in Lyth, P. (ed) *Farms and Fields in Southwell*.



The map shows the location where the stone was found (arrowed), and is based on the 1885 OS 6-inch map with 20th century and current features derived from Google Earth, Bing Maps and other online resources that have been added in bold overlay. The Boughton/Wellow boundary ran along Park Lane and the edge of Wellow Park and the Ollerton/Boughton boundary ran along Newark Road.

Ollerton coal mine was situated immediately to the north of

the existing mineral line. The site, owned by the Forestry Commission, is now Ollerton Pit Woods open area. Energetic visitors can ascend the pit top and enjoy surrounding views.

An interesting aside... About half a mile west of Ollerton old village is Thoresby colliery. Or rather was because it was closed down in July, 2015. With its closure the final curtain was brought down on deep mine coal extraction in the county of Nottinghamshire.

JVN

Some five thousand years ago, our Mesolithic hunter-gatherer ancestors lugged flint from Yorkshire and worked it in Chester – crossing the Pennines on the way. In the 1st Century AD, the Romans constructed a metalled road between their bases at Chester and York / Il-



kley, probably grumbling about the cold bleak terrain as they trained in their camps at Castleshaw and Outlane, the latter now buried under the M62 embankment. The route, which passed through the Yorkshire Colne valley was apparently marked by cylindrical stones (example left), a couple of which still survive as garden ornaments in Slaithwaite and in Golcar, names which reflect occupation by the Vikings in the Dark Ages.

Travel through the hills was difficult – the only transport till the 1700s was by horse, mule or ox; the gates or ways (from the old Norse word ‘gata’) were too steep and too narrow for wheeled vehicles. The pack-horse trains travelled in convoys to deter robbers and thieves, single travellers being easy prey. When new pews were delivered from Saddleworth to Marsden Chapel in 1759, the wheeled wagon caused more excitement than its contents.

The first turnpike road across the Pennines ran from Rochdale to Halifax, with a branch to Elland (1735). The same year, the good people of Manchester built a road to the Yorkshire border; some 24 years later, the commercial interests of the West Riding decided it was worth joining up with it – and the first Wakefield to Austerlands Road was constructed, partly by the colourful Blind Jack of Knaresborough. The Second and Third Turnpikes followed, to be paralleled first by the Huddersfield Narrow Canal (with assistance from Thomas Telford - there is a dog-leg in the middle of the Stand-
 edge Tunnel) and the Railway.

And in 2014, the West Riding crew of the Milestone Society began to upgrade to an ‘official’ Heritage Trail its Heritage Walk in the Colne Valley around Marsden and Slawit. It started with an innocent request from the local Walkers are Welcome: can you find some funding to repair authentically part of the packhorse track between Halifax and Marsden? That involved a successful bid for £49200 funding by the Big Lottery’s Peoples’ Millions, attracting attention through a social media campaign to our excellent website, where you can find a much more detailed account of the history and development of the transport heritage of the valley. You can also find links to many walks in the area, to encourage green tourism – and the Trail now features on the Welcome to Yorkshire website.

The route is clearly marked with roundels provided by Kirklees Council as well as information panels in car-parks along the way, funded from the Peoples’ Millions. We’ve produced illustrated leaflets distributed widely and there’s an App for Android available free from the GooglePlay store, designed by students at Huddersfield University.



Left: Hard work but someone has to do it. Right: Cop Hill



Milestone Society participation. Bringing a Brayshaw & Booth milepost back to life



Heavy lift! Dave Bradbury’s guide stoop ready for transport to Copped Hill



Left: The new Cop Hill guide stoop by created by Dave Bradbury. Photo: D Bradbury. Right: The beautiful dancing hare waymarker sculpted by Melanie Wilks

We have had events and activities to raise interest and awareness, including displays of photographs in the Packhorse Gallery and at Marsden Mechanics; Thornton & Ross funded a day of stone carving experience by Melanie Wilks at Golcar Library. We've spoken about the project on local TV and radio and in newspapers, as well as to many local groups, from Cubs to the Business Network and Probus clubs.



Tollkeeper Meg accompanies Deputy Lieutenant of West Yorkshire David Pearson and Mrs Elaine Pearson to the Grand Opening Ceremony

The Grand Opening on 4th July 2015 was a great success, in Slawit and Marsden. The weather was kind! Deputy Lieutenant of West Yorkshire David Pearson and Mrs Elaine Pearson performed the ceremony, attended by the Mayor and Mayoress of Kirklees, the local MP, several Councillors, the Halifax Town Crier, Highwayman 'Swift Nicks' Nevison, a youth Brass Band, a Jazz Band, some Therapy ponies, Melanie the project's sculptor, plus representatives of Colne Valley Museum, the Bridleways group and around 100 spectators. You can see the excellent professional documentary of the day on YouTube (there's a link from the website) at: <https://www.youtube.com/watch?v=V2PVAYmM4s>

Local organisations led themed walks; on 12th July 'In the steps of the Romans' with Huddersfield Archaeological Society and on 19th July, Kirklees Countryside Volunteers had an excellent attendance for 'I-Spy Way-markers'.

The packhorse track (all 200 yards of it) was completed just in time and will be a lasting feature to remind people of how their ancestors travelled. The Trail has a variety of ancient waymarkers; besides the Roman mile-stone there is a guide stoop on the Chain Road (the first turnpike) as well as a 1770s milestone in situ. Three Brayshaw and Booth cast iron milestones commissioned by the new West Riding County Council in the 1890s were restored as part of the project. We discovered an estate boundary marker and there's a run of canal mile-stones.



Melanie Wilks is filmed talking about waymarker carvings with Kirklees College Digital Media Tutor John Coombes

We've used a little of the funding to commission new waymarkers, some footprints carved by Kirklees College students and others in MerryDale (see the students' film on YouTube at <https://www.youtube.com/watch?v=LNJM2hZu-Pw>), a new guide stoop at Cop Hill by Dave Bradbury who carved the Society's Jubilee Milestone, a dancing Hare on the hillside by Melanie Wilks and most impressive of all, Melanie's sculpture of a Packhorse carrying rolls of cloth, which stands near the foot of the restored packhorse track. And of course we have geocaches around the Trail to attract wider participation; one such cache is near the stone packhorse. The comment by one finder sums the whole project up "Amazing location hidden piece of history."

All photos by Jan Scrine and from 'Crossing the Pennines Heritage Trail' Facebook Group pages unless otherwise credited.



Conservation of the Historic Environment student wins 2015 Terry Keegan Award

Catherine Kemp, student on the Conservation of the Historic Environment course, was presented with the 2015 Terry Keegan Award by The Milestone Society for her 'excellent' reports on both stone and metal conservation.

The presentation was made on Thursday 15th October, 2015 at Birmingham City University's state-of-the-art Parkside Building by Alan Reade, The Milestone Society's Highways Liaison Manager. The audience on the day included fellow students on the course.

The Award comprised a carved trophy by one of the Society's members Lionel Joseph, a cheque for £100, a commemorative Horse Brass to retain with a copy of Mervyn Benford's Shire book 'Milestones' and a year's subscription to the Society. Harriet Devlin, Course Leader for the Conservation of the Historic Environment said:

"Catherine's assignment on stone decay was an exemplary report on the stone of St Martins in the Bullring - Birmingham. Identifying the problems with the stone, its decay mechanisms and causes as well as a palette of proposed repairs, overall reflecting a useful and comprehensive piece of work.

"Likewise her piece on metal decay comparing mild steel and wrought iron repairs was another very useful piece of work. It is fantastic that the Milestone Society continue to provide their support and celebrations of the Conservation of the Historic Environment students here at Birmingham School of Architecture and Design."

Catherine continues her studies on the course; she works for the Heritage Lottery Fund where she has been dealing with the Milestone Society on the Warwickshire Gas Lamp Style Signposts Project. She also has a great interest in canals.

The award was named after the late Terry Keegan, who died in June 2012. Terry was one of the founders of the Milestone Society in 2000, which grew to 500 members within five years. This year's presentation was a particularly happy event due to the attendance of Terry Keegan's daughter Alison.

In the photograph Alan Reade is seen presenting the Award to Catherine Kemp with Alison in close attendance.

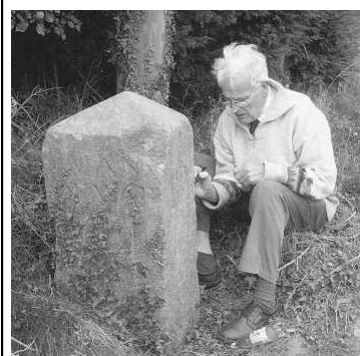
Catherine Kemp's biography:

I grew up in a museum (quite literally- we lived at the boat museum in Ellesmere Port until I was 9). My fami-



ly are boat restorers and builders. In 1997 we moved to a derelict former transshipment warehouse and basin on the Stourbridge canal. I studied history at university and was particularly interested in the history of trade both within this country and beyond, and how trade spreads ideas and develops the infrastructure often still visible today.

I started working as a development officer at the Heritage Lottery Fund in 2013. My role is to support groups making applications, in particular I work in Sandwell and across the Black Country which means I get to see many fascinating aspects of industrial heritage and to think creatively about how it can be safeguarded for the future.



This was the third year of the Award, the previous two being reported in *Milestones & Waymarkers* vol 6, 2013, p52-3 and vol 7, 2014, p50. It is hoped that the award may continue for a few years yet, funded from donations in his memory received following Terry's death. All three award winners to date would have delighted Terry with their application of quality research to practical conservation issues, not least in stone, metal and wood materials so relevant to highway heritage conservation. His own approach was an essentially practical one. See the images on this edition's front cover showing some examples taken from Terry's archive, left to the Society.

The Roads to Auchenstroan Toll, Dumfries & Galloway

A.B. Hall with V.E. Weighill

This short article discusses the development of a cross-country linking route through remote countryside in south western Scotland, typical of steady if piecemeal improvement over time. Written and published originally for a local audience, the text has been expanded for publication here ¹.

Moniaive (also in the past spelt Minihive, Minniehive, Minnyhive, Minyhive) lies on the Cairn Water in Dumfriesshire about 20 miles north-west of Dumfries. In 1636 the settlement here was granted a charter making it a free burgh with the rights to hold weekly markets, annual fairs and have a tollbooth and mercat cross ². By the late eighteenth century a road (now the A702 and B7075) went south west from Thornhill and Penpont via Moniaive and across the county boundary into the Stewartry of Kirkcudbright to Balmaclellan and Ken Bridge where it joined the main road north (the present A713) to Carsphairn, Dalmellington and Ayr (Fig 1). In 1772 this road was described as “exceeding bad” ³ but by 1800 money was borrowed to improve it and toll bars were authorised ⁴. Improvements were still underway in 1801 and 1802 ⁵.

There may of course have been more direct pack-horse tracks westwards from Moniaive though such tracks went not from village to village but from farm to farm so that in the late eighteenth century the circuitous south-westerly route was the only actual road from Moniaive to Ayr. As John Corrie explained, “Down to near the close of the eighteenth century the present Ayr road did not extend much beyond the mansion-house of Craigdarroch...” ⁶. At that time the Rev. William Grier-son expressed the hope that if the road “from Ayr to Dumfries by Dalmellington, [was] brought into this parish, at the head of Craigdarroch (which only wants about 5 miles), considerable advantage might be expected to this part of the country in general, and particularly to Minniehive” ⁷.

The subject of this article is this later, more direct, route from Moniaive westwards (now the B729), focusing mainly on its eastern section from Moniaive to the county boundary at NX 683913.

On 29th April 1806 the Committee of the Road Trustees for Dumfriesshire recommended £130 for: “Two Bridges over Craigdarroch and Auchenstroan Waters (at Knockaughlie (NX 728915) and Stroanshalloch (NX 708916), respectively) on the road from Minnyhive up to the Bridge of Ken to Ayrshire” ⁸. On 9th April 1807 the Committee proposed a road from Minyhive to the Stewartry of Kirkcudbright towards Ayrshire (Fig. 2) and this was duly inserted into a new Road Bill on 18th June 1807: “A branch of road from the Turnpike road from Thornhill (NX 878955) to Castlephairn (NX 735871) to strike off at Minyhive by Craigdarroch to the confines of the Stewartry towards Ayrshire” ⁹. The two bridges were built by Hugh Woodburn and John Seggie who were paid £129-5-6 on 29th September 1809 ¹⁰ so presumably the road was built by then ¹¹. Certainly its western continuation across the county boundary into the Stewartry of Kirkcudbright towards Carsphairn was completed by that year ¹². It was declared a toll road in 1828 ¹³.

Among the toll gates which were put up to let in 1828 were one at “Minnyhive (NX 780909), on the road from Thornhill by Minnyhive to Galloway” and one at “Auchenstroan (NX 689910), on the road by Craigdarroch to Ayrshire” ¹⁴. This must have been when the latter toll cottage was built near the county boundary. Only the bare outlines of this house now remain (Figs. 3-5).

At some time the road was realigned from Dungalston (NX 761909) to near the bowling hut. As Corrie says, “the Craigdarroch road ran much higher up the hillside than it does now” ¹⁵. Traces of the original line can still be seen in front of Dungalston’s garden wall: above the wood opposite the saw-mill and through the wood behind the keeper’s house. This may have been to



Fig. 1 Extract from John Cary's map of 1816

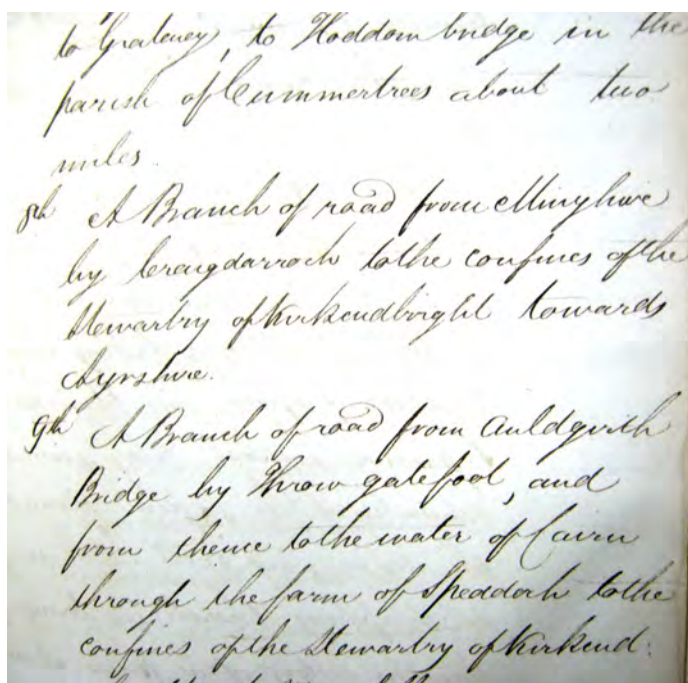


Fig 2. Minute Book of Commission of Supply for Dumfriesshire 1801-1807, p413, 9th April 1807.



Figs 3-5. Only a few stones survive on the site of the Auchenstroan toll bar and cottage today. The cottage stood on the north side of the road where the timber plantation is now, a bleak and isolated spot.

make an easier route for the stage coach which ran from Dumfries to Glasgow via Ayr starting in 1833 ¹⁶.

About this time the Road Trustees for the Stewartry of Kirkcudbright were considering "Building a Bridge over the Blackwater (Butterhole Bridge, NX 641880) in the parish of Dalry, on the new line of road from the toll road at Millmark (or Mil(n)mark, NX 657822) ¹⁷, by Lochinvar, Auchenshinnoch (NX 656891) and Fingland (NX 691910) to the road from Carsphairn to Minnyhive". They also had plans "for Building five small Bridges over Rivulets on the said line of road, all in the parish of Dalry" ¹⁸. Today this remains a minor road following the same route and joining the B729 just east of the site of the Auchenstroan toll.

The toll keeper at Auchenstroan in 1841 was a widow, Mary Gray (née Douglas), born in Carsphairn, who must have had quite a busy time. As she was also a spirit dealer she may have drummed up a little business among the weary travellers. She had three children, William aged 15, Lilius aged 13 and David aged eight, to look after in her isolated, windswept home 1,000 feet above sea level ¹⁹. Ten years later Lilius, by then a dressmaker, was still at home and Mrs Gray's sister, Margaret, aged 73, lived with them ²⁰.

Several new Turnpike Gates and Bars were established by the Stewartry of Kirkcudbright in 1841, including one toll advertised variously as 'the gate at Backhill of Fingland' or 'the Backhill of Cairloch' or 'the Blackhill of Fingland' (NX 675914). This stood near the present entrance to Carroch but has now entirely disappeared. Robert Bell was a farmer in 1841 but a toll gatherer there in 1851 ²¹. The Trustees specified that the sale of spiritous liquors was to be prohibited at every toll-house.

Stage coaches "did not long survive the coming of the railway" ²² and in 1853 the Trustees resolved to move the Toll Bar at Auchenstroan "from Whitsunday next, 1853..... (to) a point at or near Strangshalloch" (NX 712916) ²³; but they then decided "to remove the Toll Bar at Strangshalloch, on the Auchenstroan Road, from

the Road altogether, at Whitsunday next, 1854" ²⁴.

To the authors' knowledge, there are now no mile-stones on the B729 and none are marked on the 1860 6"/mile ²⁵ or 1899 25"/mile OS maps. Perhaps none were ever provided? Further research is required.

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1. Published by A.B. Hall in the *Glencairn Gazette*, Issue 49, Dec. 2007/Jan. 2008, pp.20-21, and reproduced with permission; enlarged with V.E. Weighill and the editor, November 2014.
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Cairn Valley, Stenlake Publishing Ltd., Ayrshire, 2013, p3.

3. James Robertson, *The Public Roads and Bridges in Dumfriesshire 1650 -1820*, Cromwell Press, Wilts, 1993, p54.

4. *Minutes of the Road Trustees of the Stewartry of Kirkcudbright*, Vol. 1 pp285, 296.

5. *Minutes of the Road Trustees of the Stewartry of Kirkcudbright*, Vol. 2, p90 and pp117-118.

6. John Corrie, *Glencairn (Dumfriesshire) – The Annals of an Inland Parish*, Pub. Thos. Hunter and Co., 1910, p 161. The laird's house at Craigdarroch two miles west of Moniaive (NX 741909) dates from 1726-9. It was built to a William Adam design for Alexander Fergusson, husband of "Bonnie Annie Laurie", and represented a substantial property in the area (see John Gifford: *The Buildings of Scotland: Dumfries and Galloway* (1996), pp.196-8).

7. Sir John Sinclair (ed.) *The Statistical Account of Scotland*, Vol. IV Dumfriesshire, 1791-9, Glencairn Parish, pp 175-6.

8. James Robertson, op.cit. p.245

9. Ibid, p.126.

10. Ibid. p.247.

11. It will be seen that the Auchenstroan road is not shown on the map in Fig. 1. This does not mean that it was not built by 1816 as Cary did not include all minor roads.

12. The *Minutes of the Road Trustees of the Stewartry of Kirkcudbright* show that in 1798 the Trustees were considering the western part of this route towards Carsphairn (Vol. 1, p110) and by 1804 the line was approved by the General Meeting (Vol. 3, p193). The road was completed by 1809 (Vol. 5, p8).

13. *Minutes etc.*, Vol. 9, p526.

14. *Dumfries Weekly Journal*, 29th January, 1828.

15. John Corrie, op.cit, p162.

16. Ibid, p.162.

17. The existing toll road referred to at Millmark is the present A702, described above.

18. *Dumfries Times*, 3rd September 1834. Fingland was owned by William Douglas (c1672 to 1748) until 1720. He was thought to be the author of the original version of the poem dedicated to Annie Laurie (see John Corrie pp106-7).

19. Census Returns, 1841.

20. Census Returns, 1851.

21. Census Returns, 1841 and 1851.

22. John Corrie, op.cit. p163.

23. *Dumfries and Galloway Courier*, 8th February, 1853.

24. Ibid. 31st January, 1854.

25. However, a guide post is marked on the 1853 Kirkcudbrightshire 6" map at the western end of this road where it meets the present B7000. It indicates Carsphairn 4, Dalry 8.

The Milestone Society on Facebook

<https://www.facebook.com/groups/MilestoneSociety/>

Jan Scrine set up the Milestone Society's Facebook presence back in October 2010. Its purpose was to add an additional layer of information exchange and complements the Milestone Society's printed publications.

After an initially slow start the 'membership' gradually increased and by late 2015 had reached 103. They include not only Milestone Society members but also some 'benchmarkers', geocache enthusiasts as well as others with a general roadside heritage interest.

From 2014 the page really got off the ground and new

posts now appear almost daily. They cover every aspect of the Society's activities (milestones, fingerposts, toll-houses, boundary stones, etc.) plus various peripheral objects that add interest.

The Society has benefitted because many new finds have come to light and added to the various databases. Also new images of existing records have been used to update the repository. Anyone can view the Facebook page by following the link in the title above. However, to post or comment it will be necessary to register (join) Facebook.



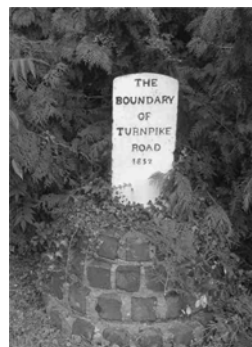
Stephen Charles made this new find in Kelsall, Cheshire. An unusual incised plate and very eroded stone at SJ5248468091.



After being demolished by a car in 2013, Sandiway toll house (A556) was rebuilt in late 2014 Photo: Stephen Charles.



Heather Webster's photo motivated a restoration by Jeremy Howat and Dave Williams. See Yorkshire, p.19 in this issue.



Kirstie Hackett found this end of turnpike post in Ely. It joins two others in the city and has been added to the database.



LONDON 68 shown toppled in 2011. It was located at the northern boundary of Bradfield Combust, Suffolk but never appeared on the database. A short article is being prepared for 2016. Photo: John V Nicholls.

Building a Bibliography: List 7, 2015

edited by David Viner

This section provides a point of reference for material published on subjects within the interests of the Society, developing over time into a growing bibliography of published work on road history. Much relevant material is published in small circulation magazines or local journals and other regional publications which may not be easy to locate.

Milestones & Waymarkers vols 1 to 7 (2004-2014) include earlier listings. Although some earlier material is included, the intended baseline has remained Millennium Year 2000, the year in which the Society was first proposed and the year of publication of *Marking the Miles: a History of English Milestones* by Carol Haines [ISBN 0-9538885-0-9] which contains a useful bibliography of books and articles. The bibliographies accompanying works which are listed below should also be consulted.

This edition is updated to 01 November 2015. Material is listed alphabetically by author. The editor would be pleased to have further references, suggestions or copies for inclusion and can be contacted at:

8 Tower Street, Cirencester, Glos GL7 1EF, and e-mail dv@milestonesociety.co.uk

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- Especial thanks once again to Colin Woodward (Middlesex) and to Alverie Weighill (Dumfries & Galloway) for contributions to this section. A number of older items promoting the Society's early work are sourced from the late Terry Keegan's archive. Website-only references will be added to future Lists.

Back copies of Milestone Society publications

The Milestone Society holds a back stock of copies for sale of virtually all its publications produced since 2001. Only a few issues are now out of print or the stock reserved.

Available stock includes the *Milestones & Waymarkers* series from Vol One (2004) to Vol Seven (2014) at £3.00 each, with only a few copies of Vol Four (2011) remaining.

We hold copies from the run of *On The Ground*, published in seven issues between Sept 2004 and Sept 2010, but without issues 3 and 4 (2006 and 2007) which are out of print. These are £2.00 each.

And there is a good run of the *Newsletters* from our very early days, from issue no 1 in July 2001 right through to the latest issue no 29 in July 2015. Some stocks are low, some are plentiful. These are £1 each.

This adds up to a bumper bundle of information for the interested reader!

All prices are plus p&p at cost price, calculated at time of order. For further information or to place an order contact David Viner preferably by email on dviner@waitrose.com, or by post at 8, Tower Street, Cirencester, Glos, GL7 1EF, or leave a message on 01285 651513.

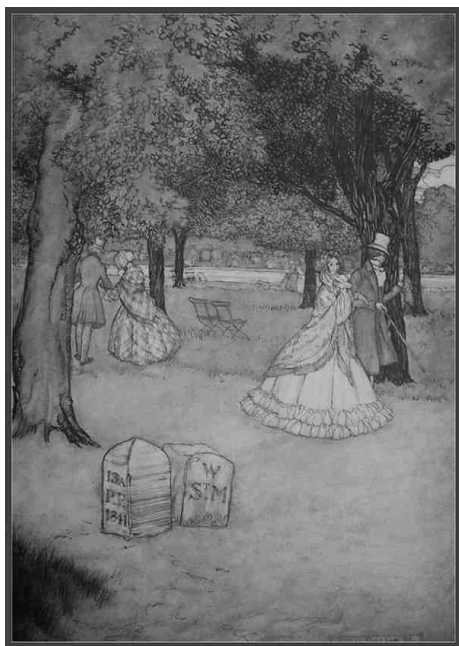
From the Archives : Peter Pan in Kensington Gardens

Where fact and fiction come together

John V Nicholls

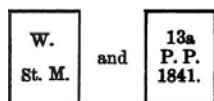
Mention Peter Pan and one thinks of pantomimes and Walt Disney animation. Not quite like the original writings of J M Barrie.

Barrie's *Peter Pan in Kensington Gardens* was published in 1906 and the colour illustrations within were executed by Arthur Rackham. One of interest (below) shows 'tombstones' of lost children. This is of course fiction although the stones themselves are reality. The end paragraphs of the book explain.



'He [Peter Pan] has been too late several times, and when he sees he is too late he runs back to the Thrush's Nest for his paddle, of

which Maimie had told him the true use, and he digs a grave for the child and erects a little tombstone, and carves the poor thing's initials on it. He does this at once because he thinks it is what real boys would do, and you must have noticed the little stones, and that there are always two together. He puts them in twos because they seem less lonely. I think that quite the most touching sight in the Gardens is the two tombstones of Walter Stephen Matthews and Phoebe Phelps. They stand together at the spot where the parish of Westminster St. Mary's is said to meet the Parish of Paddington. Here Peter found the two babes, who had fallen unnoticed from their perambulators, Phoebe aged thirteen months and Walter probably still younger, for Peter seems to have felt a delicacy about putting any age on his stone. They lie side by side, and the simple inscriptions read



David sometimes places white flowers on these two innocent graves. But how strange for parents, when they hurry into the Gardens at the opening of the gates looking for their lost one, to find the sweetest little tombstone instead.

I do hope that Peter is not too ready with his spade. It is all rather sad.'

During one of their walks with Barrie, George Llewelyn Davies noticed a pair of grey stones engraved 'W.St.M' and '13a P. P. 1841.' These were boundary stones still in existence today, marking the various parish boundaries within Kensington Gardens. The initials on this particular pair marked the boundary between the Parish of Westminster St Mary's and the Parish of Paddington.

The photograph below was sourced from the Geograph website and depicts the stones at almost the same direction as seen by Arthur Rackham.



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AIM

To identify, record, research, conserve and interpret for public benefit the milestones and other waymarkers of the British Isles.

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- To enhance public awareness and enjoyment of milestones and other waymarkers and to inform and inspire the community at large of their distinctive contribution to both the local scene and to the historic landscape in general
- To represent the historical significance and national importance of milestones and waymarkers in appropriate forums and through relevant national organisations
- To organise and co-ordinate relevant practical projects at both national and regional/local levels, thereby enhancing public access
- To protect, preserve and restore milestones and other waymarkers through the planning process, representing their significance to appropriate authorities locally and nationally
- To manage the Society's affairs in ways which maintain effective administration and appropriate activity, including the establishment of regional groupings through which to delegate and devolve the Society's business.

NOTES FOR AUTHORS

The Journal is the permanent record of the work of the Society, its members and other supporters and specialists, working within its key Aim and Objectives.

Submissions of material are welcomed and should be sent in the first instance to the appropriate Editor as shown on page 2.

Most readers will have a general interest in the subject but will not usually be specialists. Authors should follow the layout in this issue of the Journal where possible. Please avoid using the first person ('I'). Abbreviations should be given in full the first time they are used. Ordnance Survey map references should be given where relevant, using the format SU 123456, or where greater precision is vital SU 1237 4568. The author should obtain any necessary copyright permission. OS maps are subject to copyright within the normal copyright period for any document – 50 years. Old OS maps, like other old documents, are outside this copyright law e.g. reproduction of maps dating from the 1920s or earlier will not incur a royalty because of their age, though the source should be acknowledged as a courtesy.

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Do not use excessive layout stylings, or options such as automatic word breaking or automatic reference and footnote numbering, as footnote numbering once 'lost' can be difficult to replicate, in a complex paper. However,

do use bold face, italic, superscript etc.

Illustrations can be sent electronically in the following formats: pcs, tiff, gif, bmp, jpg. Alternatively, original photographic prints (but not slides) and drawings, or otherwise good quality photocopies, can be sent to be scanned in. Each illustration should be accompanied by a number and a caption, and the number should be included in the text where that illustration is referred to. This not only helps the reader to refer to the correct figure, but helps the editor insert the illustrations close to the relevant text. Please do not embed images within submitted text, but group them separately. Due acknowledgement to original photographer(s) should be included.

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

As stated above, the inclusion of Ordnance Survey grid references with the text of articles and reports is strongly encouraged, both for the information of readers and as part of the long-term archival role of the Journal. In addition, use is also encouraged of the reference numbering system used for the Society's database and its online Repository, for which see <<http://www.msocrepository.co.uk>>. Where possible both references should be made together, in brackets, after the first reference of a stone or marker, e.g. (SO 740 359, ref no EX_BSGC30). This works well as part of image captions.



Crossing the Pennines. The Mayoress of Kirklees, the Mayor, the Halifax Town Crier, Tollkeeper Meg, Deputy Lieutenant of West Yorkshire David Pearson and Mrs Pearson and Colne Valley MP Jason McCartney. Over one hundred people plus the Youth Brass Ensemble participated in the opening ceremony in Slawit. Photo: Harry Dwyer

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