

MILESTONES & WAYMARKERS

The Journal of the Milestone Society

Volume Nine 2016





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INTRODUCTION

Welcome to the latest issue of our Society’s Journal, this year in an enlarged edition up to 68 pages, our largest so far. In order to maintain the annual sequence, we’ve also retained the 2016 publication date despite going to print early in 2017. Apologies for that slight delay, but we hope the range of material included here will be welcomed by members and all our other readers.

Previous issues have all included some sort of appeal for material, and this one is no exception. We can only work with the material submitted and hope always to reflect the Society’s range of interests, interpreted as broadly as possible within our Aim and Objectives.

The results of research projects, large and small, are always welcome, and one detailed study on a significant historic route is included here. It shows the wealth of information to be gathered by careful study, supporting the range of on-the-ground conservation work which, despite the challenges, continues to be a core remit of Society activity. Thanks to all contributors; feedback is always welcomed too.

This issue marks the completion of John V Nicholls’ outstanding editorial contribution to our publications. John succeeded our founder members Mervyn Benford and Terry Keegan as sole editor of *On the Ground* for five issues from 2006-2010 (numbers Three to Seven), reflecting interests very close to his own in the Society.

Since 2011 he has been both *On the Ground* editor and Production Editor of *Milestones & Waymarkers*, delivering six volumes in that period (volumes Four to Nine), and has done so with a commitment difficult to match. The role of editor in any capacity is always a challenge, and John deserves the considerable thanks of the Society for his efforts and skill. On behalf of the membership, they are offered here now. Enjoy your ‘retirement’, John, and keep writing!

DV and JVN

Cover Photos. Top: The inside arch of The Bell Inn, Stilton, Cambs (formerly Hunts) that somehow missed being added to the Milestone Society’s database. Photo by Mike Bardell.

Bottom left: The restored milepost at Bocking, Essex. See article on page 42. Photo: John V Nicholls.

Bottom right: The St Jean | Trinité parish boundary stone; the most elaborate and attractive of all the boundary stones of Jersey. See article on page 63. Photo: Roger Long.

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Time, Tide and Technology wait for no man - or woman!

John Armstrong and the database team led by Alan Rosevear and Mike Faherty have done a sterling job since 2008 in developing and maintaining our Repository where you can see all our recorded milestones and other waymarkers on GoogleEarth mapping.

However, our software is becoming dated and the new technology increasingly sophisticated. Hence we have been looking for a suitable new home for our photos with their corresponding details; www.Geograph.org.uk <<http://www.geograph.org.uk>> looks a strong possibility - it's easily searchable by 'milestone' and 'location' for example, and shows the information on Google mapping. It's also supported by Ordnance Survey, so should be sustainable in the long term.

However, Geograph allows photos to be used for commercial purposes to generate revenue to help maintain the site, so copyright needs to be assigned to them. We have always regarded the Repository photos as having been donated to the Society by the contributors; where people have wanted to explicitly retain the copyright we have declined their contributions, as being far too difficult for us to police.

If we decide that the Geograph route is the best (and most cost-effective) option, we will try to contact all known contributors to ask their permission. But if you have contributed photos to the Repository and have no objection to them being used on Geograph or a similar site, please drop Alan or Jan an email **by 8th February 2017**, ar@milestonesociety.co.uk or jhs@milestonesociety.co.uk

Hopefully, this will increase our public visibility, too!

The Society is mentioned in the New Year Honours

The British Empire Medal is awarded for meritorious service to the community and the Society was cited in the 2017 New Year's Honours List for services to roadside heritage; the presentation is made by the county Lord Lieutenant.

As a long standing Committee member, Jan Scrine was pleased to accept the award on behalf of the many hard working members of the Society. The Award was triggered particularly by the efforts of the Yorkshire Group, for their engagement with the public through projects such as "Beyond Graffiti" and the "Crossing the Pennines" Heritage Trail; Jan paid special tribute to team members Val Best and the late Colin Parry, who had toiled long and cheerfully to deliver the programmes with such success, as well as to Sculptor-in-Residence Melanie Wilks, whose enthusiasm for teaching others to appreciate stone-working shone through.

Colin Parry died suddenly in July aged 62 and is sorely missed – he was responsible for the Society's YouTube presences and for keeping our Postcards live on eBay, as well as supporting Jan's Yorkshire fund-raising talks and various Society activities. In addition to her valuable efforts to gain publicity for the Society in the media, Val Best has produced downloadable user-friendly lists of the milestones

in each county to enthuse new joiners and these will be used in our spring initiative to encourage the public to 'upload a thousand missing photographs' of milestones listed in our databases.

Others who contributed directly to the projects included the indefatigable Christine Minto, with her encyclopaedic knowledge of Yorkshire (and Scottish) waymarkers; Margaret Hill, who has led many themed walks around the locality energetically promoting the Society; and Richard Hayward who runs the Yorkshire section of the Society's website. Plus many other supportive enthusiasts!

And of course, the national Committee, without whom there would be no Society....



The medal has a rose pink ribbon with grey edges and says "For God and the Empire", for Meritorious Service. It's affiliated to the Order of the British Empire but is not part of that Order.

It was re-instated in Great Britain in 2012, for the Queen's Diamond Jubilee.

Finding the Way

Jan Scrine



Back in 2014, the Warwickshire Three (Mike Buxton, Robert Caldicott and Mervyn Benford) researched the history of some tall cast iron poles that were originally surmounted by large direction boards showing the distances to London, Stratford and Long Compton, along the route of the 1730 Stratford to Long Compton Turnpike.

The Development Officer at West Midlands Heritage Lottery Fund (HLF) was sympathetic to their plea for funding to restore these mileposts (nicknamed The Gaslamps due to their shape) to their former glory; however the remit of HLF is around engagement rather than just restoration: “In assessing applications, we take account of the outcomes for heritage, people and communities that projects will achieve.” So any restoration needed to have community outcomes, too.



.....000.....

Up in West Yorkshire, Jan Scrine was frequently dismayed at the lack of knowledge about imperial distance measurements that was displayed by bright young Cubs and Scouts as well as the construction students taking part in the Beyond Graffiti project. They had no idea about how many yards make a mile, which is worrying considering that the older ones are learning to drive and our road system is still calibrated in yards and miles. How to remedy this shortfall? “Wouldn’t it be great if every child in England had the opportunity of learning about imperial distances *and* milestones?!” commented Society member Nigel Ford from Norfolk.

We’ve tried to get into the National Curriculum via poetry in the past; those who came to our meeting at Snibston will recall the energetic teacher from a Sheffield comprehensive school, demonstrating how to incorporate creative writing about milestones. And we set up the “Verse or Worse” section of our website to encourage and inspire others, but have made few inroads. Jan was muttering about this to her daughter-in-law, a Teaching Assistant. “Why not link it to the Highwayman poem, as you do in your talks?” was the reply. So that what we are doing – creating an educational resource for teachers who are delivering Noyes’s gory poem to years 5 or 6, the top levels primary education.

But what does this have to do with the Warwickshire restoration sue?

Jan drafted an application to HLF for funding for the development the education resource, including a video of the Highwayman whose authentic performances were star attractions at both the Beyond Graffiti and Crossing the Pennines events. Coupled with this would be a national poetry competition on the theme of ‘milestones’ to be run on behalf of the Society by WriteOutLoud (WoL), a group promoting poetry and gigs throughout the UK and beyond. When she presented it to the HLF Development Officer, the latter suggested linking it to the Warwickshire mileposts project, so that is what we have done.

And we have just received £36k funding from HLF !! The two streams will come together in summer 2017, with museum exhibitions and a village fete display to celebrate the outcomes; our Annual Conference will be held in Warwickshire and a nationally recognised poet will present the competition prizes. The project is called ‘Finding the Way’. So early in the New Year, watch out for more information at www.findingtheway.org.uk or on the Milestone Society’s website Or why not enter the WoL competition yourself?! Turn to page 62 for some ideas.



John "Swift Nick" Nevison and companion.

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Mobile milestones on the Great Road between Stokenchurch and Oxford

Derek Turner

This article makes use of historical and modern road maps to plot the many changing locations of milestones on the A40 from the Buckinghamshire boundary to Oxford from the mid-18th century to the present. It examines the reliability of the map evidence and, drawing on the evidence of the Stokenchurch Turnpike Trust records and more general social, economic and technological changes, seeks to explain why as well as when the various moves occurred.

Introduction

Anyone with the time and patience to compare the locations of milestones in Oxfordshire marked in maps from the mid 18th century to modern times would discover that the majority of stones remained where they were first erected. Fortunately, this laborious process of comparison has already been undertaken, for Berkshire as well as Oxfordshire, by Milestone Society member Peter Nelson, and the results posted on his website in clear and easy to comprehend maps.¹

What the Nelson *Oxfordshire Historical Map* shows is that there appear to be some significant exceptions to the general rule of non-moving stones, mainly along roads radiating out from London towards Oxford and most notably along the stretch, now the A40, from near Stokenchurch on the border of Oxfordshire and Buckinghamshire as far as the city of Oxford, an ancient road which in the 18th and 19th century was mainly the responsibility of the Stokenchurch to Woodstock Turnpike Trust.²

Figs 1 & 2 show the historical turnpike road network in southern and eastern Oxfordshire, graphically illus-

trating the contrast between the 'mobile' and 'non-mobile' stones; it also shows the multiplicity of stones' locations to the east of Oxford. It was the discovery of this map that prompted investigation into how far, when and why so many of the stones on the A40 appear to have moved. The investigation proved far more complicated and time consuming than originally envisaged and some problems remain unresolved. The 'big picture', however, is clear: the majority of stones were moved, quite frequently and in all directions over a quarter of a millennium, for a variety of reasons, some of them obvious, others obscure and puzzling. The arrows added to the map schematically show the direction of movement.

Sources

Before tackling the challenges of describing when, where and why the stones appear to have been moved, it is necessary to survey and evaluate the existing primary evidence. Consideration of problems with the evidence will explain the qualified conclusion of 'appeared to have moved.' The relevant evidence consists overwhelmingly of historical maps, dating from 1767 to current Ordnance Survey (hereafter OS) maps. Anyone who has used the latter for milestone research will be aware that modern maps quite often mark milestones that are no longer there, and vice versa. It is an obvious but important fact that a mark on a map is not absolute proof that a milestone exists or once existed at the location shown.

For maps that pre-date the Ordnance Survey there is the additional caveat that a number on the map does not guarantee a milestone at the point shown. The first road maps, the strip maps produced by Ogilby in the later

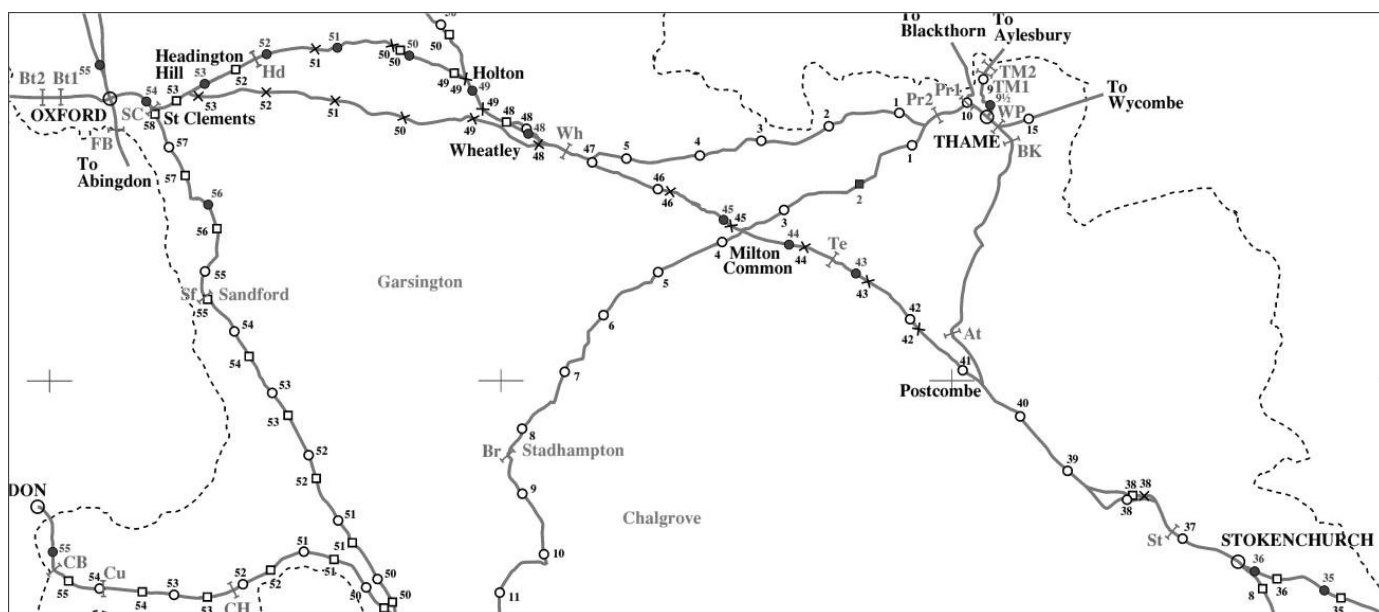


Fig 1. Setting the scene. The Great Road between Oxford and Stokenchurch.

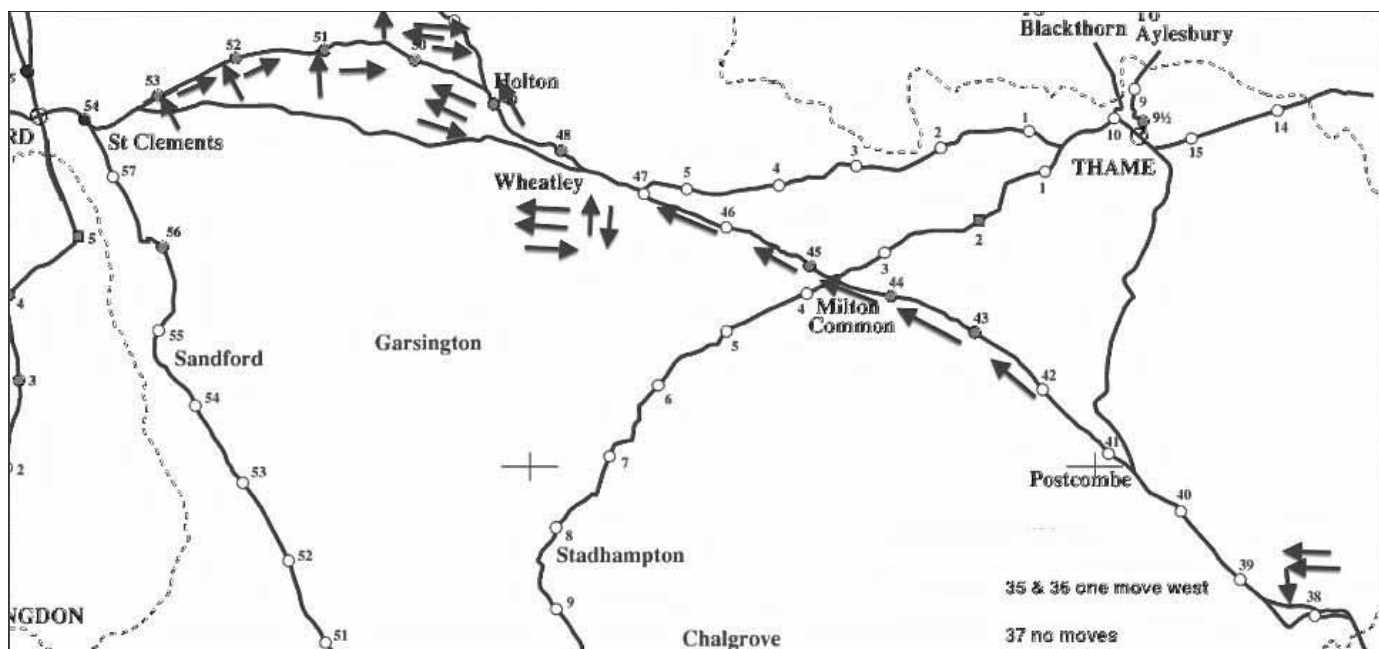


Fig 2.

17th century, number the miles at a date when we can be certain that no milestones existed. Though common sense would suggest that 18th century cartographers would have taken note of milestones, unless a map specifically shows a mile number accompanied by an appropriate icon there is no guarantee of an exact match between a number on a map and a milestone on the ground.³

It cannot be assumed that when maps such as the OS of the late 19th century record the location of a milestone with mileages and place names that these match the actual legend. As an example, for two of the twenty stones in this study, the late 19th and early 20th century OS maps change one of the recorded place names from 'London' to 'Thame'. Both these stones still survive and the legend on both refers to London, with no sign of ever having been changed to Thame. It appears that some OS cartographers in the post-turnpike era were more concerned to provide information about what they judged to be the most relevant mileages than to mirror the information on the milestones themselves.

Fortunately, this particular policy of the OS cartographers does not affect the attempt to establish the chronology of the stones' movements. A far greater problem concerns the difference between the overt dates of maps and the reality on the ground that they purport to portray. All maps, by definition, are at least slightly out of date: it takes time for the evidence collected by the surveyor on the ground to be translated on to a map and published. On occasion, the time lag can be considerable. Some of the surveying for the first edition of the Oxfordshire OS map published in 1830 was undertaken as early as 1809. New turnpikes were being set up between these dates so it is quite possible that what was actually on the ground in 1830 would not be included on a map of that apparent

date.

Finally, and most obviously, there is the issue of whether the maps were sufficiently accurate in plotting the position of milestones to enable conclusions to be drawn about the apparent movement of stones between one map and the next. Errors could occur at two points: in the original surveying, or in the translation from the hand-drawn survey maps or notes to the printed map. The OS chief surveyor in the early 19th century had very little confidence in the competence of the surveyor responsible for both the earlier surveys of Oxfordshire dating from 1809 and the later survey in 1820 on which the 1830 map was based.⁴

All these uncertainties about the reliability of the map evidence might suggest that any conclusions reached about the movement of stones rest on unacceptably flimsy evidence. Undoubtedly the story of the stones presented below is in part, even by the normal standards of historical 'proof', unusually conjectural but in practice the problems of evaluating the evidence are not as severe as might at first appear. Most of the maps used in this study give every impression of being conscientiously and accurately surveyed. These include the 1767 map by Jefferys, the 1797 map by Davis, the Bryant map of 1823 and, for the environs of Oxford only, the Hoggar map of 1850.⁵

The Jefferys map was published within a year of the survey and the Davis map took no more than four years between the survey in 1793-4 and its publication in 1797.⁶ The former date is significant in that it coincides with the creation of the new route from Wheatley to Oxford. Davis is meticulous in marking milestones with a rectangular icon and a number followed by 'M' indicating the miles from London, but to the west of Wheatley the icon and the M are missing. There is no reason to

dissent from Mervyn Benford's view that the numbers on their own represent the proposed location of stones not yet put in place. The Bryant map of 1823 is also up-to-date and seemingly accurate in portraying the reality on the ground, even to the extent of showing the intended route of a new road from Oxford to London via Thame that was being discussed in the early 1820s but in the event never built.

The problems created by the inadequacies of the OS first edition can, at least in part, be solved by reference to the Hoggar 1850 map of Oxford, which is very large scale, highly detailed and gives every indication of being accurate. From the later 19th century, the second and subsequent editions of OS achieve a level of accuracy and detail comparable to that achieved in recent times before the revolution in mapping brought about in the 1990s by the adoption of the Global Positioning System (GPS). Whilst the precise location of a stone is not always clear from the placing of the numbers on the non-OS maps and this can create problems when stones appear to have moved only a short distance between one map and another, for the most part the length of moves is large enough to make it most unlikely to be explained in terms of a mapping error or insufficient precision.

Sources other than maps

Maps do not constitute the totality of the relevant evidence for the movement of milestones. The records of the Stokenchurch Trust provide valuable evidence about what was happening to milestones.⁷ A few specific mentions of milestones occur; more generally, the records are valuable in providing evidence of plans to improve existing routes and create new ones. It seems reasonable to assume that the implementation of these plans required the re-location of milestones, even when this is not explicitly stated, in order for the mileages on the route and the distances between them to remain accurate. However, as will be seen, concern for accurate measurement was not always regarded as important until the second quarter of the 19th century, or even later.

Other records, especially the records of Oxfordshire County Council, supplement 20th century maps in describing and explaining the continuing movement of milestones after 1900 even though these waymarkers were declining in usefulness for most road travellers. These sources pose few problems other than lack of sufficient evidence relating to the disappearance of many stones and milepost plates at the start of the Second World War.

Finally, the evidence of the 12 out of 20 stones that survive obviously shows where they are now. More helpfully, their shape and the style of the legend points, with some exceptions, to a common origin no later than the mid-18th century.

Why stones moved

Map evidence shows, or at least suggests, when and where stones moved but tells us nothing about why. Some of the moves are easy to explain with a fair degree of confidence; others are much more conjectural and are related to a multiplicity of interacting factors: geographical, social, economic, technical and cultural. A quick survey of these in the period from about 1750 onwards, both locally and nationally, will make that process easier to understand.

The one constant is the physical geography of the area. Most of the route is relatively flat but there are substantial hills at either end with steep gradients: Aston Hill on the Chiltern escarpment to the east and, to the west, Shotover Hill and Headington Hill. When combined with other factors, these obstacles were an important consideration in changing and improving routes and consequently in re-locating milestones.

As Alan Rosevear has pointed out, pre-turnpike roads tended, when there was a choice, to keep to the high ground.⁸ In the medieval period travellers were mostly on foot or riding and found lower lying ground heavy going and in danger of being flooded. As wheeled traffic increased from the 18th century and roads became better drained, the disadvantages of steep gradients became more important and lower-lying routes more attractive. Where no such alternative existed, a longer, zig-zagging route up a steep hill creating less severe gradients was preferable for wheeled traffic, being safer and probably quicker than a more direct, steeper route that walkers and riders could cope with.

Increasingly from the mid-18th century, improvements in road technology made possible, and fed people's desire for, more secure, comfortable and, above all, quicker journeys. Although the statute mile dates back to the reign of Elizabeth I, local miles of differing length were still being used during the 18th century and at least in rural areas a fairly relaxed attitude to measurement of distance and time keeping was the norm. From at least the early 19th century all this changed to a more general and pervasive desire for precise measurement of the land and better time keeping, as illustrated by the setting up of the Ordnance Survey and the publication of Bradshaw's railway timetable. Those responsible for maintaining the roads and positioning milestones could not afford to ignore the challenge of measuring more accurately, nor the much greater and ultimately impossible challenge before the invention of the internal combustion engine of competing with passenger railways in terms of journey times.

Together, the unchanging contours of South-East Oxfordshire and the interplay of social, economic, technological and cultural changes from around 1780 to 1880, help to account for the frequent and sometime bewildering

ing movement of stones along a 20-mile stretch of road.

In the 20th and 21st centuries the same factors remain important but are joined by an increasing concern for preserving England's roadside heritage and by the rather less predictable concern to foil the activities of possible German paratroopers in World War Two.

When stones moved

In the interests of telling a complicated story as clearly as possible, the reservations about when and where stones moved and uncertainties about why will largely be ignored unless the degree of uncertainty is extreme. Readers can judge for themselves in the light of the evidence and causal factors how far the narrative that follows is believable.

The twenty stones divide into three unequal-sized sets in terms of their pattern of movements. By far the largest and more easterly set of 13 stones stretches from 35 to 47; these stones moved only once if at all and only in a westerly direction, with one possible exception. The more westerly set consists of three stones, 51-53. All these moved twice: westward, eastward or northward. The middle set, also consisting only of three stones, 48 to 50, where the easterly and westerly groups meet, suffered considerable turmoil. In the eastern set 13 stones moved ten times between them. In the western set, three stones moved six times. In the middle set, three stones moved thirteen times. The most westerly stone, 54, is an anomaly and will be considered separately.⁹ These differing patterns of movement are summarized in Table 1.

The pattern of moves in the middle set cannot be fully understood without mentioning the London to Oxford

Stones/ Sections	East : 35-47	West : 51-53	Middle : 48-50
Movers	35,36,38,42,43,44,45,46,	51,52,53,	48,49,50
Non-movers	37,39,40,41,47	(54)	

Table 1. Measurements from London.

road's 'rival': the London to Worcester road (hereafter 'Worcester Road'). This road followed the same route from London as far as Wheatley Bridge in the area of the middle set but then ran further north, via Stanton St John and Islip, by-passing Oxford and joining the Oxford to Worcester road between Woodstock and Enstone. [Fig 3] shows the routes of the two roads.¹⁰ Before 1700 and during the first half century of the turnpike era, the Worcester road was at least as important as the Oxford road. The existence of the other London to Oxford road via Henley-on-Thames, by contrast, had no effect on the movement of the A40 stones as the two routes only meet at the eastern boundary of Oxford city centre.

Stones 48-53

The first chapter of the story concerns only the middle and western sets of stones [Fig 4]. The moves are in part easily explained by the decision of the Trustees in the late 1780s to create a new route from Wheatley Bridge to Oxford via Headington to avoid the steep gradients of Shotover Hill.¹¹ The first section of this new route used the existing Worcester Road, which by-passed Wheatley village only branching off from the Worcester Road to-

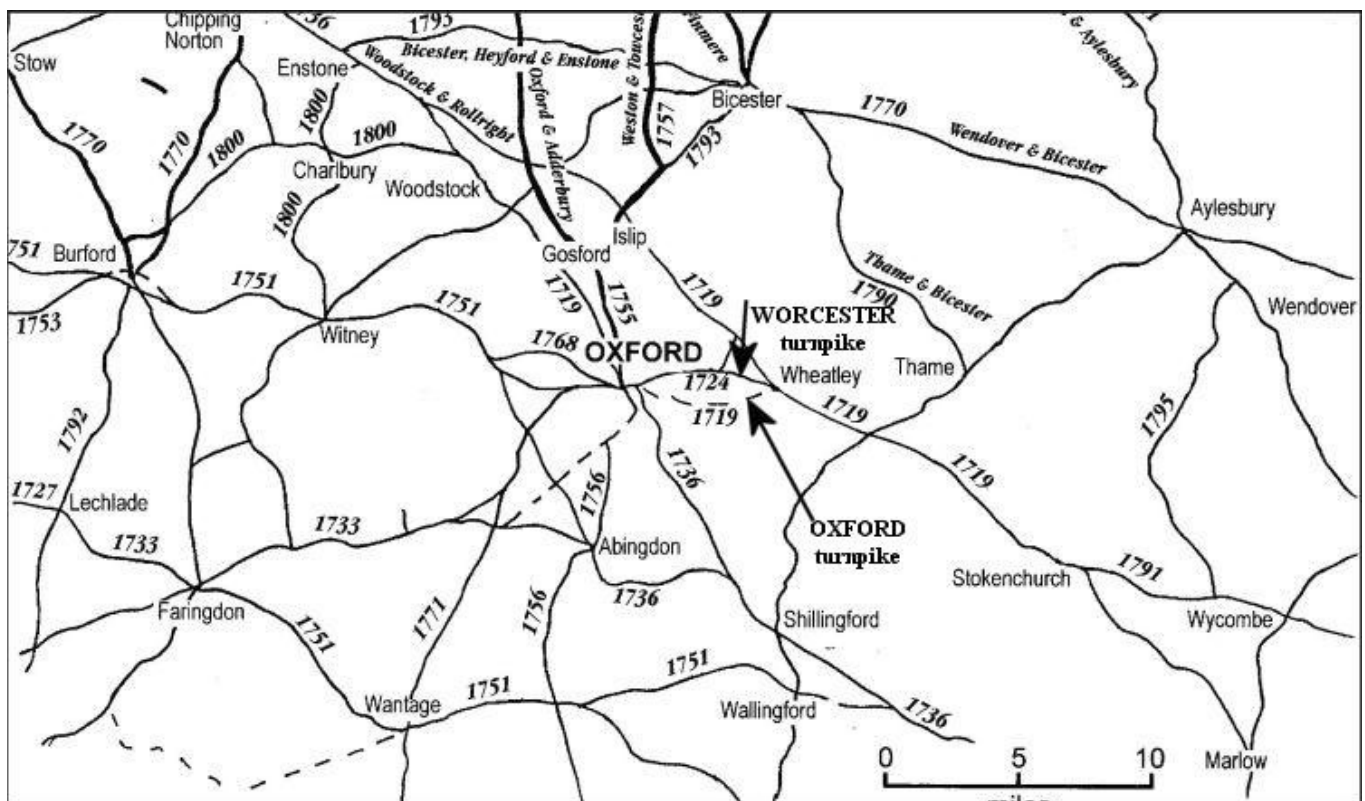


Fig 3. The Oxford and the Worcester turnpikes.

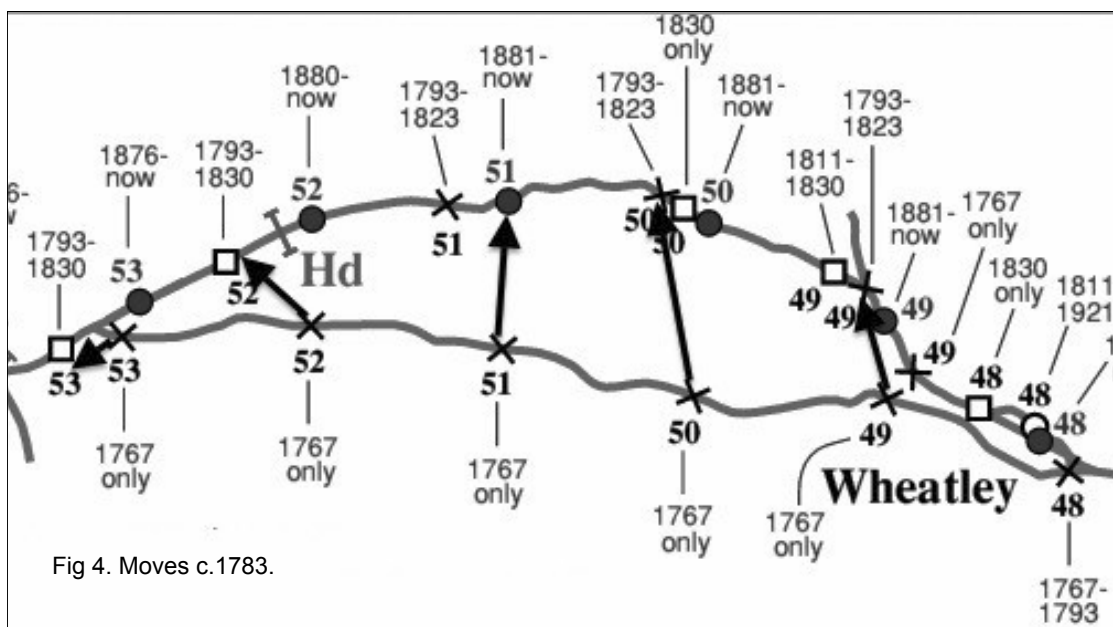


Fig 4. Moves c.1783.

wards Headington near the side road to the nearby village of Holton. Milestone 48, as marked on both the Jefferys 1767 and the Davis 1793/4 maps, is at the junction where the Worcester and the Oxford roads originally diverged and was the last of the shared milestones [Figs 5a & 5b].

The Worcester Road turned sharp right at this point. Later, the old and new roads divided a little further east avoiding the need for the sharp right turn but in the process bypassed 48 by a few yards. Logically, 48 should have been moved a few yards north on to the west end of the short new stretch of road that now served both the Worcester and Oxford roads but it is shown by Davis in the same position as in 1767. The Davis map shows the location of all the stones west of 48 on the new route and none on the old route but, as stated earlier, without the 'M' or the milestone icon, suggesting that at the time of the survey these stones were 'in transit'. Taken with the fact that 48 was marked still in its old position, one has to conclude that although the records of the Stokenchurch Trust state that the trustees asked in 1793 for the stones to be set up on the new road, this had not yet actually happened. Alan Rosevear's contention that "the

work must have been completed by 1793" is not supported by the available evidence.¹²

However, it must have been only a matter of a year or two at the most after 1793 before all the stones from 48 to 53 were in the new positions. 49 had rather further than 48 to move northwards as the old and new roads began to diverge. Stones 50 and 51 moved a significant distance northward, 52 had less far to move as the two routes began to converge before meeting near the bottom of Headington Hill. Not only were the new locations further north but, as can be seen from Figure Two, there was a westward element as well. 53 did not need to move north as the new location was after the junction of the old and new road, but it did move west.

It is not certain that the stones 49 to 53 previously on the old road were moved to the new locations but it is very likely. Common and economic sense suggests that what were most likely relatively well-maintained stones would be re-used; the trustees are on record in 1793 as directing that the old stones should be re-used where possible and the turnpike records also refer to repainting the milestones in 1767 and re-facing them in 1793.¹³ Stylistically all the surviving stones closely resemble the



Fig 5a. Jeffreys map 1767



Fig 5b. Davis map 1793/4

early 18th century stones further east along the route [Fig 6]. All that is except 53. There is no obvious reason why 53 is different. Perhaps the original was damaged and replaced so the stone is from the 1790s not the earlier 18th century; it still contains Roman numerals. It is also possible, for reasons that will be explained later that despite its appearance it was erected in the mid-19th century [Fig 7].

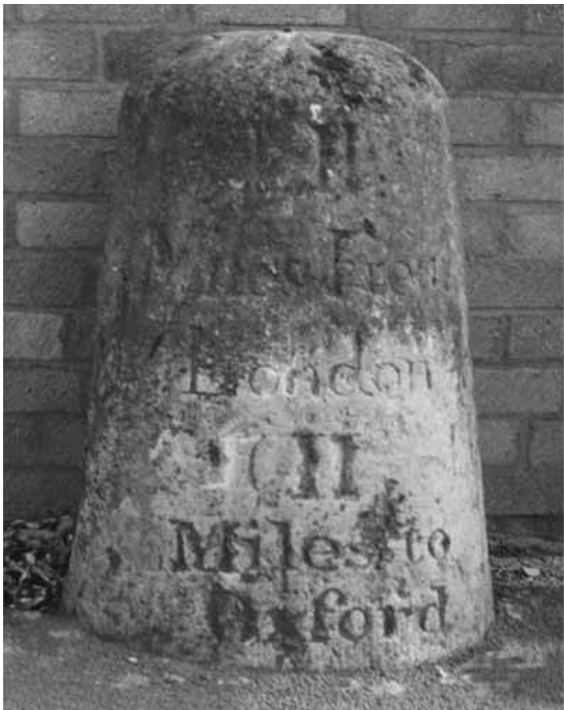


Fig 6. LII (52) Miles from London—OX_LW52



Fig 7. LIII (53) from London—OXLW53

Whilst the cause of the northward movement of stones from the old to the new Oxford road is self-evident, the reason for the westward movement is much less obvious. The answer has to do with the length of

the new road, which is definitely longer than the old road, by half a mile according to the Trustees’ statements at the time, nearer two thirds according to the Davis map, which shows both the old and the new roads.¹⁴ It is apparent from the Davis map that stones 49 to 53 moved westward, the distances between them as shown in Table 2.

Milestones	Distance in miles
47-48	0.9
48-49	1.4
49-50	1.0
50-51	1.0
51-52	1.2
52-53	1.0

Table 2.

This reveals a slight anomaly between 51 and 52 and a distinctly ‘long mile’ between 48 and 49, assuming that at this date 48 only moved a few yards north but not west. If it did move west in the 1790s to the position shown in the early 19th century, the long mile would have been between 47 and 48. Up to the time when the new route was being surveyed there was already a 49 stone a mile from 48 on the Worcester road. It is strange that the road surveyors deliberately ignored the former location of 49 even if it belonged to the Worcester road.

Adding together the 48 to 49 ‘long mile’ and the slightly long mile between 51 and 52 neatly accounts for the 0.6 additional miles of the new route. Assuming that it was the distance in miles to London that was the most important to record accurately, all the stones should have moved east with 53 at the top of Headington Hill rather than at the bottom. In fact, the reverse happened; they moved west, suggesting that those who decided the locations were more concerned to maintain the accuracy of the mileages to Oxford than to London, though as will be shown, the Oxford mileages were probably not accurate. Possibly the erroneous London mileages were not recognized; more probably they were just ignored or conceivably it was a deliberate error. Davis must have been aware of the problem as he lived only a few miles east just off the road in the village of Lewknor at the foot of the Chilterns.

Further moves

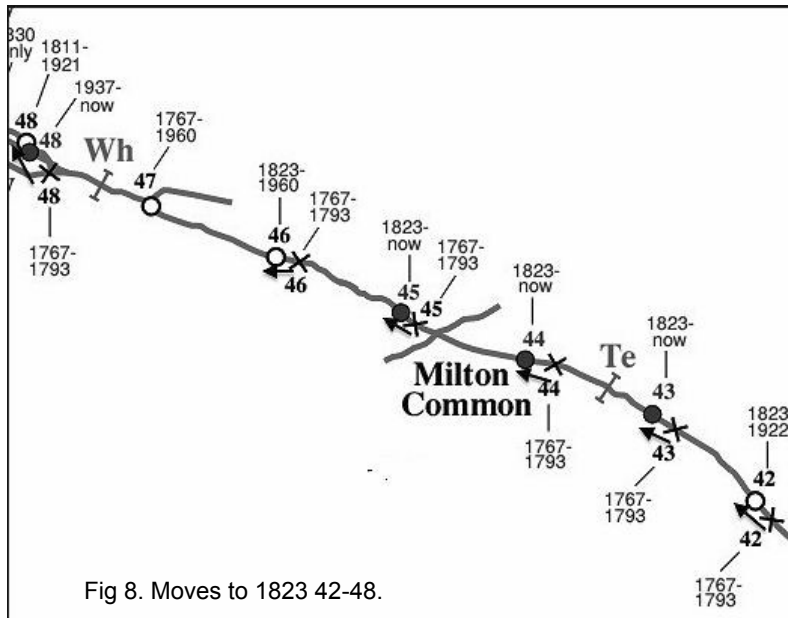
Dating and explaining the next set of moves is more problematic. The moves affect part of the eastern set together with 48. The precise date cannot be established. Though these must have occurred between the Davis 1793 survey and the publication of the Bryant map in 1823 it is very probably much nearer the latter date [Fig 8]. John McAdam was commissioned by the Trustees as

surveyor in 1819 to report on how the road could be improved and his son James was appointed as chief surveyor shortly after so it is reasonable to assume that the improvements were made in the early 1820s.¹⁵ The map evidence suggests that the milestone moves occurred at the same time, which would be logical, and is supported circumstantially by the Turnpike records which state that in 1822 John Butler was paid £3/12/- for painting the milestones.

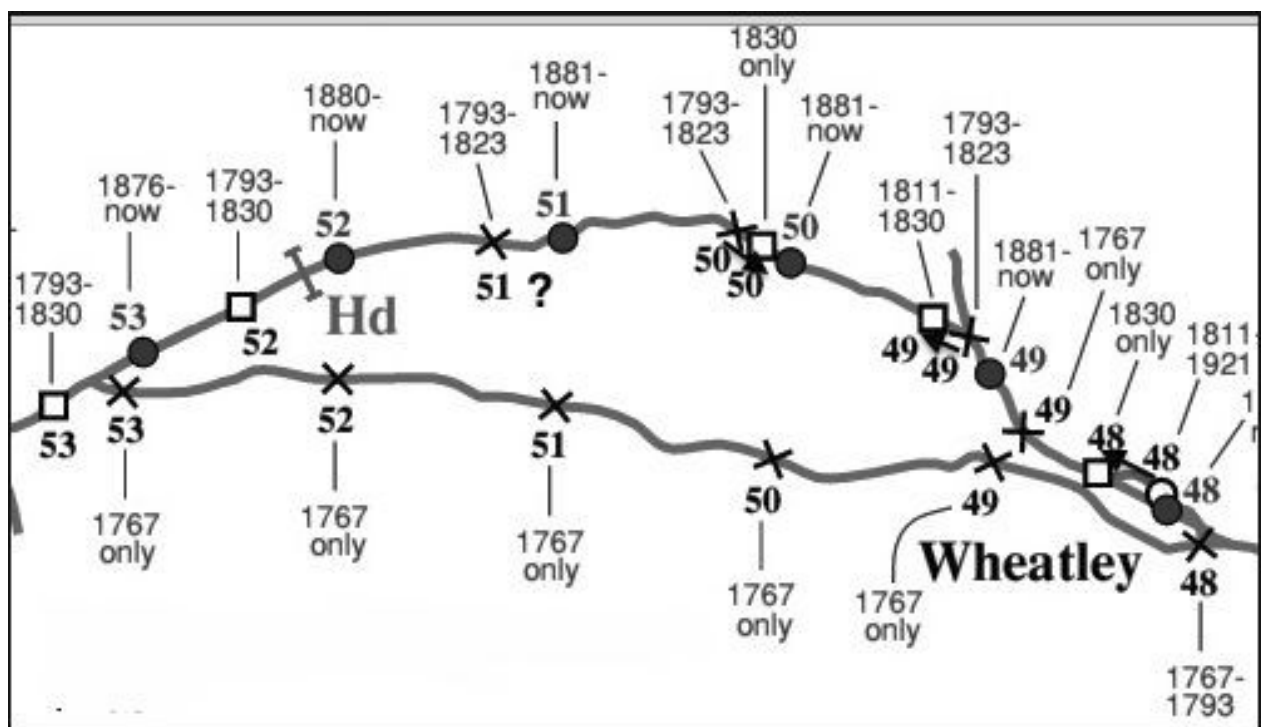
the Davis and Bryant maps makes direct comparisons between maps difficult. If the stone did move it was only a short distance. According to the Davis map, the distance in 1793 between 47 and 48 was slightly less than a mile, so a slightly shorter move would be consistent with achieving something nearer an exact mile between the two. 41-42 was also a short mile in the Davis map, which explains why the moves did not extend eastward of 42.

Problematical

Of all the moves, the next set, as indicated by the OS first edition, nominally 1830, is the most difficult to date and to understand [Fig 9]. The moves may be illusory or, given the earlier discussion of the surveys on which the 1830 map was based, could be describing the stones' locations before rather than after those portrayed in the Bryant map of 1823. What the 1830 map appears to indicate is that 48 and 49 moved west, 50 moved east, 52 and 53 remained in their 1793 positions and 51 vanished (though it is marked on the 1815 hand-sketched survey). It is difficult to come up with a rational explanation for these moves. Whether they took place before or after 1823, the moves would have been close in time to the more firmly established early-1820s changes. Such a small lapse of time between seems unlikely as it would have been uneconomic. Other than the long mile between 48 and 49 already mentioned, the distances between the other milestones in this set were accurate in 1793 so moving two stones to the west, one to the east and two not at all makes no sense and creates several distance anomalies. The omission of 51 looks like a careless error. It is hard



The reason for these moves was to get rid of the anomaly of the long mile between 48 and 49. To achieve this 48 had to be moved about a third of a mile to the west. Logically all the stones to the east back to 42 also had to move and all did, with the possible exception of 47. The map evidence for 47 is ambiguous. A change in the routing of the spur road to Thame between



to resist the conclusion that this section at least of the OS map is simply too inaccurate to be usable, a conclusion similar to that reached by the chief surveyor about the surveys on which it was based.

Stones 35-41

The next set of moves poses fewer problems of interpretation [Fig 10]. The trigger is the lengthening of the route up Aston Hill in the late 1820s to reduce the gradient, another of McAdam's improvements. Although the

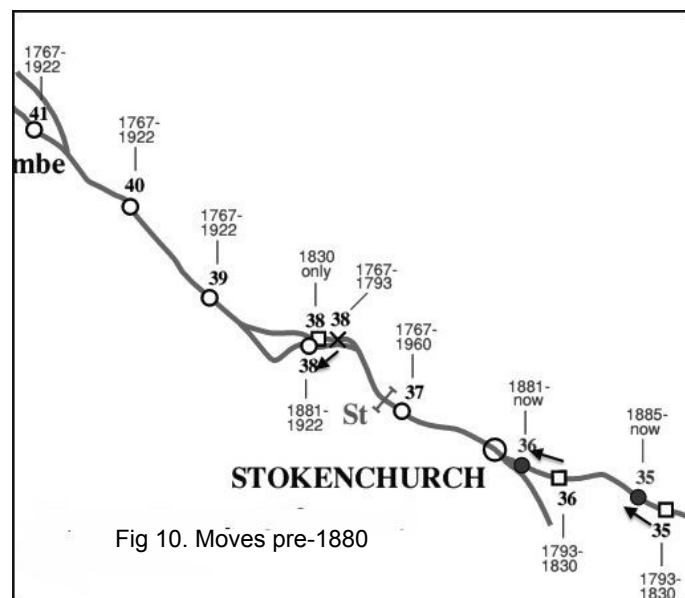


Fig 10. Moves pre-1880

moves appear to take place between 1830 and 1881 rather than in the 1820s, the problems with the 1830 map mean it is possible, and indeed likely, that they took place before 1830. The basic movement is to the west; the reason is that the lengthening of the road between 37 and 38's former position meant that on the new route 38 had to be placed further west to keep it at the right distance from Oxford. All the stones to the east logically had to follow suit. 35 and 36 were duly moved. For no reason that makes sense 37 was not moved. 39 to 41 also stayed where they were but for a good reason. Ly-

ing to the west of the route change, they were not affected by it. 38 appears to have moved twice but this looks suspiciously like another error on the 1830 map, spuriously marking the stone to the west of its true position and failing to show its relocation to the new stretch of road in the late 1820s.

Stones 48-53, again

The last 19th century set of moves affected the middle and western set of the stones from Wheatley to Oxford, 48 to 53. The date of this can be narrowed down to the quarter century between 1850 and 1876. All the moves were eastward, bucking the otherwise westward trend [Fig 11].

The key to explaining this set of moves lies with the anomalous and mysterious London 54. Though badly weathered, the legend 'LIV miles' is discernible [Fig 12]. The use of Roman numerals and the general nature of the stone suggest an 18th century origin but this is misleading. The style is quite different from any other stone on this section. It is not marked on any map before 1876, including the Hoggar map of 1850, and it is not mentioned in the 1850s OS benchmark abstracts of the 1850s.¹⁶ The stone is only about half a mile from the late 18th/early 19th century location of 53. It is on the opposite side of the road to most of the other stones and all those closest to it. The legend is carved on the side not the front as it is in the other stones and it is turned sideways.

However, its position close to Magdalen Bridge is one and two miles respectively from milestones 55 and 56 in the Woodstock Road. 55 is only recorded on one map before 1876 but it does feature in the benchmark abstract. 56 and the successive stones west towards Woodstock are shown on all the early maps and there is no evidence that these were ever moved.¹⁷ All of which means that from the earlier 18th century until some time

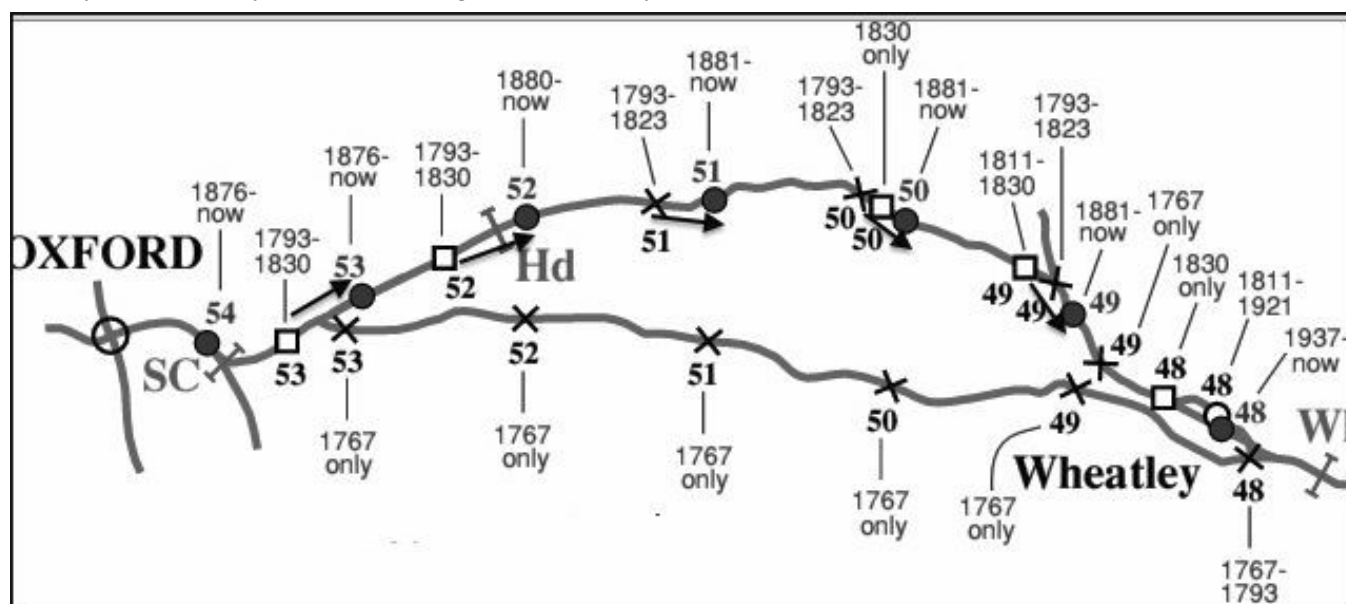


Fig 11. Pre-1880 moves 48-54



Fig12. The LIV (54) Miles from London.

after 1850 the distance between milestones 56 and 53 was $2\frac{1}{2}$ rather than 3 miles. Either no-one realized, no-one cared or there were political reasons for ignoring this glaring discrepancy until it was decided that it should be remedied.

So, sometime after 1850, stone 54 – and possibly also 55 – were erected near the then city boundaries to be consistent with the stones in the Woodstock Road and beyond. This had a knock-on effect on all the stones eastward as far as 49. If one discounts the supposed moves indicated by the 1830 map as spurious, the eastward moves are consistent with the new calibration that accurately describes the mileages from London not only to but beyond Oxford to the west. Stone 53 moved from its position at the bottom of Headington Hill to the top where it remains today, or possibly a new stone was erected. All its easterly neighbours also moved east. Fig 1 shows the moves. It is interesting and slightly surprising that these changes occur at most a mere 30 years before the turnpikes were wound up and, so far as is known, are not related to any further modifications or significant improvements to the route. The challenge of the railways may have been the spur finally to produce an accurately spaced set of stones.

Into the twentieth century

After these complicated and often puzzling moves and counter-moves during the 19th century, twentieth century changes are straightforward, simple to explain and can

be dated fairly accurately. Once into the motorcar age, milestones became largely superfluous; sometimes they were moved or just lost because they were in the way of a new road. At other times, despite lacking any practical use, they were preserved and moved to an appropriate spot on a new stretch of road presumably with the intention of preserving their roadside heritage.

Two stones, 45 and 48, were moved when the A40 was straightened in the 1930s in order to bypass the villages of Milton Common and Wheatley. Both moves were marginal: no more than a few yards at Milton Common and tens of yards at Wheatley, in both instances from the winding 'Old London Road' to the straight, new 'London Road'. Both shortened the route very little. The only significant difference between the two moves lay in the success in making the roadside heritage accessible. At Milton Common the stone was re-erected on London Road the wrong way round with its legend facing away from the road and now, ironically towards the Highways Agency depot and the M40, whereas at Wheatley, the stone was located in both a safe and visible place well back from the new roadway.

Being in open country on relatively straight stretches of road, 46 and 47 were not moved in the 1930s but they fell victim to the construction of the M40 motorway, the Oxford spur of which closely follows the route of the old A40. A new stretch of the A40 leading off the A418 to Thame and re-joining the former route at Milton Common was created for non-motorway traffic.

Likewise, stone 49 did not have to move in the 1930s as the stretch of road where it was placed was already straight and not in a built-up area, but by the 1960s the A40 was too narrow to cope with the ever-growing volume of traffic and the road was updated to a dual carriageway and re-routed to bypass Wheatley. 49 was in the way of the new road works. It was removed from the roadside and taken into 'protective custody' in the Wheatley Military Hospital close by. Who did this and why is unknown, but it ended up in the hospital office where it was observed by an Oxfordshire Highways officer, who ordered it to be replaced by the roadside where it still remains. Stones 50 and 51 did not move; rather the line of the road was moved slightly so that 50 is now in a lay-by and 51 in the central reservation protected by crash barriers on both sides.

One last puzzle remains: the stones that did not move in the 20th century. Across Oxfordshire as a whole, as for much of England, stones and mileposts were buried or defaced on orders of the government in 1940 to hinder any German invasion.¹⁸ Oral evidence confirms the burying of two stones on the old Worcester road near Bletchington, subsequently dug up but placed out of position, yet this was then and still remains a minor B-road. The majority of mileposts in the county lost their

plates. Yet none of the A40 stones, the county's premier arterial road, disappeared during the war years. Some may have been defaced, if not very efficiently or consistently, but the missing legends look more as though they are the result of erosion and have occurred in recent decades because of pollution rather than any deliberate act. The reason why the A40 stones were not removed or defaced in 1940 remains unclear.

Conclusion

Though the A40 stones are not the only ones in Oxfordshire to have been moved, the complexity and frequency of their moves are far greater than on any of the county's other roads. Presumably this is because of its greater importance and for the various social and economic reasons set out earlier. It would be interesting to know whether the frequency and pattern of moves are unusual in comparison with other important trunk roads in different parts of the country.

Acknowledgements

I am deeply indebted to Peter Nelson, without whose Oxfordshire Historical Map this article would never even have been considered. His continual help was invaluable, both in providing enhanced versions of the map and in drawing attention to my errors in locating the stones. Any remaining errors, or unconvincing interpretations of why and when stones moved, are solely mine.

Alan Rosevear's detailed researches into the history of the roads in the Upper Thames Valley from earliest times and of the turnpikes in the region provided both contextual and direct evidence to explain the stones' moves. His researches in the records of the Stokenchurch Turnpike Trust proved particularly valuable.

End Notes

1. <http://pnelson.orpheusweb.co.uk>. Oxford Historical Map, update 04 February 2015.
2. The county boundary has changed over the years and the starting point of the 'Oxfordshire' stones is an arbitrary one for this study. The first two stones in the series were erected by the Beaconsfield to Stokenchurch Turnpike Trust.
3. One map within the period of this study, the 1823 map of Oxfordshire by John Cary, places numbers at locations quite different to all the other maps of a similar date. Its evidence has been discounted on the grounds that the distances probably represent Cary's own estimations rather than recording the positions of the milestones at the time.
4. Thomas Colby, Chief Surveyor, wrote of the work of William Stanley, responsible for surveying Oxfordshire that it was "utterly inaccurate to the Accuracy required in the Ordnance maps". The story of Stanley's continuing incompetence is recounted in some detail in the David

and Charles notes, based mainly on the Ordnance Survey Letter Book 1817-1822.

5. Oxfordshire, Thomas Jefferys, 1767; A New Map of the County of Oxford, Richard Davis, 1797 (but surveyed 1793/4); Oxfordshire, Andrew Bryant, 1823; Oxford, Robert Syer Hoggar, 1850.
6. The dates on the Nelson maps show stones marked by Davis as 1793, the date of the survey rather than the publication date of 1797. On Davis, see Mervyn Benford 'Richard Davis of Lewknor – his Maps and his Milestones' in *Milestones & Waymarkers*, vol 1, 2004, 13-19.
7. The full name of the turnpike was 'The Stokenchurch, Begbroke and New Woodstock' – see Rosevear, Turnpike Roads around Oxford, RUTV8, pp 8ff.
8. Talk on Devon roads, Milestone Society Spring Meeting at Teignmouth May 2013.
9. The number of moves is based on their locations in successive maps and inferences from other evidence so is greater than appears from the maps. It is also possible that the moves that appear to have occurred by 1830 are illusory, so for some stones the number may be overstated by one.
10. Rosevear, RUTV8 figure 8.9
11. Rosevear, RUTV8 pp.10-12
12. Rosevear RUTV8 p.12
13. Rosevear RUTV8 p.12
14. Rosevear RUTV8 p.11. It is impossible to measure the distance of the old road on the ground as some parts of it have entirely disappeared as a result of later housing and industrial development.
15. Rosevear RUTV8 p.10
16. Abstracts of the principal lines of spirit levelling in England and Wales / by Henry James. (1861), Basingstoke to Coventry, page 236. The abstracts of the Ordnance Survey First Geodetic Levelling (1GL), made in the 1850s record benchmarks in meticulous detail. Milestones were commonly used for benchmarks in Oxfordshire, as elsewhere, including most of the stones along the Henley Road. A benchmark is recorded on Magdalen Tower. The omission of 54 from the Abstract is not conclusive proof that it was not there as the surveyor might sensibly have preferred the tower to the milestone as the more stable structure.
17. At the very north of the county near Long Compton, a new route was created but it is evident that a new set of stones was set up as there is a survivor on both old and new routes.
18. See Keith Lawrence 'Emergency Powers and the Milestones' in *Milestones & Waymarkers*, vol 7, 2014, pp 3-6.

On the Ground

Reports from around the United Kingdom

Compiled by John V Nicholls

Cornwall *Ian Thompson*

Cast Iron Mileposts. Cast iron mileposts are a common feature of our roadside heritage in England, but they are very rare in Cornwall. Only the Liskeard Turnpike Trust used cast iron mileposts. Some isolated examples survive on roads radiating from the town as well as one almost complete run. They are associated with road improvements under an Act of 1826, especially the route from Liskeard to Torpoint and the ferry crossing of the River Tamar to Devon. Mileposts on this route between Liskeard and Trerulefoot on the modern A38 were lost in road improvements at the end of the last century, but between Trerulefoot and Torpoint on A374 nine out of ten mileposts survived until quite recently.

This summer (2016) it was the turn of these mileposts to be cleared, cleaned and repainted as part of the ongoing agreement between Cornwall Council and the Milestone Society. When the painting team arrived they found that two more of the mileposts had been lost.



CW_TPLK09 as seen in better times.

There was no trace of the 'Torpoint 6' mile post (SX360554) but diligent searching by Mark Fenlon revealed the stump and some broken fragments of the grade II listed 'Torpoint 9' mile post (CW_TPLK09 at SX 3340 5754) hidden in the long summer grass of the verge. In a photograph taken in 2001 it had looked pretty good. It had been repaired a number of times in the past. Its back had been filled with reinforced concrete and there had been a



The incomplete remains of Grade II listed CW_TPLK09 near St Germans as located 2016. Photo: Mark Fenlon

metal strap attached to hold the bits together, but it was serviceable. Now there were not enough pieces left to fit it back together. It was lost.

Careful examination of 'Torpoint 1' shows that it was an aluminium replica. It was made in 1988 on instructions from Cornwall County Council. Photographs from ex-Assistant Divisional Surveyor, Colin Squires from Saltash show 'Torpoint 7' in the highways depot after being welded back together following serious damage in 1985.



'Torpoint 7' (CW_TPLK07) at Shevioc clearing showing the weld line from back in 1985.

When Pete Goodchild cleaned up 'Torpoint 10' ready to repaint this year, he found that not only was there evidence of weld repair of several fractures, but that some of the letters were made entirely of weld metal. The finished result was pretty good, but clearly these cast iron mileposts have struggled to survive.

How do we ensure their future? Do we raise funds to make replicas to fill the gaps? There are now three gaps and one post is an aluminium replacement.

Mount Edgcumbe Milestones. The turnpike road to another crossing of the River Tamar, B3247, has granite milestones. It is the road to the Cremyll Ferry which was once the most popular route into Cornwall. A passenger ferry still serves the crossing to Stonehouse (Plymouth docks). Remarkably, the milestones do not give distances to the Cremyll Ferry, but to the adjacent Mount Edgcumbe House, now a Country Park. All the mile-

stones are in place. The milestone in Craffhole (CW_ME07 at SX 365543) and the milestone in Millbrook (SX419519) were so overgrown with ivy and brambles that they were very difficult to find. Email letters were sent to each of the parish councils along this road, telling them that the milestones had been cleaned and repainted and asking them to take on responsibility for keeping them tidy and visible.



Cones and signs for safety reasons during the excavation of CW_ME07 that had become buried in the hedge in the centre of Craffhole.

One stone at SX430515, '2 Mile From Mot Edgumbe', had been fractured and the top knocked sideways by recent grass verge cutting. Cornwall Council's contractors and the Maker with Rame Parish Council were informed of this in the hope that the person who drove the verge cutter can be identified and the error of his ways explained to him. Hopefully the Milestone Society will be able to fix the milestone together again as all the pieces are still on site.

On the Lizard. Two stones on the Lizard peninsula needed engineering work before they could be repainted.

The 1890 South Helston Highway Board milestone 2½ miles from St Keverne on B3293 (at SW755198) had been knocked sideways and was at the very edge of a fast narrow stretch of road. Consultation with the Milestone Society revealed that this milestone was not listed, so re-siting it a few yards away in a safer location would not require an awkward planning application. The work was completed over the winter by Cornwall Council's

contractor Cormac and the milestone was repainted by the Milestone Society in July 2016.

A large rectangular guidestone at the junction of B3293 with the Coverack turn (CW_HLSK09x at SW773198) was also leaning and was set upright by Cormac when the milestone was re-sited. Cleaning the stone and painting it white revealed inscriptions, pointing hands and a date – 1838 carved in the coarse granular granite. It can now be seen that it is one of a group of three guidestones of the same style in St Keverne parish, all with the same date. The other two are at SW775224 and SW744218.



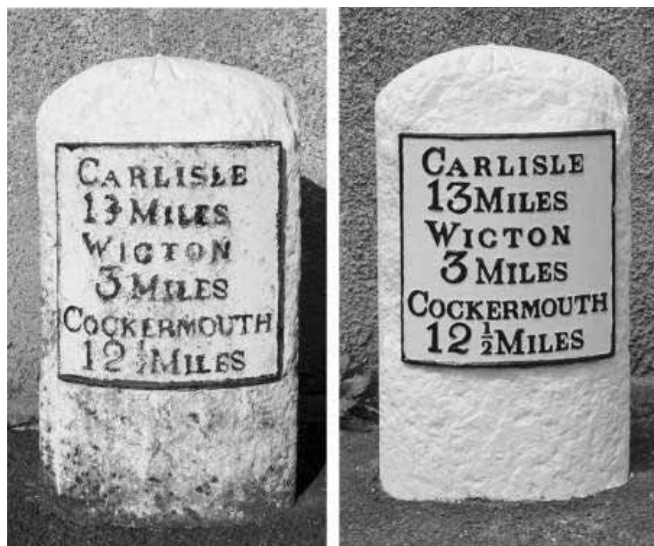
CW_HLSK09x at St Keverne before setting upright and as it appeared after its 2016 restoration.

Cumbria Terry Moore

Mileage issues on the A595. The busy roads between Carlisle, Cockermouth and the coastal towns of Whitehaven, Maryport and Workington have undergone a number of changes over the decades, such as re-numbering the roads as traffic priorities change, and during the introduction of by-passes. This affected the mileages on some the metal plates when Wigton was no longer part of the upgraded A595 which runs from Carlisle to Whitehaven (and beyond to Barrow).

On close inspection and during restoration to some of these, mileage numbers were noted as over-painted or completely ground down to show a ONE mile reduction. This was probably done decades ago without modern battery operated angle grinders as a faint outline of the original number can be made out after chipping away. This only affected distances from its current location to Carlisle.

CU_CLCM13 at Bolton Lowhouses (NY236442) had received some local painting in the village (now by-passed), with before and after restoration showing difficulties in painting the upper letter 3 [Figs 1a and 1b]. Similarly at CU_CMCM15 [Fig 2] and CU_CLCM16. During restoring the latter two a paid volunteer from the Westward Parish was witnessed attempting to restore CU_CLCM12 (NY248453). He was about to paint the entire stone and metal plate in masonry



Figs 1a and 1b. CU_CLCM13 at Bolton Lowhouses. An earlier restorer used a rounded top on the upper '3' that covers the chiselled off figure '4'. Now restored with a correct flat topped '3'.



Fig 2. CU_CMCM15 at Meadgate. The upper '5' covers the chiselled off '6'.

paint! Suitably informed in the best possible taste he proceeded to use red oxide primer on the plates before adding coats of gloss paint. He was reminded about the correct original mileages which he duly painted another correctly. It's amazing how a letter or email generates a local response, albeit at the risk of poor quality restoration attempts.



Fig 3

During a further survey on the A595 the lost milestone CU_CLCM21 (NY160370) opposite the Moota Garden Centre was located 2 metres into the adjacent field, presumably following a collision. Most of the plate is missing and the lower part of the stone is in fragments. Efforts are being made to reconstruct it [Fig 3].

Lake District road closure on the A591. Storm 'Desmond' on 6 December 2015 caused countrywide flooding and among several landslides in Cumbria was one that closed the A591 for five months. This is a vital route through the heart of the Lake District and a good opportunity to restore two mileposts along the shores of Thirlmere while the road was closed. Unfortunately CU_KWWM08 at Wythburn (NY323142) was completely destroyed, as were walls, culverts and a large section of the road. However, CU_KWWM07 at Thirlmere (NY318158) remained intact but initially access was not permitted due to major reconstruction works. Access was authorised in April 2016 to restore it, just in time before the road reopened on 11 May [Fig 4]. Taking advantage of the light traffic on this route CU_KWWM04 at Legburthwaite (NY314202) was authorised for the removal from its almost buried position in the middle of dual carriageway and taken away for shotblasting and painting. It was re-positioned opposite on the south side of the northbound carriageway [Fig 5].



Fig 4. CU_KWWM07 at Thirlmere after restoration although its neighbour was unfortunately lost.



Fig 5. Putting the finishing touches to the repositioned CU_KWWM04 at Legburthwaite

Found milestones on the Cockermouth—Workington Turnpike (A595 & A66). An email from the publican owner of the ‘Duke of Cumberland’ in Bridgefoot, gave details of the missing milestone CU_CMWO04 (NY063295) near Nepgill. This minor road was formerly the A595 route from Carlisle – Cockermouth – Workington and has undergone a number of changes with the upgrading of roads feeding the west coast traffic for the nuclear reprocessing plant at Sellafield (formerly Seascale). The milestone was surveyed and found to be lying on its side under a hedge, damaged, but worthy of restoration. The Milestone Society’s data list it as having cast iron plates, but close inspection show incised stone carving with ‘Workington / 4’ [Fig 6]. Restoration authorisation is being sought.



Fig 6. More work to be done... The freshly located milestone CU_CMWO04 near Nepgill.

During the above survey local people identified CU_CMWH05, only a short walk from the ‘Duke of Cumberland’ above, and in the parish of Little Clifton opposite Chapel Brow Manor at NY 05192907. It is made of sandstone with evidence of missing cast iron plates. During research this was not recorded in the repository but located in the British History Online Gazetteer as having cast iron plates – WORKINGTON 5 / COCKERMOUTH 5 and WHITEHAVEN 9 [Fig 7]. This road was part of the redundant A597 from Workington, now by-passed and changed to the A66(T) joining with the A595(T) from Cockermouth.



Fig 7. Eroded and plateless—CU_CMWH05

West Cumbria restoration programme. Terry Moore is actively restoring several milestones on all roads west of Carlisle. Parish councils have been approached for

authority and funding and progress is being made throughout 2016 as approval and safe working conditions allow.

CU_WOWG21 in Waverton was re-painted by its Parish Chairman (George Girvan) in June 2016 after a meeting with Terry Moore to discuss restoration techniques. George was so impressed by the available information that the Milestone Society provided on restoration advice and record keeping that he volunteered to repaint CU_WOWG20 at Aikbank in the same week. A good all round egg.

CU_CLCM10 on the A595 restored. On 7 December 2016 Terry Moore posted before and after photos of CU_CLCM10 on the Milestone Society’s Facebook presence. The grade II listed stone, that was deep in the ground, had been uprooted after a vehicle collided with it in 2015. Now restored and higher out of the ground, it is highly visible.



Fig 8a. This photo from the repository shows CU_CLCM10 before it was struck by a vehicle.



Fig 8b. Laying broken and all forlorn after the accident but guarded by an obligatory traffic cone.

Devon *Tim Jenkinson*

South Devon mile plate back in place. There is some very good news from South Devon. It is hard to imagine that it is now 10 years since the cast iron mile plate in Babbacombe was rescued from a Lost Property Store

at Torquay Police Station and reinstated at the roadside by Torbay Council outside the then newly built Kestrel Court Apartments (SX 9240 6555). So it came as a considerable surprise to Devon representative Tim Jenkinson whilst on a routine check at the end of June 2016 that he found the marker to be missing again. Tim duly notified the Council, Highways Agency and Local History Group and learnt that nobody was aware of the disappearance.

Thankfully following further investigation primarily from the History Group it was discovered that the property owner of the small pillar onto which the plate was fixed had taken it in for safe keeping whilst the exterior walls of the apartments were renovated. The plate was returned to its position at the beginning of September 2016 complete with a repaint and remains a unique artefact inasmuch that it stands beside the older granite milestone it replaced in the 1830s.

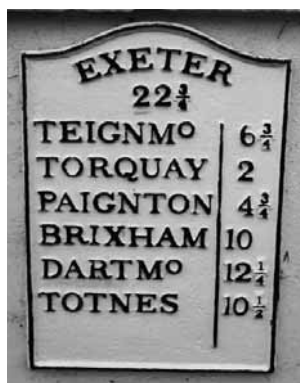


Granite milestone DV_TQTGa02 on the left and the plate, DV_TQTGa02a, that replaced it on the right.



Tim Jenkinson and the mileplate after its 2006 refurbishment

This latest development illustrates the need for ongoing vigilance over mile markers in the county and the need to maintain regular contact with anyone or any organisation who say that they have taken markers into 'safekeeping' so as to ensure that they are eventually returned to their rightful place. Luckily in this instance the Babbacombe and St Marychurch Local History Group was able to act but it still took a member of the Milestone Society not living in the area to alert authorities in the first place, otherwise who knows how long it might have taken before somebody noticed that it had gone.



Essex John V Nicholls

Page 11 of *Newsletter* 31 reported the completion of the Braintree & Bocking restoration project. See page 42 of this journal for an extended account of the project.

Milestone EX_BITF02 located on the B1007 between Langdon Hills and Horndon-on-the-Hill, a survivor of the Hadleigh Trust, had been adapted many years ago as a name stone for the adjacent property 'Hill Drop'. In the summer of 2016 it was conspicuous by its absence. When it was removed is not known and enquiries about its disappearance have been fruitless.

Kent Colin Woodward

The milestone at Maidstone Road, Bluebell Hill Village, Aylesford (KE_MDR04), mentioned in *Newsletter* 31 (August 2016 p.12), has been restored and reinstalled. This was a joint project between Aylesford Parish Council, which organised the stonework, and Kent CC Highways which carried out the reinstallation.

The stone has now been painted white with a recut inscription in black painted lettering reading "4 / MILES / TO / MAIDSTONE" angled towards the highway and "Mile / XXXI" (to London) on the face towards the adjacent wall. It has also been edged with a stone sett surround.

The distance to Maidstone features on older OS maps. These also show 4 miles to Rochester. This has not been included, probably as a result of this route no longer being straightforward from here because of two major roundabouts.

The milestone is from the Rochester and Maidstone turnpike (1728). The oldest OS map (the one-inch William Mudge map of Kent 1801*) shows the distance 34 miles to London (via Rochester). The inscription is therefore inaccurate and should read "XXXXIV". It appears that the edge of the milestone may have been removed (during reversal and new legends using Arabic numerals) or eroded over the years so that the "V" part was no longer in position to provide a guide to the restoring stonemason.



Prior to restoration the stone was in poor condition and only the incomplete inscription facing the wall could be read, with difficulty. Now the stone looks very attractive

as can be seen from the photographs. With the distance to Maidstone prominent from the highway, the stone once more serves a useful purpose to the passer-by.

*See http://mapco.net/kent1801/kent12_02.htm

Norfolk Carol Haines

Milestones between King's Lynn and Wells-next-the-Sea have received considerable attention recently. Several people had contacted the Milestone Society about the state of NO_KLW01 (Wootton Rd, King's Lynn) which was lying almost flat and looked bare of paint. The stone was removed and Nigel Ford added a plinth to the base to give height and safety. Photos taken 14 years ago showed old paint, so the stone was repainted by children and it was replaced at the end of July by Nigel, To-

ny Langford and Mark Tweedie. Funding came from NCC, King's Lynn Civic Society, Knights Hill Hotel, Castle Rising History Group and Nigel's book sales. An article appeared in the *Eastern Daily Press* about the restoration. It is hoped that the King's Lynn Civic Society and Castle Rising History Group will look after the stone.

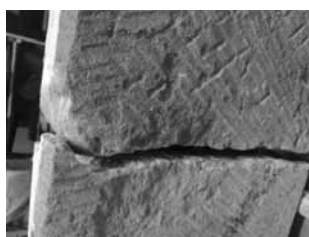
NO_KLW18 had sunk but Nigel has raised it by rocking it from side to side and adding rubble. The parish name "HOLME" is now visible at the base, and the stone has been painted.

When visiting NO_KLW06 (Sandringham) earlier this year, Martin Skillings found the large metal number 6 on the ground a few yards from the milestone.

NO_KLW19 - Restoration and re-instatement.

The restoration of NO_KLW23 (Brancaster) was reported in NL31. Another stone of this narrow grave-stone design – NO_KLW19 (Holme-next-the-Sea) – had been missing for many years, but the top half was located, by Miranda and Martin Skillings, buried in the verge. The lower half was later recovered from a water-filled site. The two pieces were rejoined in Nigel's workshop, and it was painted by children. Before re-

installation, the site was raised by using one ton of soil, sandbags and turf to stop future flooding. Five Norfolk members were involved with this restoration, together with help from a local farmer and telehandler. Funding came from the Drove Orchards complex across the road, and the milestone was put back by the road in July. It has created particular interest due to its unusual cancelled bench mark and large metal stud on top reading "O.S.B.M."



The process of joining parts with stainless supporting rods. The rods are secured with a two part resin. Great care has to be taken to ensure that the holes in each part are accurately aligned as there is no second chance for a simple remedy for mistakes.



One last check for vertical...And ready to be painted.



It helps to have a telehandler available in the course of reinstating milestones. As a rough guide, a 12" (30cm) square stone will weigh about a hundredweight per foot of length.



Above: Setting NO_KLW19 into position.

Right: Job complete and standing proud.





NO_KLW01

NO_KLW18

It looked as though it was made of wrought iron and had originally been set into the stone in lead. Martin is removing the old lead and replacing it and cleaning up the number before restoring it. See photo below.



The milestones between King's Lynn and Wells pose an interesting puzzle. There are three distinct designs: 1-13 miles from King's Lynn – stones with a large metal number set into them in lead (2-5 and 12 are missing); 14-24 miles – narrow tombstone shape with parish name at the base; 25-30 miles – triangular stones (28 was recently found buried in the verge and is awaiting recovery from a difficult site, otherwise all are present).

The Lynn East Gate Turnpike was opened in 1770 and one of its branches went north towards Wells as far as Babingley (5 miles). In 1811 the turnpike was extended to Dersingham (8 miles). Why, then, were milestones erected from Lynn to Heacham (13 miles)? As no destinations were put on the stones, as required for turnpike milestones, did these stones pre-date the turnpike? It was not until about the 1830s that a mail coach service ran from London via Cambridge, Ely, King's Lynn, and Burnham Market to Wells, but there do not seem to have been regular stagecoach services between King's Lynn and Wells. These stones are marked on the 1st edition OS 6" maps.

The tombstone-shaped stones are also marked on OS maps of the early 1880s. The road had originally passed

through the park to Hunstanton Hall, but in 1836 Henry LeStrange had the road rerouted so that it went outside the park. He had a new main entrance made near the site of the 17-mile stone. Could he have had milestones 14 to 17 installed to guide visitors from King's Lynn to the new gates to his park? The lettering on stones 14 to 17 seems an older style to those from 18 to 24. Faden's map (1797) marks distances from King's Lynn to Hunstanton, but not quite matching present milestone sites, and it is by no means certain that the distances on his map correspond to then-existing milestones.

The triangular stones are not marked on the 1880s maps but are on 2nd edition OS maps of 1906. The Highways and Locomotives (Amendment) Act 1878 "contemplates making present turnpikes and those dis- turnpiked since 1870, together with any other road over which there is much thoroughfare traffic, Main Roads. To such Main Roads the County may contribute to the extent of one-half the cost of their maintenance." The county committee established under this Act received many petitions from parishes to have their roads declared Main Roads and it is thought that milestones were erected to convince the committee that that section of road was important enough to receive county funding. On 16 June 1883 parts of the highway from Hunstanton to Wells, including Brancaster, Burnham Deepdale, Burnham Overy and Holkham were declared Main Roads. Could milestones 25-30 have been installed to twist the committee's arm? It seems that some- time after the 1840s the main coastal route by- passed Burnham Market and went further north through Burnham Overy Staithe. This would have shortened the distance to Wells and is the route followed by the present A149. And why did the milestones stop two miles from Wells? There is no evidence from early OS maps of a one mile.



KLW27: Burnham Overy

Nottinghamshire *Christine Minto*

The eastern side of Nottinghamshire has the various, changing routes of the Old North Road, the Great North Road and the A1 running through it. In the coaching era between 1785 -1845 Retford was an important stop on the mail coach route. 'The White Hart' is the only one of three post houses left although that is no longer a hotel. However it does seem to be undergoing some ren- ovation. It is at the corner where the mail route exited the Market Square onto narrow Bridgegate to continue

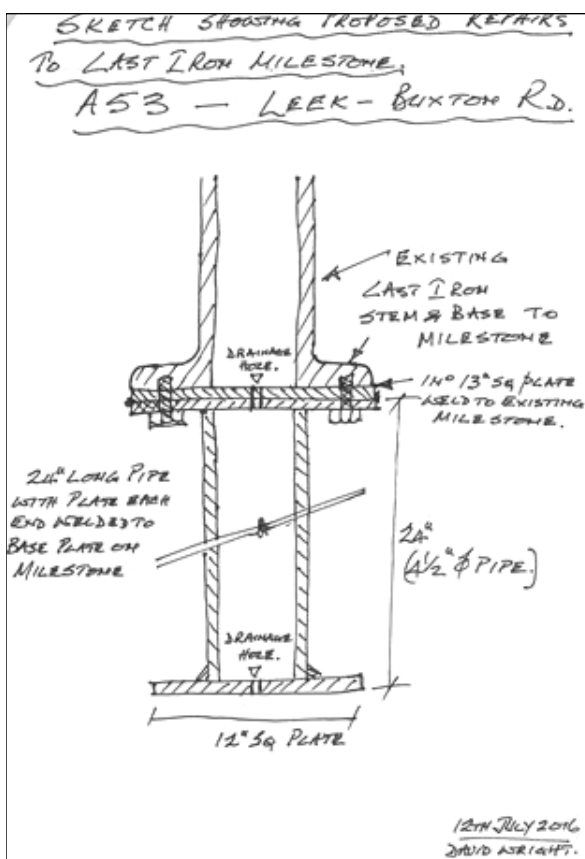
northwards to Bawtry and Doncaster. Gwen Turland, a member who lives in Bawtry, noticed recently that some bricks on the corner had been painted white and the mileages to London and York painted in black. Also on Bridgegate is a similarly painted section of bricks pointing the way to the garage and stables. There may be an old photograph showing the legends and that will be researched.



Staffordshire

'Bobbin' milestone recovery from Furniss Collection.

After its withdrawal from the Furniss Collection Auction (see page 33) the Staffordshire Group wasted no time in recovering recovering this post and making plans for its restoration and reinstatement.



David Wright's sketch drawing for the base section to be manufactured for the recovered milestone.

Due to unique design of the bobbin type mileposts it was not simply a case of strip, treat, prime and paint. The bobbins were made in two parts. The bottom section (usually hidden from sight below ground level) was missing so a new one will need to be manufactured. It

will comprise a 24 inch length of 4½ inch diameter pipe with a bottom plate to aid support in the ground. A flange will be added at the top of the pipe to which the upper section of the milepost will be bolted with a thick nylon or similar 'washer' between the two parts.

In September 2016 Howard Price and David Wright set out to seek funding for the restoration project. A proposal was sent to Staffordshire County Council and, after further correspondence had ensued, SCC agreed (except for a few 'i' dottings and 't' crossings) on a grant by late October.

Once the restoration is completed the milepost will be erected by SCC when any works are being carried out near the original location. If all goes well the Leek 6/ Buxton 6 (ST_LKBX05) will be back in place in 2017.

Yorkshire Christine Minto

One of the four mileposts included in the Furniss Collection auction in June was from our region, on the A64 York to Malton road. The story of this sale is told elsewhere in this issue.

It turned out that the collection up for auction had been submitted by the vendor's widow who lived in Sheffield and that our post and one from Staffordshire were still in her garage. So I arranged to pick it up and whilst it was propped up on my path I decided to have a go at renovating it.

Many of the posts on the York - Malton road have disappeared over the years as the A64 has been upgraded or for other reasons. York 5 was stolen in 2008 and put on eBay! It was recovered by the police, repaired and reinstated. York 8 was tracked down by Jeremy Howat and Dave Williams to a garden in Allerthorpe. Again the police 'rescued' it and it now stands in its place by the roadside. Both of these were listed so recovery was possible. However unlisted York 10 was given away by the roadmen and, unfortunately, now resides in a garden a long way from where it should be.

But now we have York 11 [YN_YOMA11], withdrawn from the auction. When the old paint was stripped off the fingernails and knuckle creases could be seen on the cast hands. These posts were cast by Mattison of Bedale and there are a number throughout the North Riding. Some had the hands cast pointing the wrong way. So new hands or remnants can be seen fixed over the wrong ones. One of the Mattison posts was discovered by Jeremy and Dave in the warehouse of John H Gill in Leeming Bar on the Great North Road, now bypassed. The premises had been part of the Mattison foundry until taken over by Gills in 1937. They refurbished the post which had bolts through the hands indicating a wrong casting and they hoped it would be reset outside. Just recently Christine saw a photo of it on a grass verge. It does need checking just to see exactly



Recovered 'York 11' stripped and painted

where it is. York 11 is now in York awaiting its resetting by Ryedale Council.

On the Selby to Leeds Turnpike the Selby 1 post has looked very vulnerable for many years. See photo in *Newsletter* 31 p 18. A keen local Highways man is looking for a suitable replacement stone or maybe a concrete one will have to be made.



The Selby to Bawtry turnpike had posts made of three metal plates held together by the triangular top. However two posts now on the East Riding stretch of the road are slightly different. Dave & Jeremy have now painted both of them. The photo left shows YE_SYTH08.

Jan Scrine donated two tins of white tractor paint to me to work on the York 11 post. So I decided to use some on

the metal post YS_BNSF02 nearest my home. I didn't count the hours taken chipping off multiple layers of paint but once primed and finished it certainly looked much better. Hardly anyone queried what I was doing at this busy traffic light controlled junction. Perhaps the Milestone Society yellow jacket made me look official. However I was spotted and interviewed by a reporter so a nice photograph and article appeared in the *Barnsley Chronicle*.

A Doncaster resident contacted John Armstrong about how to repaint a milestone near his house. Now, Brian Edlington has stripped three of the four Brayshaw and Booth posts left on the A18 between Doncaster and Hatfield down to the bare metal. He primed them, and then used the second tin of Jan's tractor paint which I had taken to him before finally painting the cast legends. The stone in Hatfield is one of the flat Brayshaw and Booths (B&B) as it is on a very narrow pavement [YS_DNTH07]. When stripped down screwheads could



YS_BNSF02



YS_DNTH07

be seen on some of the letters where the wooden patterns had been pressed into the casting sand. Whilst clearing the vegetation around the one near his house he discovered a metal post nearby made by Adams of York. He has found out it was a gas lamp, now minus its top, and



so that has had a makeover too.[YS_DNTH04g]

Just when it is thought that all the milestones in Yorkshire have been recorded, another one surfaces. Dave Williams was talking to the owner of Grimston Park just south of Tadcaster and he mentioned that there



was a guidestone, being used as a gatepost on the edge of his estate in Kirkby Wharfe. He had already donated two similar posts to a collection behind The Ark, the council offices, in Tadcaster. This new find brings to ten the number of old guidestones from around this town.

YN_XTAD

Photo: Dave Williams

Scottish Update

Unfortunately Christine Minto was unable undertake her annual cycling foray north of the Border in 2016 but passed on these contributions from her contacts.

Borders *Photos: Iain Davison*

Iain Davison has had another foray into the Borders, this time looking at old routes in Selkirkshire. Many milestones are marked on the 19C OS maps which Iain uses to try and track them down. Leaving the A7 about 5 miles south of Selkirk at Ashkirk where there is a tollhouse, a minor road follows the Ale Water before going over the hills to the Borthwick Water between Roberton and Greenbank on the B711. Iain found milestones at 9, 10 and 11 miles but only the last one [BD_SKBT11] has an inscribed legend so maybe the others were painted originally. Another watery route follows the old drove road from Selkirk to Moffat. At Ettrick the minor, now



BD_SKBT11



BD_SKEW22

dead-end road, unless you are walking the Southern Upland Way, leaves the B709 which goes southwards to Eskdalemuir and Langholm in Dumfriesshire. Going up the Ettrick Water, passing the birthplace of James Hogg, the Eskdalemuir shepherd poet, Iain found the blank 19 mile stone, although it does have a benchmark. Passing the site of 20 is the benchmarked blank 21 but 22 SELK is clearly inscribed. [BD_SKEW22] 23 & 24 are by the roadside and fortunately 25 has survived time in the now cleared forest above Potburn.

In less than a mile the drove road enters Dumfriesshire and after another mile or so the drovers would have reached Moffat Water and the final few miles, now A708, to Moffat itself. Also on this search Iain photographed a broken-off red sandstone milestone. It had been found by the landowner in a ditch on a disused, by-passed section of the A7 at Hartwoodburn and he hopes to re-erect it.

Going along the Liddell Water north of Newcastleton, Iain found two stones at 2 and 4 miles. They are

both deeply inscribed but N4 [BD_JBCN22] has been set facing away from the road at some time.



BD_JBCN22

Dumfries & Galloway *Photos: Alverie Weighill*

The 20 plus miles of the Annan to Langholm turnpike was first established in 1777. Alverie Weighill found one tollhouse at the road junction at Landheads a couple of miles north of Annan which is still lived in. [DG.LANDH].



DG.LANDH

North east of the M74 beyond Waterbeck there was a tollhouse which served a spur from Hotts to quarries and lime kilns at Caldronlee and Snab. Very little remains of this building which was built of squared, dressed sandstone but it is marked on Crawford's map of 1804 and John Thompson's of 1828 as a tollhouse [DG.HOTTS]. However the route of this spur can still be followed, just, on foot as it crosses the Kirtle Water and skirts the western flank of High Muir.

Ayrshire *Photo: Jon Glew*

Another milestone has been added to the 250 plus that have already been recorded in Ayrshire. Almost hidden away set into a wall in Girvan town centre Jon Glew

On the Ground—Scotland concludes on page 38

Irish Update

Mike Faherty

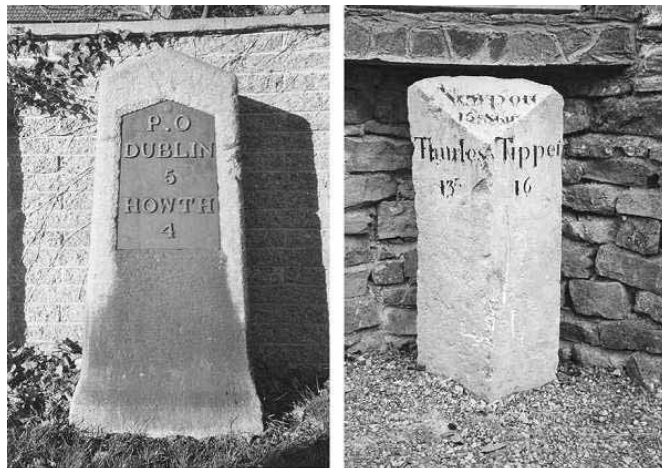
John Higgins reported in *Newsletter 30* about our efforts to establish a Northern Ireland database. Simultaneously, I've been working on the same for the Republic, and have now combined the two. The Republic and Ulster were after all a unified country when markers were erected, in law if not in sentiment.

My sources are manifold. Primarily, photographs taken by Terry Keegan in the early 2000s on various trips he made; no sign of grid references (GPS was probably little known then, and markers are not shown on current OSI maps), and imprecise locations. Many of Terry's photos are of eroded stones, so of no use to the database. Norman Tipping also undertook a trip, taking photos, and there have also been a couple of items from Tony Boyce.



Left: COR_CKTR17 Cork-Tralee; Photo: Norman Tipping and right DON_DYLK09 Derry – Letterkenny; removed, restored & replaced. Photo: Shane Kelly

For official documentation, I turned to Buildings of Ireland, the online repository of markers shown by the National Inventory of Architectural Heritage, the Republic's official listing body. Also consulted were other publications that Terry found, official and less so, from various other Irish sources. Finally, there have been



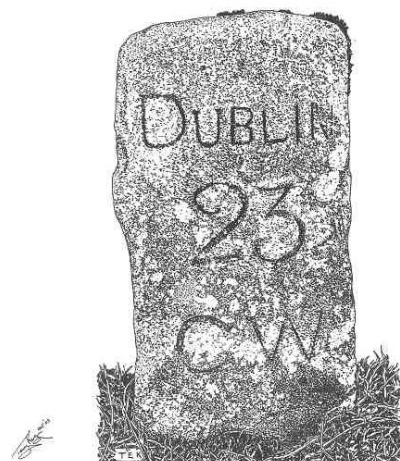
Left: DUB_DBHO05 Telford route, Dublin - Howth and right TIP_TPTH16 Tipperary to Thurles, in the village of Milestone. Photos : Terry Keegan Collection

good submissions from a Facebook group member, Shane Kelly, of markers he has found locally to him.

This now amounts to 281 markers; together with those in the North, a grand total of 391. There must have been originally many more; how many remain is unknown. Markers were erected by turnpike trusts, grand jury presentments, and, in the case of Dublin to Howth and a couple of local routes in the city, Thomas Telford, answerable to a parliamentary commission, as part of his London-Holyhead-Dublin improvements. Geographic spread seems very variable: numbers in the thirties from Co. Limerick, Co. Meath, Co. Waterford, but none from Co. Roscommon or Co. Longford, where very few are shown on old maps.

For mapping services, OSI (Ordnance Survey Ireland) is a star. It seems to be the only component of the British Isles that makes its historic mapping available online and easily accessible. Visit <http://maps.osi.ie/publicviewer/#V2,578432,756724,0,10>. Use the map, or search by address or townland; choose the Historic 25", and away you go. A unique feature is the ability to use the slider, showing only old maps (about 1910), only the latest, or a blend of the two, using the slider. A few sheets seem to be missing, and the original surveyors did not seem able to cope with Irish miles, which are shown simply as "MS". Those markers expressed in Statute miles are shown with destinations and mileage. This mapping facility does not (at present) seem to be available for the North.

These notes obviously only scratch the surface of Irish mile markers; much more could be done with surveys from visiting members! Please let me know if you would like a copy of the database, and I will gladly send you one. mf@milestonesociety.co.uk



One of the late Terry Keegan's highly detailed sketches admirably illustrates an Irish milestone. From the Terry Keegan Collection.

The 'Contour' Road Books of England by Harry R.G. Inglis

Ian Thompson

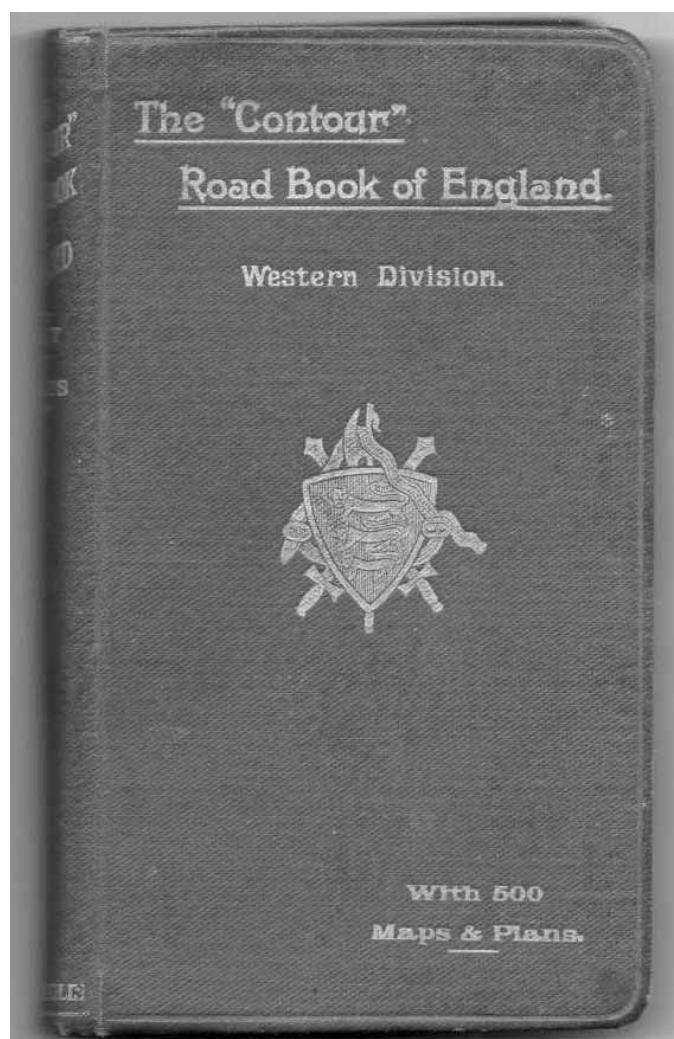


Fig 1. Front cover of The 'Contour' Road Book of England, Western Division, first published in 1897

A Milestone Society member came across a copy of the 'Contour' Road Book of England (South-East Division) in a charity shop one weekend last summer and thought it was interesting because it mentioned milestones. The book was pocket sized, measuring just six inches by three and a half inches [Fig 1]. It had cross sectional diagrams of each route, usually three or four to a page, showing the change in altitude of the road in feet against a horizontal scale in miles. This is the way cycle race routes are presented on the television. It became clear later that the author, Harry Inglis, probably invented this method of representing a route.

Opposite each page of 'contour' diagrams there was a page of descriptive letterpress. For each route there was a brief description of the nature of the road surface and the steepness of hills to be encountered, followed in some cases by a sub-heading 'Milestones'. There was then a 'Measurements' table giving intermediate cumulative distances, followed by a very brief list of places of interest along the route. A final note gave places which had hotels or inns.

There was not a lot of information for each route. It was a small book. This made the inclusion of milestones

as a separate heading especially interesting. Milestones were not identified individually, but the starting point, the datum point, for each set of milestones on a route was identified, sometimes very precisely.

Who was Harry R.G. Inglis and what was the history of his 'Contour' Road Book?

Harry Robert Gall Inglis was born in 1869. He was the grandson of James Gall who was the founder of a map publishing firm in Edinburgh from 1810. The firm became Gall & Inglis when Robert Inglis joined in 1847. Later Harry's elder brother James ran the firm, revising his uncle's pocket celestial atlas and publishing maps, guide books and technical books.

Harry eventually took over the firm from his brother. Both brothers died in the same year, 1939, when Harry would have been 70. Harry Inglis published the first edition of his road book in 1897 in three volumes – Northern, Western and South-East Divisions. They were very popular and many copies survive.

How do you date a book?

The charity shop copy was the South-East Division volume, but it had no date on the title page. It could not be an original 1897 copy because it gave the 'new' Ministry of Transport road numbers for A and B roads, which means it was published after April 1923, when the first official list of road numbers came out.

The text had been updated with notes on road condition, etc. On Route 507 London to Brighton on the A23 the text read 'The main street of Croydon is narrow but this is avoided by the new bypass turning off at Thornton Pond and rejoining the main road at Purley.' This is a description of Purley Way, opened in April 1925 as a bypass for Croydon town centre.

New industries sprang up along Purley Way with its good road access to London, including Croydon Airport, but if the bypass was new when the 'Contour' Road Book was being revised, the book must have been published after 1925, perhaps in 1927. On the internet, a guide to publishing history confirmed that new editions were produced in 1921 and in 1927.

What about milestones?

The book gave only the starting point for each set of milestones on a particular route, and this was only for certain routes. About one third (116 out of 340) of the routes had a milestone reference. Did this mean that two thirds of the most popular cycling routes in this part of England had lost their milestones by 1927?

If this was so, it would be a very important discovery for the Milestone Society. But research by Society members with local knowledge of milestones surviving today on routes in the Road Book showed that a number of routes without milestone references in 1927 actually have milestones today.

What was going on?

Careful comparison of the entries in two different editions of the 'Contour' Road Book Western Division was to provide an answer. An early edition was dated 1908

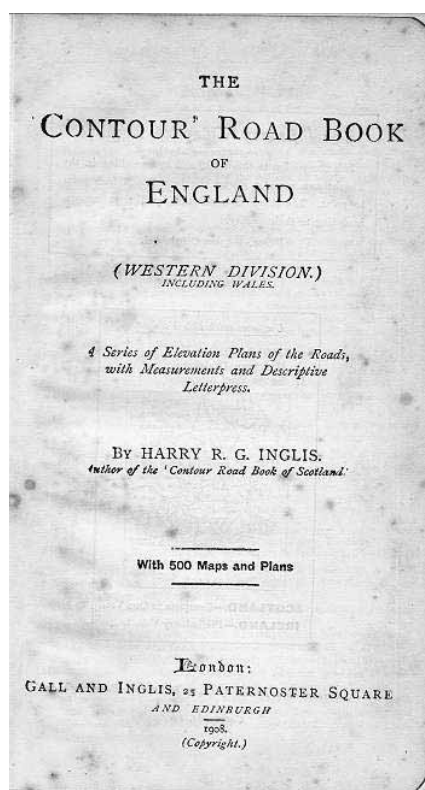


Fig 2. The title page is dated 1908, confirming that this is an early edition

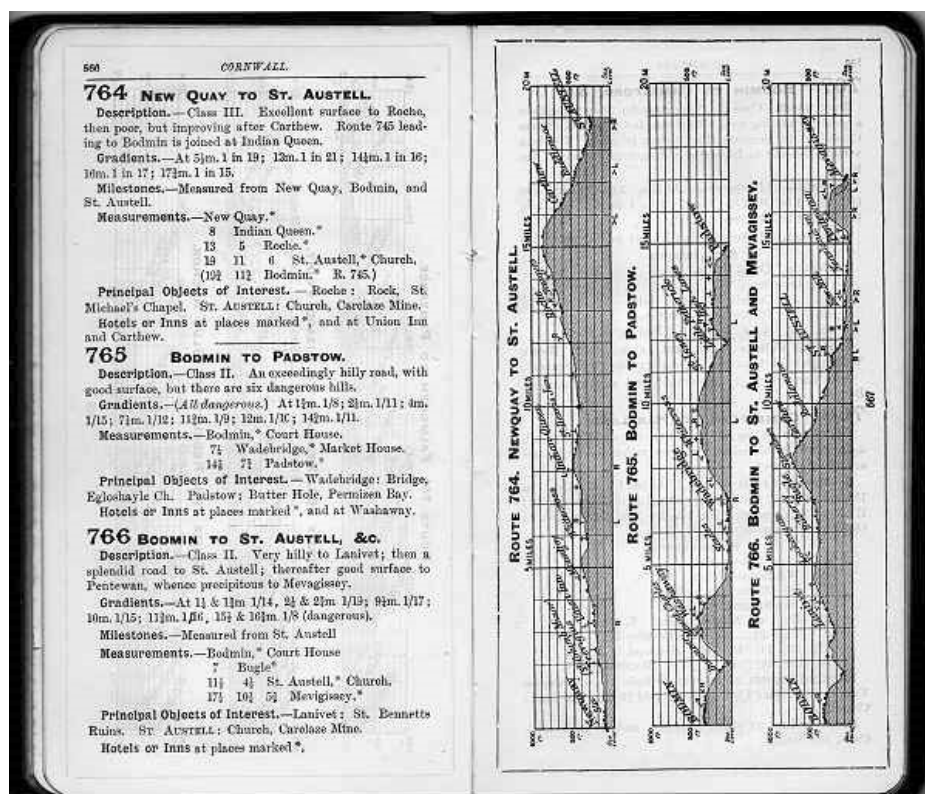


Fig 3. A sample page from the 1908 edition, showing milestone references and the special 'Contour' diagrams.

on the title page [Fig 2]. A later edition was undated, but had a reference to a new road built to avoid a dangerous hill (Route 766 the road to Mevagissey) which allowed it to be dated like the original South-East Division book to about 1927.

Looking at Cornwall

Focusing on routes in Cornwall in the 1908 edition of the Western Division book showed that there were 34 routes, 20 of which had milestone references [Fig 3]. With one or two exceptions these milestone references agreed with the milestones on these routes today. Of the 14 routes without milestone references, two never had milestones and most of the others (there were some anomalies near Liskeard) had milestones erected at the very end of the 19th century, when roads were upgraded by the new Cornwall County Council to become 'Main Roads'.

This would suggest that Harry Inglis collected his milestone evidence for Cornwall in the early 1890s, before these roads were upgraded. That is to say, the milestone references in the 1908 edition were those gathered for the first edition published in 1897. The 1927 edition showed the same 34 routes, but now only six had milestone references. The surviving milestone references were identical to those in the earlier edition.

The bigger picture

Looking at the two editions as a whole it could be seen that milestone references had been reduced from 77%

(252 out of 325 routes) in England to 37% (119 out of 325 routes) and in Wales the milestone references had been reduced from 61% (61 out of 100 routes) to 24% (24 out of 100 routes). Where milestone references remained in the later edition, the text of the whole of that page seemed to have been unchanged, that is to say there was no revision of that page for the later edition.

When were the milestone references drastically reduced?

Comparison with a third copy of the Western Division book dated 1920-21 on the title page (owned by another member of the Society) showed that in Cornwall all the milestone references were the same as in the 1908 edition. Although not checked in minute detail, this pattern could be seen to extend to the rest of the book. No drastic reduction in the number of milestone references took place until the 1927 edition. Until then they remained the same as in the original 1897 edition.

Conclusion

If you are a milestone enthusiast and would like to know where your local milestones were located in the 1890s, look on the large-scale Ordnance Survey map of that date! If you want to study the starting points from which different sets of milestones were measured in your area, Harry Inglis' 'Contour' Road Book would make fascinating reading. He is not always right, but he is fascinating. But make sure you get a copy with a date on the title page that is before 1927.

h i z x c

Creating the replica Delabole slate milestone for the A3072

On the A3072 at Launcells near Bude in north Cornwall, a replica slate milestone project was completed as a result of the efforts of Dave Richardson (the original was at the end of his drive!) and Cornwall representative Ian Thompson. Reports in *Newsletters* 30 and 31 followed its progress, with the creation of a replica as the best option to replace the missing original, and its erection by Cormac, Cornwall Council's contractors, in April 2016. This photo sequence shows the work being undertaken in the workshops of David Gynn at Shernick Farm, Launceston.



Setting up the slate at an angle for saw cuts of 1" deep at the edge, running out to zero at the centre-line



The first cut.....



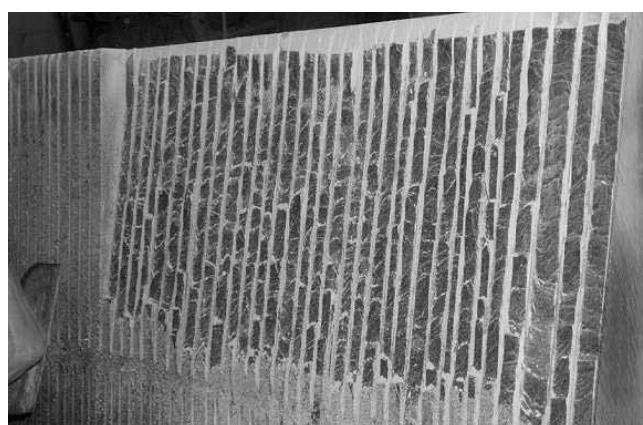
Progress on the first half with each cut about 1/2 " apart – with the saw-bed being advance by hand



One half completed, with the slate re-positioned and set up for the second side



Preparing an edge-line prior to taking the 'brave pill' and knocking away the cut segments



Taking shape. No nasty surprises – all of the segments broke away, as expected



Looking good - the angle of the faces now visible - ready for grinding, polishing and engraving



First smoothing. The front faces and the edges were then ground and polished using diamond faced discs



The sand blasting machine. A vinyl stencil, using a computer-generated font, was used for the inscription



The font was manually adjusted to more closely replicate the original 1870s hand engraving

See back cover for the completed stone in situ...



Left: Milestone Society member Mike Bardell has owned this one for many years but he is now going to donate it to the East Anglia Transport Museum in Lowestoft, Suffolk.

AA village signs

Christine Minto

Right: Andy Farthing posted this example on the Milestone Society's Facebook page after he spotted it in the little Lutterworth museum, Leicestershire.



Photo: Colin Woodward

Colin Woodward sent me pictures of three Surrey signs which he saw on display in the Camberley museum although they are usually kept in the store. Two were from either end of Frimley and the other from Frimley Green. Unfortunately the lighting wasn't very good so they were difficult to photograph.

Dave Williams recently visited a private Motor Bike museum in Stockton on the Forest near York. Amongst numerous signs and other memorabilia he saw the AA village sign for South Cave just off the A63 Hull road.



Photo: Dave Williams

Please forward any information for AA signs to Christine Minto at frankminto@talktalk.net

Replica or Repair?

A Hierarchy of Intervention

Ian Thompson

There has been some discussion about how involved members of the Milestone Society can be in the preservation and promotion of our milestone heritage. Some feel our job is to keep a record, others that we should go much further. This article is based on a talk given at the Milestone Society's AGM in October 2016, and uses examples of work in Cornwall to illustrate a possible hierarchy of different levels of intervention. It asks the questions of how far would you go and what might happen if you don't?

Recording

It may be possible to look at milestones without making note of what you have seen, but one of the first things a 'milestoner' will do is record what they have found. They will make a Local Record, and if they are any good, they will pass this information to Milestone Society HQ to record these findings in the Milestone Society Repository.

But is that as far as they go? Do they check to see if their milestone is recorded elsewhere, in places such as the HER, the Historic Environment Record of their local authority, or with English Heritage (now Historic England) to see whether the milestone is Grade II listed? Or even the local Highways department's records?

If there is a problem with a milestone, what does a 'milestoner' do about that? Is the nature of the problem recorded with a date and a photograph? Is a report made to the Milestone Society [the Society], to the keeper of the HER, and or to the relevant Highways people? Or perhaps they do none of the above! If so, then what happens? A general discussion will always agree that 'someone ought to do something.' But who and what?

Restoration

In March 2001, a milestone was spotted lying flat on the ground beside the A388 Launceston to Callington road



Fig 1. A fallen milestone spotted on A388 Launceston to Callington road in March 2001

in Cornwall. If you had spotted it, what would you have done? The local 'milestoner' took a photograph [Fig 1], and he reported the fallen stone to Cornwall Council's Historic Environment Service, who made a note of it. He also reported it to his contact at Cornwall Council Highways Department, who promised that action would be taken.

In May 2005, the stone was re-erected by Cormac, Cornwall Council's contractors [Fig 2], which has its own hierarchy of repair, based on a traffic light code. Red is 'danger of death'. Such things as a missing STOP sign at a road junction, which could result in a serious traffic incident, would be coded red. Potholes which might be deep enough to damage a vehicle might be coded amber. Milestones needing re-erection would be pretty low down the list of coded green items, but as this example shows would hopefully be dealt with in time. In this case that time was four years.



Fig 2. Milestone re-erected by Cornwall Council's contractors, Cormac in May 2005

In November 2014, a Society member reported that 'a gentleman has reported to me that a verge cutter has knocked over the milestone on the A388 at Penscombe north of Treburley (SX 34761 79364). From the photos, it looks like the milestone had previously been concreted during some earlier repair. The gentleman reported that the milestone was okay when he passed by on the way to Launceston but noticed it knocked over later that morning on his return journey. The verge cutter was working by the stone. I have looked around and there appears to be no bits of car left behind or tyre tracks etc. as there normally are after an accident.'

Checking the details, it became clear that this was the same milestone that had been knocked over in March 2001. What would you have done in his position? You could report the problem to the agencies already noted above, where notice would (hopefully) be taken and actions promised. Then you could wait for another four years, based on the previous experience, hoping that in the meantime no-one came past with a white van and made off with the milestone.

What actually happened was that the Society's Cornwall representative emailed the member concerned and they agreed that the location of the milestone was safe for them to work on and that with a bit of know-how they could put it upright again, which is what they did. Then a report was sent to Cormac's senior engineer, saying what had been done. There was a discussion about the verge cutter who should have been told that the Grade II listed milestone was there.

Would you have taken the Cormac engineer to task over this? Should the cost of re-erecting the milestone be deducted from the grass cutting contractor's fee? These would be negative responses. What positive response would the Society recommend, to reduce the risk of this milestone being knocked over again?

In June 2015, the stone was repainted by Society volunteers, as part of a long-standing agreement called the Milestone Society/Cornwall Council Painting Partnership.

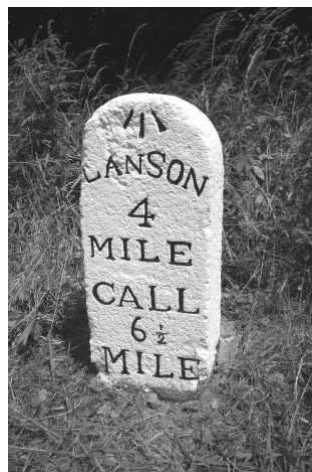


Fig 3. Milestone repainted by Milestone Society in June 2015, after it was knocked down again in November 2014

By then the grass on the verge was as high as the milestone. First the grass was cut back around it using hand tools. Then the milestone was cleaned with a bucket of water and a scrubbing brush. After a coffee break, the milestone was painted with smooth white Sandtex paint. Lunch was taken while the paint dried in the hot June sun. Finally, the lettering was picked out with artists' black acrylic paint and a small brush [Fig 3].

The milestone was now much more visible, so it was much less likely to be hit by the grass cutter. It was also much easier to interpret. The damage caused by the grass cutter could be seen, but so could the way Launceston had been spelt LANSON in 1836 when the stone was erected by the Launceston Turnpike Trust. The distance was 4 MILE not four mileS, which was not clear until the painting revealed it. In 1839 the distance to Callington was ordered to be added, reduced to CALL to make it fit on the milestone. This information was found in the Launceston Trust's Minute Book held at the Cornwall Record Office, which also recorded that from time to time the milestones were repainted by the Trust.

Repair

Repair is seen as a higher level of intervention than restoration. If a milestone is not just knocked over but broken in two by a vehicle strike, the usual procedure would be to report it to the Council's contractor, who would

recover the parts to a sub-contractor. They would normally join the two parts together by drilling holes in the broken pieces of granite, inserting threaded stainless steel studs and fixing them in place with strong adhesive. In this next example, a simpler and much cheaper approach was adopted.

In April 2016, a Society member from Devon reported a broken milestone near Mount Edgcumbe House. This information was passed on by the Cornwall Representative to Cormac who promised to collect the broken pieces and have the milestone repaired [Fig 4]. Three months later, the Society's Painting Team found the stone still in pieces beside the road. The pieces did seem to fit together quite neatly and it was decided to return with cleaning equipment and an appropriate adhesive to see if an in-situ repair could be made. In due course this was successfully accomplished and Cormac was informed that the milestone had been repaired [Fig 5].



Figs 4 and 5. A broken milestone in South-East Cornwall and after repair by the Milestone Society

The follow-up to this, especially of interest to Society members as an example of positive action, was that the Clerk to the Parish Council was contacted by email and told of the damage to the milestone and the work done to repair it. After some discussion, the Parish Council agreed to keep a watching brief on the milestone and to keep it clear of weeds and grass so that there would be no need in the future for the grass cutting machine to go close to it. The author considers this local adoption of individual milestones, while far from fool-proof, is a way forward.

Replacement of Parts

The replacement of part of a milestone usually refers to the replacement of attached plates. Cornwall has 36 granite milestones originally fitted with pairs of cast iron plates. Twelve of these milestones had both plates intact. A rolling programme of fund raising, casting and fitting replica cast iron plates has made good progress.



Fig 6. Replacement cast iron plates fitted to one of four milestones on the Perranporth road

As an example, replacement mile plates from four milestones on the road to Perranporth were paid for by a small grant from Perranzabuloe Parish Council. Patterns were made by the Society, based on old photographs researched in the Royal Institution of Cornwall in Truro, and new plates were cast in iron by Irons Brothers of Wadebridge. They were primed and painted with Hammerite by the Society's team who then fitted the plates with screws, glue and mortar [Fig 6]. The aim was that they wouldn't fall off again in a hurry!

Reinstatement by Replica

Sometimes a milestone is so badly damaged that it cannot be repaired and a replica needs to be made. An example is a milestone on A388 near Saltash, which was



Figs 7 and 8. Milestone destroyed on the Saltash to Callington road and the granite replica that was set up a few yards away, where it was safer

involved in a number of traffic incidents partly because of its location on a narrow bend. Following the last incident, fragments of the milestone were lost so that it could not be economically repaired. Cornwall Council agreed that a granite replica should be made and the cost be met by the insurance company of the owner of the vehicle involved in the traffic incident. Negotiation with the Society found a much safer site for the replica a few yards away [Figs 7 and 8].

Sometimes a replica can be the result of the enthusiasm of local people. In North Cornwall one of the rare slate milestones on the road between Bude and Holsworthy was stolen. Despite a hue and cry it could not be found. Money was raised by the Parish Council, the local history group and a local charity to pay for a new replica to be made from a slab of local recycled slate. Fortunately, the Society had photographs and accurate measurements of the stolen milestone in their records so the replica could be a very good copy of the original.



Figs 9 and 10. Mineral Tramways direction post and a National Cycle Network direction post

New roadside features

The creation of new roadside features is not something the Society has been involved with in Cornwall, but perhaps this is an area for future development in the county? New roadside features would include parish boundary stones, signs on cycle paths and other recreational routes, new direction posts and so on. There are of course examples of new roadside features in Cornwall, one of which meets with the approval of the author. Fig 9 shows a Mineral Tramways direction post and Fig 10 a National Cycle Network direction post.

Editorial note: Milestone Society activity in Cornwall is well reported in its publications, including reports on projects discussed above. In particular, see *Newsletter* No 29, p7; no 30, p7-8 and no 31, p7, and *Milestones & Waymarkers* vol 8, p9 and the Launcells report in this volume.

Furniss Collection dispersed by auction

Edited by David Viner

Reports of thefts and losses reported over the years in *Milestones & Waymarkers* and in the Society's *Newsletter* have included unauthorised roadside removal, the appearance of objects of roadside heritage for sale on internet auction sites, eBay in particular, and by turning up in antique shops or reclamation centres of one kind or another, the old-fashioned junk shop being largely restyled for the modern age.

When a whole collection, typically gathered by one individual, comes up for auction then the Society's early-warning antennae must be more than usually alert. Such was the case when the Furniss Collection of signs etc was auctioned at a prominent location on 19 June 2016.

The venue was the privately-owned Fawley Railway Museum near Henley-on-Thames, home of Sir William McAlpine, and the collection belonged to Stuart Furniss of Sheffield who died in May 2015. With his wife Kathleen he had built up the collection over fifty years. It was offered in 550 lots by specialist railway auction house Great Central Railwayana Ltd and described as 'railwayana and enamel advertising signs'. Of that number, one hundred lots were entered by other vendors.

There was little clue that there might also be roadside heritage interest (a minority sport amongst the vast railway collecting fraternity of course), although the well prepared on-line catalogue did open with a helpful index, including road signs, mileposts, and no less than eighteen items listed under canal. Objects of Society interest were actually found under each heading. See www.furnisscollection.com.

One couple's accumulation of such a large (and quality) collection will always leave in its wake many sources of acquisition often made over a long period of time, with many audit trails inevitably long gone cold. Not an easy trail to follow, but led by Robert Caldicott in



Lot 38, withdrawn from the auction.



Lot 541, withdrawn from the auction.

his Thefts & Recovery Liaison role the Society focussed its attention on three mileposts and one mile-plate clearly identified as from highway contexts. In that regard the catalogue was clear enough.

It is good to report that two of the mileposts, both listed, were withdrawn from sale by the auctioneers as a result of the Society's efforts, although one other post and the mile-plate were sold at the auction and now have new homes. All four were not only well provenanced to the road network but were by known makers too, adding to their historic significance.

From Staffordshire, Lot 38 has already been reported on in *Newsletter*, 31, p.15. It was one of the bobbin post series on A53 Leek to Buxton road, Leek 6 Buxton 6 [ref ST_LKBX06], which had been listed in June 1985 before a 'group theft' removed two-thirds of this run during one night. It was certainly gone the following year. It is cast William Green, Macclesfield, 1833. Good contact with Staffordshire Police was established, the post was recovered pre-auction and it is hoped can be restored into its rightful place before too long (see page 22)..

From North Yorkshire, Lot 541 was another post with a back-story. One of the triangular post series on A64 York-Malton road, this one is Malton 7 Miles and York 11 Miles [ref YN_YOMA11], both faces complete with a pointing hand. It is cast Mattison & Co. Be-dale. Again, contact with North Yorkshire Police and also Highways England was essential to success here. There have been other examples of posts in this series no longer being in situ, and Christine Minto tells the story of this post's recovery in her On the Ground report on page 22.

Interestingly, both these mileposts were given sale estimates of only £80-£100, some small comfort but which nowhere near reflects their true heritage value.

From Scotland, Lot 94 was one of the very distinctive series cast by Smith Patterson & Co Ltd. Blaydon and dated 1897. On the Isle of Mull, it is Salen 5 miles and Iona Ferry 33 miles [ref AB_MLSAIF05], and was sited on B8035 overlooking Loch na Keal on the

memorable route to Fionnphort and Iona. Christine and Frank Minto didn't find it in 2005, although it had been photographed by Ken Diamond in the 1970/80s.

Historic Scotland confirmed that it was not listed. Christine also noted that she did photograph Salen 19 miles (AB_MLSAIF19) in 1988 and that too had disappeared by 2005. Salen 5 sold for the princely sum of £500, five times the estimate; so where is it now?

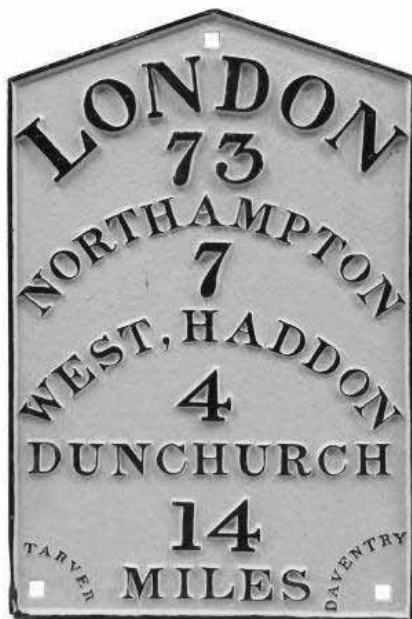
From Northamptonshire, Lot 145 was an interesting, original but repainted cast plate London 73, Northampton, West Haddon 4, Dunchurch, 14 Miles from the stone at East Haddon on A428 [NR-NHDC07]. It also carried the maker Tarver/ Daventry. Though not shown as such on the Repository, the Geograph photo states that the plate on the in-situ stone (although itself out-of-position) is an aluminium replica dating from 1990, which interestingly does not include the maker's name, and is a replacement after the original 'disappeared'. It also has the distance to London as 85 not 73 miles. The original plate was sold at the auction for £420, to an unknown buyer.

From the canal system, two lots of cast-iron mile-posts stood out. Lot 257 was a Monmouthshire Canal Company post M.C.Co. 12½, which sold for £120; and

Lot 498 a post as used on the Great Northern Railway's Nottingham Canal, 29 Miles From the Trent with G N Ry on reverse, which sold for only £30. There were also five canal boundary posts.

Described on social media as an iconic sale, this auction proved to be memorable in more ways than one. It showed excellent co-operation from Historic England, highway agencies and the police. At least two county police forces have sufficient awareness of 'heritage theft' to take action, especially if Historic England's Heritage Theft Support Officer is involved – a useful tip for the future. It also showed how the system of recovery naturally works so much better if items are protected by listed building status.

This report has been compiled from an email audit between a number of members who all contributed to the outcome and are thanked for their efforts; specifically, Robert Caldicott co-ordinating, John Higgins active on behalf of the Staffordshire post, Christine Minto likewise for Yorkshire and Scotland, and Jeremy Milln for canal signs, plus database input from Mike Faherty and contributions from John V Nicholls, Mike Buxton, Derek Turner, Mervyn Benford and David Viner. Former member Rodney Marshall provided the original link to the auction publicity.



Left: Lot 94, sold for £500.

Above: Lot 145, sold for £420.



The East Haddon milestone with replica plate and inscription plaque, Photo from repository.

Can you contribute? Of course you can!

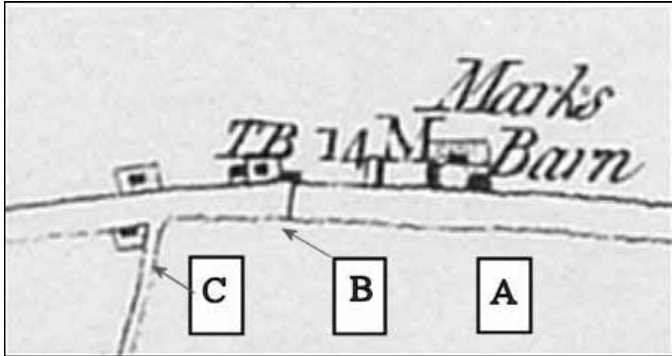
Contributions are always welcome for the Society's annual Journal or indeed for its sister publication, the six-monthly Newsletter. Material is published from both members and non-members and covers relevant topics, principally from all over the British Isles, within the Society's Aims & Objectives (see p.67). These include milestones and a range of waymarkers and associated literature forming our roadside heritage such as direction signs, finger-posts, boundary markers and AA signs. Toll-houses are also included. Contact the editor or any member of the Editorial Panel (see page 2); Notes for Authors on p.67 provides a guide.

A tale of two Braintree tollhouses

Mike Bardell

The last expansion of the First Division of the Essex Turnpike Trust, under 5 Geo. III c.60 of 1765, saw the Coggeshall Road east from Braintree and Bocking turnpiked through to Marks Tey. A tollhouse was erected soon after a meeting of the Trust held in Chelmsford on 18 July 1765 “between Stisted and Dead Lane leading to Bocking Street”.¹ It is unclear if a dwelling was actually erected or just a bar added to an existing cottage used by the keeper; either way it is long demolished. This ‘Braintree Bar’ was established at Marks Barn.

Dead Lane incidentally was a sunken, overhung and gloomy thoroughfare and replaced by the Courtauld family around 1890 with a modern, paved link between the firm’s Bocking and Braintree factories. It also moved the road further away from the new Courtauld family home ‘Bocking Place’. Unsurprisingly it was eventually named Courtauld Road.

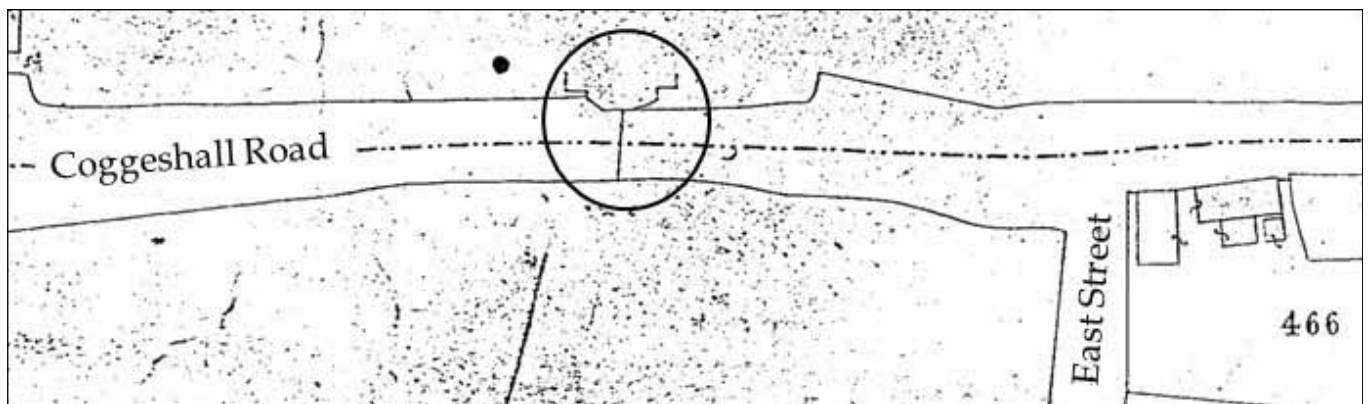


The barn, at ‘A’ on the map above,² still stands (TL77520 23466) with Marks Farmhouse alongside to the east. The toll bar and cottage stood roughly midway between the barn and Hay Lane at ‘B’ on the map, Hay Lane is at ‘C’. This bar had disappeared by the publication of the Old Series One Inch OS Map in 1805.



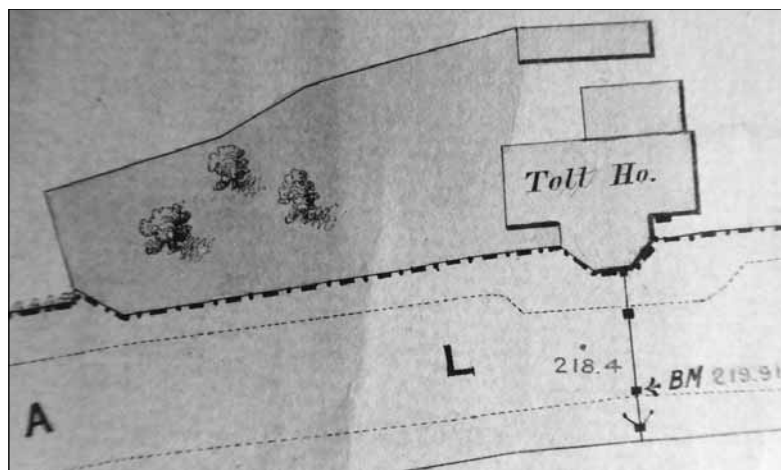
In fact it was moved much closer to the town in order to catch travellers sneaking into Braintree from the Witham and Cressing direction and using Cressing Road or Hay Lane on their journey northwards to Halstead and Hedingham, thus by-passing the toll bar. The main Witham to Braintree road in those days was through Faulkbourne and the Notleys.

Patrick Taylor in *The Toll-houses of Essex*³ tells us that “the toll-house and bar are clearly shown on the north side of the road on the Braintree Tithe Map⁴, but are actually in the parish of Bocking (for which no map is available)”. Below is an extract from that map; judge for yourself how clearly it is shown in comparison with what is to follow.



What is not in dispute is the parish boundary between Braintree and Bocking which is Rayne Road and Coggeshall Road, formerly the original A120 or Stane Street Roman Road; it actually predates the Romans and was a main Trinovantian east to west highway. Bocking is to the north, Braintree to the south.

Happily, while the Tithe Map is limited in what it can offer, the superb Braintree Board of Health Map of 1851,⁵ at a scale ten feet to one mile, amply makes up for it. It is reproduced below by courtesy of Essex Record Office and a pink wash on the original tells us that the tollhouse was of brick construction.

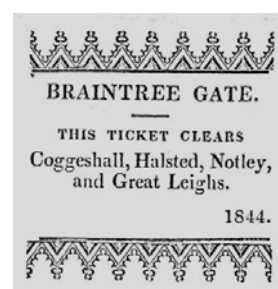


Interestingly the Board's surveyor has shown the parish boundary incorrectly, it should be on the centre line of the road as shown on the Tithe Map. Further, anyone studying either map in full may wonder why Bocking appears as a 'desert' while the Braintree side contains encyclopaedic information. The answer is simple; both maps are of 'Braintree' origin. This parish boundary and responsibilities for road maintenance, and other problems, exercised Braintreeites and Bockonians for centuries. You can read about these sometimes national headline events in *The Road that Divides?*⁶

However what the maps do tell us is that despite parochial difficulties the tollhouse and road were important facets of everyday life for the people from all walks of life in both parishes.

In 1837 tolls⁷ were as follows:-

Stagecoach with six inside and four horses – 2/-
 Four wheeled carriage and eight horses – 3/-
 Drays and carts – 1/- or 9d
 Horse, mare, gelding or mule, laden or unladen – 1d or 1½d
 Oxen 10/- per score
 Hogs, sheep and lambs – 5d per score



In September 2015 Mike Bardell visited Blists Hill Victorian Village, Ironbridge and photographed the re-erected Shelton Tollhouse built circa 1820. There are clear similarities with Braintree's second tollhouse.

The railway era spelt disaster for most Turnpike Trusts and an Act of Parliament saw the end of all toll roads in Essex by 31 October 1866⁸ when responsibility for the maintenance of main roads passed to Highway Boards. Braintree's second tollhouse obtruded into Coggeshall Road and was presumably soon demolished. It had gone by 1876 when the 1st

Edition Ordnance Survey (OS) was published.

Today there is a widely held misconception in the town that Tollgate Cottage was the tollhouse itself. This building is not even on the OS 2nd Edition of 1896 but makes its debut on the 3rd Edition of 1922. By careful measurement it can be determined that the tollhouse stood immediately west of Tollgate Cottage on what is now 103B and 103C Coggeshall Road. These properties form part of a redevelopment of the Crittall Social Club site which the author was asked to name in March 1998. His choice was Turnpike Place after Turnpike Field on which Crittall had built his club in 1926. The grid reference is TL 764233 .

References

1. McAdam, Elspeth, *There were turnpikes in Essex until only a 100 years ago*, Essex Countryside, October 1966, pp. 918/919
2. Chapman & André Map of Essex, 1777
3. Taylor, Patrick, *The Toll-houses of Essex* (Ipswich, 2010), p. 54
4. Essex Record Office, Reference D/CT 47B
5. Essex Record Office, Reference A9194, Box 5
6. Bardell, Michael, *The Road that Divides?* (Braintree, 2007) – available from the author of this of this article, c/o the editor, price £5 plus postage
7. Braintree & Witham Times, 11 April 1957
8. McAdam, *There were Turnpikes*, p. 921

Variations of numbers of listed milestones in Surrey

Colin Woodward

Whilst the fate of milestones is usually in the hands of the County Council or local Highways Authority, or sometimes Highways England, it is local counties that hold the key to the protection of historic street furniture. Local councils have the power to do surveys of their area, declare conservation areas, prepare local lists of buildings worthy of preservation, and are able to liaise with English Heritage or the Government's Listing Branch to officially list buildings that are considered to be of particular architectural or historic merit.

Local Government by its very nature is fragmented and the councils themselves have to decide how to allocate their scarce resources, which in recent years have become increasingly constrained financially.

This is a problem that we as a Society have to accept and to wrestle with. The map shown in Figure 1 illustrates an example of this fragmentation. What it shows is local authorities in the traditional county of Surrey with estimated numbers of

surviving milestones (based on the Milestone Society's national database records) and the number of listed milestones for each in brackets. Although the map relates to Surrey it is highly probable that similar strong variations by local authority may be found in nearly every county in Britain.

Listing is by no means a panacea for the preservation of historic street furniture. However, it can be argued that it does reflect local pride in historic assets and is an indication of the degree of activity and enthusiasm that local authorities have in conserving their milestones.

Whilst official listing is the most obvious protection, there are others. For example, before listed buildings were introduced, some milestones were protected by being Scheduled Ancient Monuments (a Government designation). A number of councils have duplicated this form of designation by listing, but not all, for example London Borough of Sutton, which has no listed milestones but three listed as Scheduled Ancient

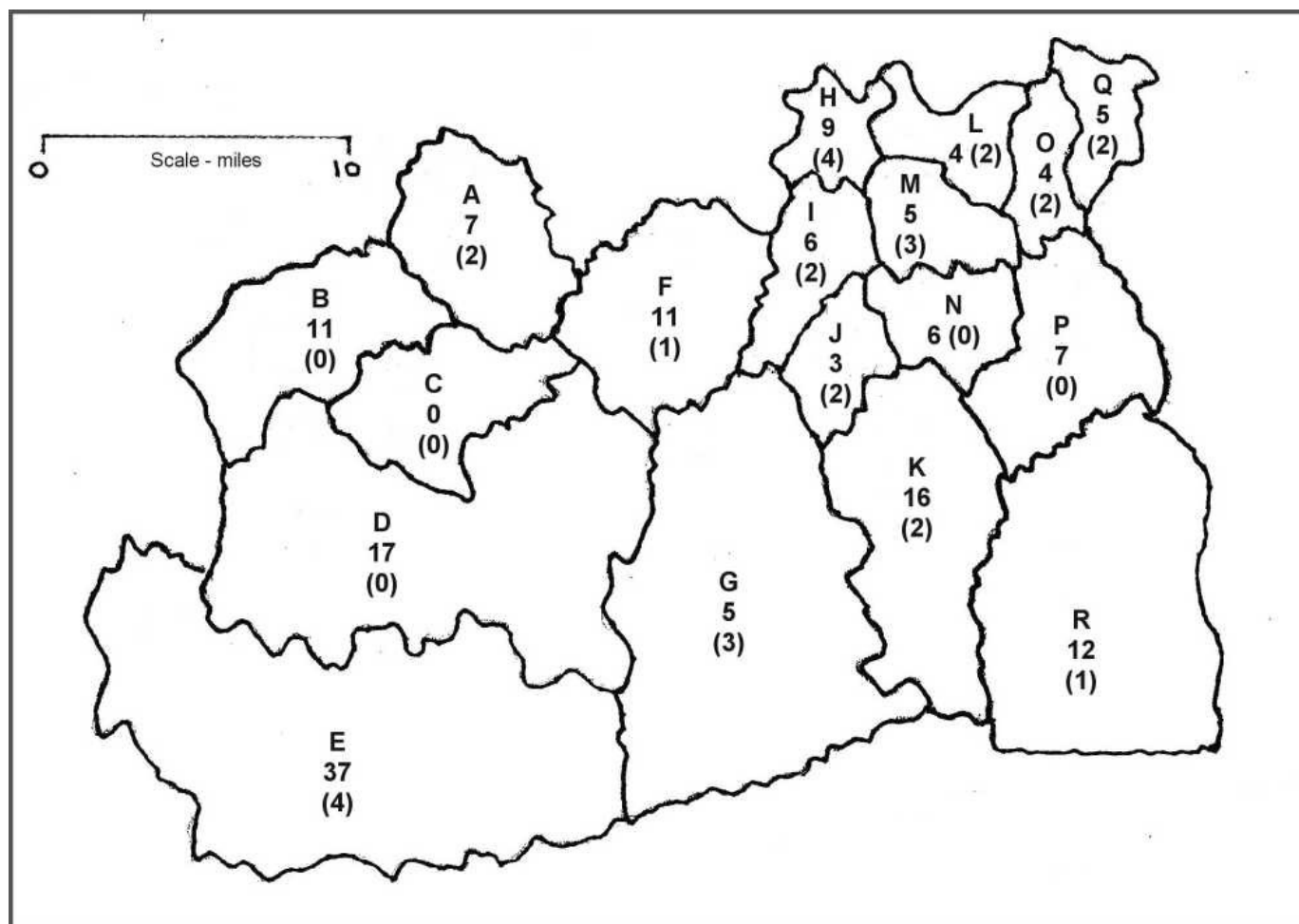


Figure 1. Surrey (Traditional County), showing milestone distribution in each authority with listed milestones in brackets. Source: Milestone Society database record (2011)

Key to authorities.

A – Runnymede
B – Surrey Heath
C – Woking
D – Guildford
E – Waverley
F – Elmbridge

G – Mole Valley
H – Richmond upon Thames (Surrey section)
I – Kingston upon Thames
J – Epsom & Ewell
K – Reigate & Banstead
L – Wandsworth

M – Merton
N – Sutton
O – Lambeth
P – Croydon
Q – Southwark
R – Tandridge

Monuments. Scheduled Ancient Monuments have been existing for so many years that it is not always easy to find records of them.

Many milestones are not worthy of being included in official listings but do have sufficient merit to be included in unofficial or local list designation. Local listings are particularly useful when published as then highway authorities and developers will become aware of the historic assets and take steps to safeguard them. However, not all local authorities produce local lists and not all of those who do have made the lists readily available for inspection.

Milestones might also be protected by being in a Conservation Area (so demolition requires consent from the local planning authority) or with luck might be “deemed listed” (for example a milestone plaque in a listed wall). Other policies can be used to protect milestones such as relevant policies in an Area of Outstanding Natural Beauty (AONB).

The map shows a wide variation in numbers of surviving milestones in the local council areas. There can never be an

exact correlation as the lengths of former turnpike roads within each local authority will vary.

Sometimes historical reasons for variations are obvious. In the map Woking (0 milestones) was, before its rapid development into a major Borough, a large expanse of heathland with no important roads passing over it. Waverley (37 milestones) has about seven times as many milestones as Mole Valley (5 milestones). This may be partly accounted for by loss of milestones in road schemes in Mole Valley. It is interesting that the Surrey London (Metropolitan) Boroughs taken together have as many surviving listed milestones as the administrative county beyond London. This is surely more than expected.

With regard to numbers of listed milestones it is tempting to suggest an award of “wooden spoons” but on reflection to suggest that those with none at all (such as Guildford, Surrey Heath and London Borough of Croydon) and those with only one listed milestone (such as Tandridge and Elmbridge) should take stock of their historic street furniture with a view of investigating possible listing or local listings.

On the Ground—Scotland. Concluded from page 24.



DG.HOTTS.. Remains of the tollhouse that controlled the spur to Caldronlee and Snabquarries and lime kilns



AYS_GVBH00. New find in Girvan town centre. Proof that searching for stones is not limited to a rural activity.

found one of the typical Ayrshire granite stones with mileages to Maybole, Ayr, Barrhill and Colmonell [AYS_GVBH00].

Highland *Photo: Mike Rayner*

Since recording milestones Christine Minto has cycled along most of the Great Glen A82 between Inverness and Fort William. The 9 miles south of Lewiston near Urquhart Castle has some milestones marked but hasn't been on her route. However Mike Rayner spotted a stone near Achnahannet which isn't marked on the OS map so Inverness 19 goes into the database. [HI_IVFA19]. Most of the stones are hard Highland granite but some are made of concrete. Painting is the

only way to display the legend and these have obviously varied over the many years. Most legends have weathered away but remnants of some can still be made out. The granite ones have a slightly curved back whilst those made of concrete have sharper edges and flat backs.



Will you be holidaying or milestone hunting in Scotland?

The database for Scotland holds around 2,200 records but as can be seen from above, there are still more milestones out there waiting to be found. Please report any new finds to Christine Minto, the recorder for Scotland.

Email contact: frankminto@talktalk.net

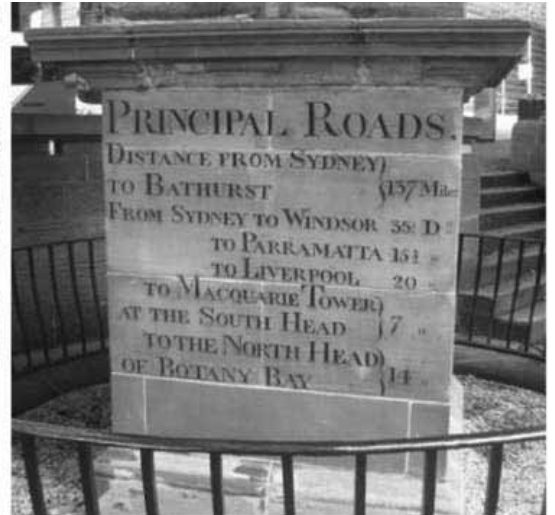
Overseas Milestones

Milestones of Australia

David Thomas

As you will know, Australia is a huge country roughly 30 times the size of the UK with a third of the population. I am sure that I read recently that 85% of the population live within 100 miles of the sea. Also the first permanent settlement was established less than 250 years ago and as milestones are only of use between such places you can see we have very little history or use of milestones. However they do exist: if you insist on stone there are around 60 but if you will allow wood, steel or concrete the number climbs to over 470.

As Sydney was the first settled area this is where we find the largest number of genuine milestones. In 1818 Governor MacQuarie decreed that all distances should be measured from an Obelisk erected in Sydney; see *Newsletter* 25 p35 [Figs 1 & 1a]. The first major road was the one to Parramatta and there are still 6 milestones in existence. The 1904 version of Milestone 1 has been removed for its safety [Fig 2]. From Parramatta the road continued to Penrith and a further 18 milestones exist [Fig 3] although many are no longer in their original position. One that is, just beyond Penrith, is carved into a cliff face [Fig 4].



Figs 1 & 1a. The obelisk in Sydney and the inscription denoting principal roads



Fig 2.



Fig 3.



Fig 4.



Fig 5.



Fig 6.



Fig 7.

Another early major road was today's Hume Highway leading to Liverpool and Campbelltown. This still has 6 milestones to Liverpool [Fig 5], with many duplicated by later square concrete milestones [Fig 6] not always in close proximity. There are a further 8 milestones to Campbelltown and the local Council has made an effort to protect and attractively present them [Fig 7].

Two wooden milestones exist near Windsor but they are deteriorating and ought to be moved to a museum and join a further 8 throughout the state so preserved. There is one more wooden milestone still in use but this has been looked after and sadly had the distance changed [Figs 8, 9].

The rest of NSW milestones are either square concrete [see Fig 6] dating from the early 30's or triangular cross section concrete for the late 40's with these latter ones forming the vast majority. While the square ones are generally in their original location, well over half of the triangular ones can be found collected at just three locations. One place, Young, has 30, forming just one short of the entire run between two towns [Fig 10].



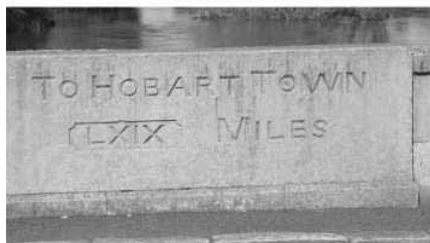
Fig 8.



Fig 9.



Fig 10.



Figs 11 & 12.



Fig 13.

Turning to other States. Tasmania has 8 stone milestones if you count the distances carved on the parapets of Ross Bridge [Figs 11 & 12], possibly the most photographed milestones in OZ, and a modern one at Launceston Casino. All the rest, some 120, are of triangular concrete.

Until recently I thought Victoria had only a few milestones and none of any interest as the State is dominated by Melbourne and most milestones give the distance to Melbourne only [Fig 13] on a small but tall triangular post. However a recent visit brought up no less than 7 stone versions [Fig 14] and three wooden ones [Figs 15 & 16], although I am not sure one is genuine. What they do have, but I missed seeing, are two heritage listed and well preserved cast iron milestones [Figs 17 & 18].



Fig 14.



Fig 15.

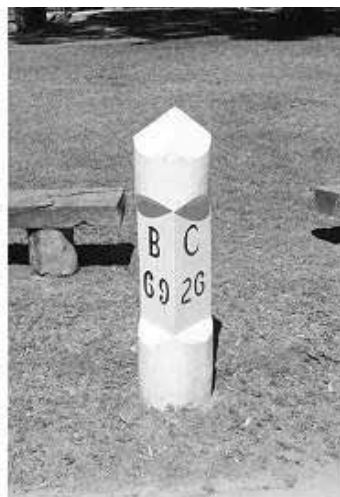


Fig 16.



Fig 17.



Fig 18.



Fig 19.



Fig 20.

South Australia has only around a dozen milestones, all triangular concrete, while Queensland has only 4. but it does have a well preserved wooden one [Fig 19]

The only milestone known in Western Australia is a 1940 concrete one resembling a tombstone [Fig 20]!

Note. David Thomas lives in Penrith, legally an independent city, some 60km west from the Sydney CBD (Central Business District), but included in 'Sydney' when it wants to puff up its size. Should any members be visiting the Sydney area looking for milestones then David would be very happy to assist. Email at dogsbody@internode.on.net

For further reading see *Newsletter 26* p.37 and Crofts, Robert and Sandra, 2013. *Discovering Australia's Historical Milemarkers and Boundary Stones*. Xlibris. £34.56. ISBN 978 1 4836 3689 4.

Hidden Histories – A spotter's guide to the British Landscape

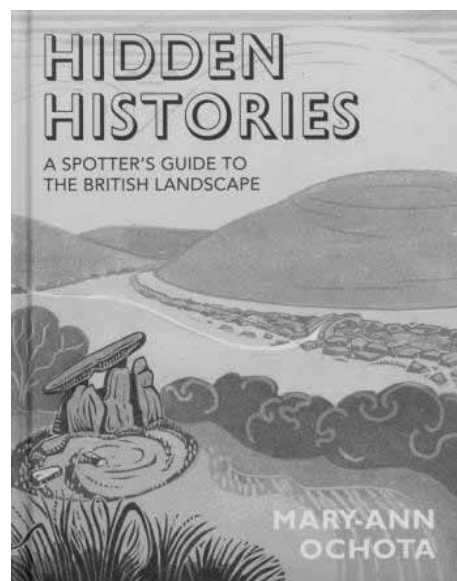
Hidden Histories: A Spotter's Guide to the British Landscape by Mary-Ann Ochota. 2016. Hardback, 288 pages. ISBN: 9780711236929 Publisher: Frances Lincoln

In the Spring of 2016, Mary-Ann Ochota, anthropologist and archaeology presenter, contacted the Society to check out some details of milestones for inclusion in her forthcoming book. *Hidden Histories* was duly published at the end of 2016 and was immediately short-listed for Current Archaeology magazine's 'Book of the Year'. Their reviewer 'LM' commented: "Presented in a very reader-friendly format, the book covers locations across Britain and from a whole range of periods. It starts with a handy guide to the various resources an armchair explorer can draw on...But, splendidly illustrated with stunning, sunny pictures of the British countryside, prehistoric and medieval villages... it's a book that encourages the reader to go outside and see for themselves."

The book is also being specially featured by Post-script Books: "Mary-Ann Ochota's spotter's guide provides the essential information required to 'read' the landscape and understand what you're looking at. Using text, photographs of examples and illustrations showing the processes that have shaped the landscape, the guide helps with identifying the humps in the bumpy field as burial mounds, or working out the age of a church or

woodland; and there are articles on aspects of history, explanations of archaeological jargon, and details of the best sites to visit".

Hence you can buy a copy from them for £9.99 instead of the rrp of £20, see : <http://www.psbooks.co.uk>



And please spare a few minutes to vote in the Current Archaeology Awards before 5 February at www.archaeologyawards.org

It's worth it !

Pointing the Ways - The Fingerpost Column

Braintree & Bocking roadside iron restoration, Essex

John V Nicholls

When *Milestones & Waymarkers* Volume Eight went to press in 2015, the Braintree and Bocking roadside iron restoration project was still in the planning stage. To avoid repetition you are advised to refer to page 36 of *M&W* 8 for the background details of the two fingerposts that were part of the project.

Several concerns were raised during the final planning stage. For example, the replacement arms to the post at Cressing Road would partly obscure a newer road sign but this was quickly cleared by County Highways. However, it was decided to omit the road number from the arms in order to shorten them and make them less prone to vehicle strikes and because 'B1018' had subsequently been transferred to a by-passing road.

The London Road post was also subject to delays. In this case it was over the legends to be used on the arm. The broken 1950s alloy arm bore the legend BRAINTREE GREEN / RAYNE. Initially it was proposed to use the same legend on a new arm but with the upper line abbreviated to BRAINTREE GRN to keep the arm as short as possible. This was opposed by a resident as he did not recognise GRN as an abbreviation for GREEN. Similarly he objected to suggested B'TREE GREEN. In the end a decision was made to omit RAYNE completely. A stranger to the area might find it a difficult route as over the years housing developments and a new by-pass more or less bisect the road to Rayne. Final legend... BRAINTREE / GREEN. In hindsight this was a good call as can be seen in the 'From the Archive' photo following this article.

With estimates in for the supply of new arms, materials and travel costs the proposal was put before Braintree & Bocking Civic Society for funding. The funds were

granted and the new arms were ordered and supplied by Signpost Restoration Ltd. By now winter had set in so other than painting the arms under cover, the main work waited until the spring to 2016.

Preparation and painting

Most of the tasks were carried out by John V Nicholls but the services of Mike Bardell (the apprentice) were called upon occasionally to learn some restoration techniques or help with heavy lifting.

Dismantling the London Road post presented no difficulties. It was simply a case of removing the top aluminium cap and broken arm stub. Mike retained the arm stub as a souvenir (see photo below left).



Buoyed up by the simplicity of that job the Cressing Road post was approached with confidence. The conical finial was removed without problems (see photo above right). The sheared off arm retaining bolts were drilled out and the remnants of the arms were ready to be removed.... NOT! At some time in the past a line of weld had been applied between the top of the pillar and the lower edge of the arms. It was very hard and neither a hacksaw nor file would make an impression on it. John had to call in a favour from his neighbour and a later visit with a power grinder to cut the weld away to complete the dismantling.

With the two fingerposts dismantled it was time to get started with prepping and painting. Cressing Road fingerpost pillar was the first to be tackled. The existing paint was fairly sound with little evidence of flaking. There were a few long scars running almost the full height of the post that were heavily rusted. After sanding down the pillar the rusted areas were treated and



The new arms arrive already zinc phosphate primed.

then painted with zinc phosphate primer and then a further coat of red oxide primer.

The milepost at Bocking had been included in the restoration project. Paint that had been applied in the noughties was easily removed but the underlying paint was sound so just rubbed back. Rust was treated followed by zinc phosphate primer and then a further coat of red oxide paint applied. The primed fingerpost pillar and milepost then received two coats of smooth Hammerite white. Mike was called in to handle the paint brush even though he is a self-confessed non-handyman.



Bocking milepost from rust treatment to final topcoat.

As the lettering on the milepost was quite crisp the application of black enamel was done with a small paint roller rather than the laborious paint brush method. A wooden surround filled with pea shingle finished off the job. Twelve inch banding was applied to the fingerpost pillar; always a bit of a pain getting them horizontal due to the taper.

Meanwhile final work was completed on the arms back at John's home where, to recreate the original, 10.5mm holes were drilled out in the bosses and tapped to 1/2" Whitworth thread to take new square head locking bolts (again, with thanks to John's neighbour who made the bolts). Due to the fine tolerances and slight imperfections of the shaft the arm bosses required some fet-



Custom made 1/2" Whitworth bolts matching the 1930s originals. Not something available in the local B&Q store.

ting. Even then, brute force became necessary and the shaft had to be driven into the arm bosses with a large copper/hide mallet.



Brute force wins the day and the arm assembly is ready for fitting to the Crossing Road post.



With Mike once more acting as apprentice the arm and shaft assembly was then fitted to the pillar. Fitting the conical finial completed the job.

The London Road fingerpost was the final part of the project left outstanding due in part because the delivery of a plain collar had been delayed. The pillar had been painted with grey paint in the past and this was in poor condition and flaking. Beneath this

paint layer the former black and white banded livery could be detected. The grey was easily removed and as the underlying paint, being fairly sound, only required

flattening back. The only area needing rust treatment was around the bottom where road dirt and soil had accumulated. Treated areas were given the usual two coats of primer and then the whole pillar had two coats of white applied.

Apprentice Mike was again called in for the assembly after which the black banding was painted on. The Braintree & Bocking Project was completed.

Tuesday, 14 June 2016 was 'meet the press' day. A photographer from the *Braintree and Witham Times*

newspaper arrived to get his pictures and take notes for the paper. The small gathering included Councillor Graham Butland, Leader of Braintree District Council who had helped to bring the project to fruition after discussions with the Essex County Council Cabinet Member for Highways. In addition to a mention in the *B & W Times*, the project also had a full page colour spread in *Contact*, the Braintree District residents' magazine.

Below: Press day. Mike Bardell, John V Nicholls and Cllr Graham Buckland at the Cressing Road post.



From the Archives - London Road, Braintree



John Adlam Collection (Braintree) and reproduced with permission.

On 8 October 2016 Mike Bardell attended the opening of a major new photographic exhibition at Braintree Museum put on by one of his friends. One of the photos just happened to show the London Road fingerpost.

Vindicated! Before the London Road fingerpost was restored there had been some disagreement over the legend on the arm. This photograph shows that it was indeed BRAINTREE GREEN. The photo is undated and could be either pre-war or even into the 1950s when this area was still fairly rural.

From the Archives

‘Photo reveals frosty fork in the road’

David Viner



This was the headline in my local weekly paper’s community pages when I responded to this photograph; it had popped up in an issue or two before in the regular *The Way It Was* nostalgic feature gathered from earlier reports in the paper. As the *Wilts & Glos Standard* goes back to 1837 (and long may it survive!), there is plenty of material for such stories, although not often about the history of local roads. But stories about the weather are of course always welcome!

The interest lay not only in the image (which I hadn’t seen before) but the fact that the photograph was part of a dated article in the paper, assembled for the 10 February 1940 edition. So the photo also dated from that time, recording the hard winter of 1939/1940 and especially the ‘world encased in ice’ around the 27 January.

We are here in Gloucestershire but close to the Wiltshire county boundary south of Cirencester. Study showed that this wooden signpost (a recognisable Gloucestershire type, now very rare) stood at the Coates turn at Smerrill, near Cirencester (at ST 997988), a location once famous for the width restriction caused by the abandoned Thames & Severn Canal crossing the road

via an aqueduct at this point. This was only demolished a decade or so before this photograph was taken.

Another feature of interest was the B4428 road numbering instead of today’s A429 for the Cirencester to Malmesbury road. This was because the main road still crossed what was soon to become Kemble airfield further to the south west.

When that major change was undertaken as part of the war effort, the diverted route through Kemble became the main A429 road and the B4428 was renumbered. It also explains why the sign gives directions between Cirencester and Kemble but not onwards to Malmesbury.

Interestingly, the surviving short stretch of the old road stopped off by the airfield’s construction near Jackamonts Bottom (ST 967974) has come back into use in recent years, as a point of access to the facilities on the north side of what is now Cotswold Airport. One of the original milestones from the days when the ‘old’ Malmesbury road was a turnpike also survives along this stretch.

Correction

As many readers will have spotted, the captions for the three milestone images across the front cover of cover of *Milestones & Waymarkers* vol 8 for 2015 were transposed. Reading from left to right, the locations are of course a Wiltshire stone, a fine survival at Welland in Worcestershire, and a South Wales marker.

.....ooo0ooo.....

Malta Milestones Update *Tim Jenkinson*

Further to their article on the defaced milestones of Malta which appeared in vol 7 of the *Milestones and Waymarkers* Journal of 2014 (p23-24), Tim and Ann Jenkinson report the discovery



Fig.1. MS13, the newly found Triq Il Selmun milestone on Malta.

of five more mile markers, one on Malta itself and four new and exciting finds on the neighbouring island of Gozo. The one on Malta (MS13. Fig.1) is set in Triq Il Selmun on the east side of a rather remote road leading northwards from the resort of Mellieha on the north west side of the island, out to the 18th Century Selmun Palace and the now closed hotel nearby. In keeping with

other milestones on the island it was defaced as precautionary measure in World War II but still retains the 'Miles/From' inscription and would have shown a distance from the capital Valletta. It is the 13th such discovery on Malta.

Gozo a smaller neighbouring island and a 20 minute ferry journey from the port of Cirkewwa on the north-west tip of Malta. The island itself covers an area of just 26 square miles and is 8.7 miles long by 4.5 miles wide. To date four still extant milestones have been located in 2016 following exploration of the island on foot and by local buses. Of same design as the Maltese examples, tall with gable tops and constructed of distinctive coral-line limestone, each stone has lost its legend in the same way but once showed distances from the absolute centre of the capital city of Victoria (Rabat) at a place recorded as It Tokk which is also known as Misrah L'Indipendenza (Independence Square).

The first marker (GMS01. Fig.2.) which is easily overlooked resides right down at the picturesque harbour side of Xlendi Bay, a popular resort approximately two miles from the capital. Another (GMS02. Fig.3.) can be seen about a mile out of the city heading on the road towards the main Mgarr Harbour and Ferry Port linking the island to Malta. It is set well back from the road



Fig.2. GMS01. Xlendi Bay milestone, Gozo



Fig.3. GMS02. Victoria Ghonqqs milestone, Gozo

across the roundabout near enough opposite the foot of Fortunato Mizzi Street. The milestone here seems to have been repaired at some point and was most certainly salvaged during the road improvements of c2013.

A third stone (GMS03. Fig.4.) has been located in the very centre of the village of Gharb on the west side of the island in the Piazza Zjata Tal Madonna. It too has been repaired as it currently sports two diagonal cracks in the limestone across its front. The fourth marker (GMS04. Fig.5.) was discovered in the village centre of Ghajnsielem on what would have been the old route to Mgarr in the Pjazza Indipendenza some 2.5 to 3 miles from Victoria. This has a most helpful information board alongside explaining a little of the history and purpose of the milestones on the island that were set up in the early 1800s by the British to help military personnel orientate themselves when both on duty and during their leisure time.



Fig.4. GMS03. Milestone at Gharb, Gozo



Fig.5. GMS04. Milestone at Ghajnsielem, Gozo

A similar plaque is now set on the wall alongside the milestone at Gullerri Harbour on the west side of the Bugibba resort in St Paul's Bay on Malta (MS4) perhaps indicating an increasing local interest in these forgotten markers. No doubt more milestones survive on both

islands and will be discovered in due course.

References:

Jenkinson A and Jenkinson T (2014) *The Milestones of Malta Milestones & Waymakers*: vol 7, pp 23-24.

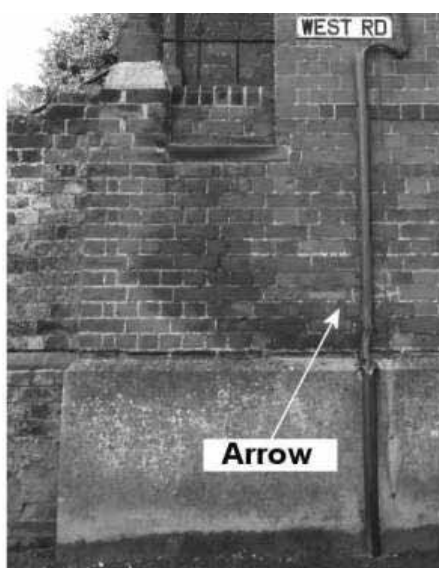
Great War evacuation route direction arrows in Saffron Walden Mike Bardell

Continuing the 100th anniversary of World War One (see M&W 7 and 8), this short article is included for its fascinating background story. There are no destinations or distances but nevertheless important waymarkers.

The Essex Coast was deemed highly vulnerable to invasion by the Germans in 1914 but after initial defiant talk about physical resistance common sense prevailed and,



The inset highlights the faded arrow in Victoria Avenue. Photo: Mike Bardell.



Indicating the position of the arrow in West Road. Photo: Mike Bardell.

in the hope of avoiding a bloodbath, elaborate plans were put in place to evacuate the civilian population to Oxfordshire.

After much speculation 'General Instructions in Case of Invasion' were eventually published in October 1915. These made it clear that as roads would be reserved for the military, rushing eastwards to confront the invader, evacuees were to make their way westwards at first by means of footpaths and lanes. The GOC 3rd Army said - "*whenever military and civilians meet on a road, civilian traffic will at once be cleared*".

Incredibly these formal evacuation plans were the 'dusted off' arrangements made during the Napoleonic Wars over 100 years earlier; even more incredible is that their Georgian predecessors had themselves simply updated plans made for the Spanish invasion of 1588.

En route "*every town and village should be prepared to billet, in cases of extreme pressure, up to a number equal to double the population;*" this movement was expected to last about six days and people were to be moved as "*expeditiously as possible*". They were to car-

ry only clothes, blankets, money, jewellery, food and drink for 48 hours. Official figures gave an expected rate of progress no faster than 2 mph, a maximum of 10 miles per day for the elderly, women and children on foot. With the Oxfordshire border 70 miles in a direct line from, for example my home town Braintree (in reality it would have been much further and 2 mph totally unrealistic), this represented a journey of, at the very least, seven days, yet no real plans existed to feed the refugees once their food for 48 hours had run out.

The Cambridgeshire War Emergency Committee, through which some Essex evacuees would need to travel, was unequivocal – they could do little to help. From Hertfordshire, through which virtually all Essex people would have to pass, there was simply a deafening silence throughout the war. As the Chelmsford Emergency Committee Chairman stated - "*History appears to be silent upon the point during the period from 1798 to 1815. One can only hope that the necessity of these arrangements may pass away, as it did in the last mentioned year.*"

The illustrations show two arrows hastily painted on brickwork in Victoria Avenue and West Road. Street guides were issued with a list of names and highly detailed routes to follow; these arrows form part of those emergency measures. Miraculously they have survived. However, let the last word rest with the GOC; he

saw evacuation as "*quite hopeless.*" It would have been, as he said, "*sauve qui peut*".

A Nottinghamshire boundary stone

Colin Woodward added some additional information to the article in *Milestones & Waymarkers* (vol 8, 2015, p.44-5) on the interpretation of the letter V in the inscription on this particular stone. He suggests that if it is interpreted as a parish boundary stone the V may stand for Vestry as Vestries often numbered their markers, making this one number X or 10, and using Roman numerals as easier to carve on stone than Arabic.

Putney, Surrey

Colin Woodward reports that the milestone (V miles from Hyde Park Corner) at Putney Lower Common (see *Milestones & Waymarkers* Vol.6, 2013. p.35) has been moved slightly to avoid a sight line to a new access road to a school, on the former Putney Hospital site. The milestone's protective box, which has surrounded it for eight years, has been removed. The troublesome ailanthus (Tree of Heaven) suckers growing around the stone have been eradicated and the developers have reinstalled the milestone in its new position and cleaned it.



Another milestone mentioned in the 2013 article, outside Wandsworth Library and Museum which is undergoing redevelopment, is being protected in a temporary building surrounding it on the site. This milestone is Grade II listed. It is hoped that this milestone will again be visible to the public when the works have been completed.

The reinstated 'V MILES' at Putney Lower Common. Photo: Ron Westcote

Finally, good news about the Roehampton mounting block. (See *Milestones & Waymarkers* Vol 8, 2015, pp.33-34) After many discussions, mostly about ownership of the site where the stone was planned to be located, Philip Evison had a reply from Wandsworth Planning Department that CIL funding has been obtained and the Mounting Block will be reinstated in 2017. (CIL or Community Infrastructure Levy replaces Section 106 for smaller planning applications. Planners can still seek Section 106 agreements for larger applications where the issues are more complex.)

Redbourn, Hertfordshire

The milestones of Redbourn (and further north) – an update from *Sandy Ross*.

Volume 8 (2015) of *Milestones & Waymarkers* told of the theft and subsequent recovery of two Watling Street milestones in the Parish of Redbourn in Hertfordshire.

It has taken four years from the first incident in August 2012 to get both the Punchbowl and Chequers stones restored to the roadside, but the job is now done.

John V Nicholls had initially suggested direct action to get the Punchbowl stone (HE_LH23) restored to its correct position following its levelling by an errant vehicle, but misguidedly I assumed that Herts Highways would act on my reports. Theft inevitably followed.

Following the theft and subsequent recovery of both this and The Chequers (HE_LH24) stones Herts Highways, Redbourn Parish Council and our local County Councillor were pressurised to recognise our heritage and get them restored. Initial promises quickly faded, but in January of this year a contractor was approached and a price quoted; another eight months passed before the work was undertaken.

So the Punchbowl stone (London 23) is now positioned in the hedgerow approximately in its original position –



HE_LH23

but remember that the pub is now a private house. The Chequers stone (London 24) had been broken many years ago and this lack of depth in part resulted in its theft, since it was possible for one person to lift it from the precarious position it occupied on the sloping verge opposite the pub. Although the Society would prefer milestones to remain in their original positions, a possibly less dangerous location has been found about 200 yards north at the entrance to Redbourn village close to the surviving Harpenden to Hemel Hempstead railway overbridge; it is to be hoped that its more prominent position will result in greater interest by villagers. A buried metal frame, set in concrete, has been glued to the base of the stone to replace the section broken off many years ago; the stone now stands upright and an OS. benchmark is visible.



The repositioned HE_LH24.

Further north of Redbourn Parish on Watling Street, a further five milestones took the road to Dunstable, the end of the turnpike trust. Three survive. London 27 is in good condition and can be found on Old Watling Street near Flamstead, a section of the turnpike now bypassed. London 28 is just visible close to No. 51 London Road, Markyate; a request to the Parish Council to respect its listed status and remove the surrounding soil resulted in some clearance, but nothing more. Sadly London 29, another stone with listed status and clearly marked on current O.S. maps as being opposite Markyate Cell, has gone missing in recent years. Sandy Ross appeals for any photos of this lost one. Yet further north in Bedfordshire stones marked London 30 (shown as being close to the Horse and Jockey pub) has long been missing, but happily misplaced London 31 can be seen in Wardown Park, Luton, close to the museum building.

Emergency Powers and the milestones – further examples come to light

David Viner

Keith Lawrence's article on this subject in an earlier issue of *Milestones & Waymarkers*¹ has stimulated further interest and discovery of additional examples of the processes undertaken by county councils and others in the early years of the Second World War.

No doubt much more could be learned from detailed studies into respective local authority archives but meanwhile correspondents had picked up on various stories from around the country. Three were turned up from the archive papers of the late Terry Keegan, to whom the Society is once again grateful for keeping so much of his papers and correspondence.

For *Hertfordshire*, the late John Donovan, the Society's founder representative for the county, told Terry about a letter in *Hertfordshire Countryside*, Autumn 1961 edition (p.81) from Arthur L. Codling who recalled 'I was very interested to read your summer number about the Welwyn milestone. It brings to my mind an occurrence at Hitchin during the invasion scare of 1940.'

'Workmen suddenly appeared and uprooted and carried away Hitchin's two ancient milestones. One was situated at the corner of Tilehouse Street and Sun Street and was an oblong stone of very great age, but obviously the work of a stonemason; the other was a triangular stone situated outside the Cock Hotel in the High Street. They were never replaced after the war, and the pity of it is that they need never have been taken away.'

Neither had been replaced when John Donovan reported this in 2006 and indeed belong now to the 'long lost' category on the Society's database. They are identified from the 1930 OS map and recorded as HE_HIBD01 at TL 1786 3052 north of Bearton Green, and HE_LYX35 at TL 1896 2830 at Hitchin Hill.

The style differences come from one belonging to the Hitchin and Bedford Trust to the north of the town, and one to the Welwyn Trust to the south; the latter is assumed to be the triangular metal example, based on the evidence of surviving examples. To the north, no stones survive, so this is assumed to be the stone example Mr Codling mentioned.

For west *Norfolk*, the *Daily Telegraph* on 05 August 1985 published a letter from Arthur Bridges of King's Lynn, entitled 'Where milestones have gone' which obviously was responding to an earlier enquiry. He recalled that 'these all disappeared during the invasion scare of 1940. A few months ago I began inquiries as to the whereabouts of our own two coaching milestones (11th and 10th to Wisbech from my village) and was put in touch with the roadman who had to deal with these at the time.'

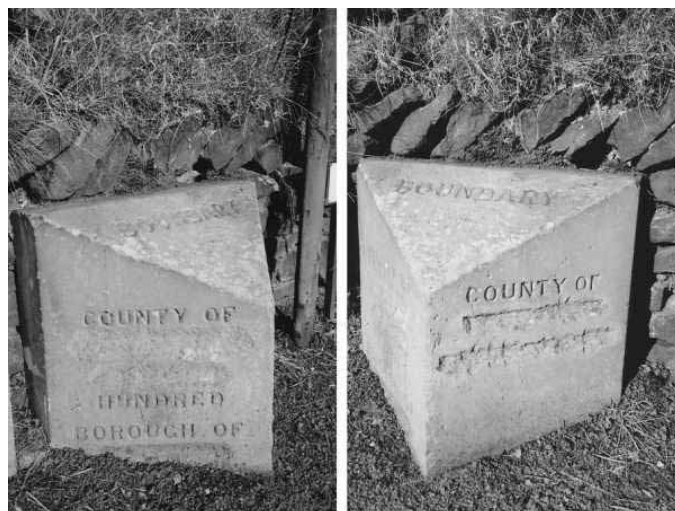
'He informs me that his instructions were, simply, to dig a trench, push the stones into it, and cover them up! As our milestones have large wrought iron figures, I am hoping we may be able to find them with the aid of a metal detector and if successful urge their recreation.'

Certainly it is known that Norfolk Highway's instructions in 1940 were to bury milestones whenever possible as this was the easiest method of hiding them.

Society researches into this story suggest that the correspondent may have confused route(s) to Wisbech with the main road to Wells-next-the-Sea, which does indeed have very characteristic surviving examples of the type he refers to, with good examples near Snettisham as NO_KLW10 and NO_KLW11. Perhaps these are the milestones ten and eleven he mentions. So, if that is correct, were they recovered and re-installed after the war?

And, thirdly, for *Northamptonshire*, an undated short letter in Terry's correspondence file from Mr D.E. Walden of Higham Ferrers recalled that his uncle, a foreman for Northampton Council, had to go out with a gang of men at the beginning of the war and bury milestones 'as close to where they were'.

Finally, in the unidentified category, this boundary stone reveals the full force of the other main option which was to deface the relevant details, in this case doing a thorough job of deleting county, hundred and borough name from a single stone! Where was this stone, and does it survive, still defaced perhaps? Does anybody know?



Later in the War

Keith Lawrence's researches also included noting the process by which the government allowed reinstatement of signs in the closing period of the Second World War, on the roads probably from March/April 1944 and on shops etc. in June, as long as the shop signs could not be seen from the air. This did not mean that there was the

same effort to replace the signs as was put into their removal, not least because of the scarcity of labour.

The debates in the House of Commons anticipate this process. First mention of replacement was a parliamentary question in February 1944: 'Major Morrison asked the Parliamentary Secretary to the Ministry of War Transport, if, in order to assist drivers, both civilian and military, he will reinstate signposts in inland areas of England'. Mr. Noel-Baker replied: 'Yes, Sir. I am doing everything in my power to ensure that the signposts shall be restored as soon as possible in all parts of the country'.²

The first mention of actual replacement also came in a parliamentary question: 'Lady Apsley asked the Parliamentary Secretary to the Ministry of War Transport if, in view of the fact that he has already authorised local authorities to restore signposts in country districts, he will now instruct them also to replace the old milestones to their former positions.' Mr. Noel-Baker replied: 'Milestones are of value to all who use the roads, and they are often of archaeological interest as well. I hope,

therefore, that highway authorities will replace them wherever possible, as soon as they can spare the labour which is required.'³

The Society's database of examples of surviving milestones around the country today provides a good resource to examine just how comprehensive the process of removal had been, and also the level of enthusiasm or otherwise which local authorities brought to reinstatement as the war drew to a close and in subsequent years.

References

[1] Keith Lawrence, 'Emergency Powers and the Milestones' *Milestones & Waymarkers*, vol 7, 2014, pp.3-6. See also *Newsletter* no 15, July 2008, p.23

[2] House of Commons Debate. 09 February 1944 vol 396 c1759

[3] House of Commons Debate. 23 March 1944 vol 398 cc1065

With thanks to Keith Lawrence, Alan Rosevear, Carol Haines and Mike Hallett for input to this article.

Back copies of Society publications

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

We have all the *Milestones & Waymarkers* from Vol One (2004) to Vol Eight (2015) at £3.00 each, except Vol Four (2011) which is virtually out of print. We're also pleased to say that we have copies from the run of *On The Ground*, published in seven issues between Sept 2004 and Sept 2010, but without issues 3 and 4 (2006 and 2007) which are o/p. These are £2.00 each. And not least there is a good run of the *Newsletters* from our very early days, from issue no 1 in July 2001 right through to the latest issue No 31 in August 2016. Some are low stocks, some are plentiful. These are £1 each.

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

Meetings Diary for 2017

- Saturday 18 March 2017 – South Western Meeting at St Michael's Community Hall at Stoke Gifford, close to Bristol Parkway station. BS34 8PD
- Sunday 09 April 2017 – Northern Spring meeting at the ever-popular Village Institute venue at Hebden near Grassington. BD23 5DX
- Saturday 20 May 2017 – Midshires and East of England meeting at Denver Village Hall near Downham Market in Norfolk. PE38 0DY
- Saturday 07 October 2017 – Annual Conference & AGM at Long Compton in Warwickshire. Long Compton Village Hall, Main Street, Long Compton, Warwickshire CV36 5JJ

Improving the A14 between Ellington and Fen Ditton, Cambridgeshire

The impact of a road widening scheme on milestones

Mike Hallett

The Godmanchester to Cambridge road dates back to the Roman Via Devana. A Roman milestone now in store at the Fitzwilliam Museum in Cambridge was found on this road at Girton. Later William Warren of Trinity Hall, Cambridge placed milestones on the road. Subsequently these milestones were replaced by cast-iron mileposts bearing the name of J. Morton of Huntingdon. On the 1921 Ministry of Transport numbering system the road became the A604 but now it is the A14. Some of the cast-iron mileposts remain today.

When the road was turnpiked in 1745, the population of Cambridgeshire (with Huntingdonshire which was then a separate county in its own right) was only around 108,000. Today we have an increasingly mobile population of around 600,000 in the County which is subject to further inward migration. The East of England Regional Authority projects that it will reach 789,000 by 2031. As the population has increased, so the road has become more busy.



The Oakington milepost (CA_GMCA07) on the A14 at Bar Hill. The deep tyre tracks on the verge show that this is a remarkable survivor.

In the summer of 1991 a new road was opened between the M1/M6 junction at Catthorpe and the A1 at the Brampton Hut. This is the link to take traffic from the Midlands to Felixstowe and it was heralded as the Gateway to Europe. The M1-A1 link was busy from the very first day of opening and the extra traffic from this road put increasing pressure on the A604 which was then re-numbered A14. By 2015 the section around Kettering had already been widened from two lanes to three. There are still only two lanes in each direction north-west of Cambridge between Godmanchester and Girton but in the summer of 2008 there were 77,000 vehicles per day recorded on the A14 at Swavesey. It is the busiest road in Cambridgeshire and is regularly congested.

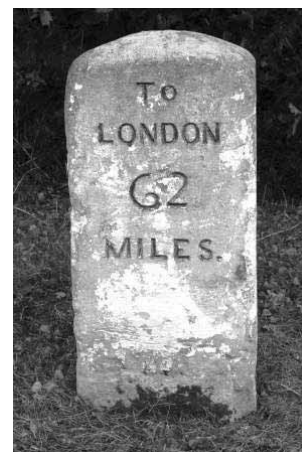
A new guided bus route has taken a little traffic off the road but has done nothing to help the large number of heavy commercial vehicles that use the route.

The Highways Agency consulted on the scheme and construction was planned to start in 2012 with opening around 2015-16. The financial constraints caused many road schemes to be placed on hold in 2010 including the A14 improvement. Proposals were then put forward in 2012 for construction as a toll road but this generated a lot of local opposition, not least due to the impact on local roads caused by traffic avoiding the toll. Tolling was removed from the proposals in 2013. Finally in late summer 2016 work has started on the scheme around the Brampton Hut and south of Godmanchester. The £1.2 - £1.8 billion scheme is due to open in 2020.

The route was set at an earlier stage of consultation. A new road is proposed from the existing A14 west of Huntingdon, at the eastern boundary of Ellington parish, turning southwards behind the Brampton Hut to run parallel to the A1 for a short distance. It will then turn eastwards between Buckden and Brampton, crossing the River Great Ouse. It will continue eastwards crossing the A1198 south of Wood Green Animal Shelter and the B1040 north of Hilton before reaching the existing A14 again near Fenstanton. Between Fenstanton and Fen Ditton the existing road will be widened.

As part of the planning process, an Environmental Statement has been prepared by the consultants Atkins. The Environmental Statement addresses in detail the cultural heritage of the area including its listed and other historical artefacts. It describes the mitigation measures needed to protect the heritage from damage, and that heritage, of course, includes its milestones. The Milestone Society has responded to the consultation in order to ensure that the milestones on the route are protected.

The 62-mile stone at Station Farm in Brampton (HU_LY62) is close to a proposed slip road and opposite a borrow pit where it is planned to take gravel for road construction. Atkins proposed that the stone should be lifted and placed in storage whilst construction takes place. It will be replaced as close as possible to its original position when construction is complete. Two of the remain-



HU_LY62

ing cast-iron mileposts on the A14 are likely to be affected by the works, one in Swavesey parish near Scotland Drove (CA_GMCA07) and one in Oakington parish near Bar Hill (CA_GMCA10). Again Atkins proposed that these mileposts should be lifted and stored during construction, then replaced close to their original position. These two mileposts are now almost bare of paint and showing some signs of corrosion. Restoration has not yet been mentioned but this would be an excellent opportunity to have restoration done.



Mileposts CA_GMCA07 and CA_GMCA10.

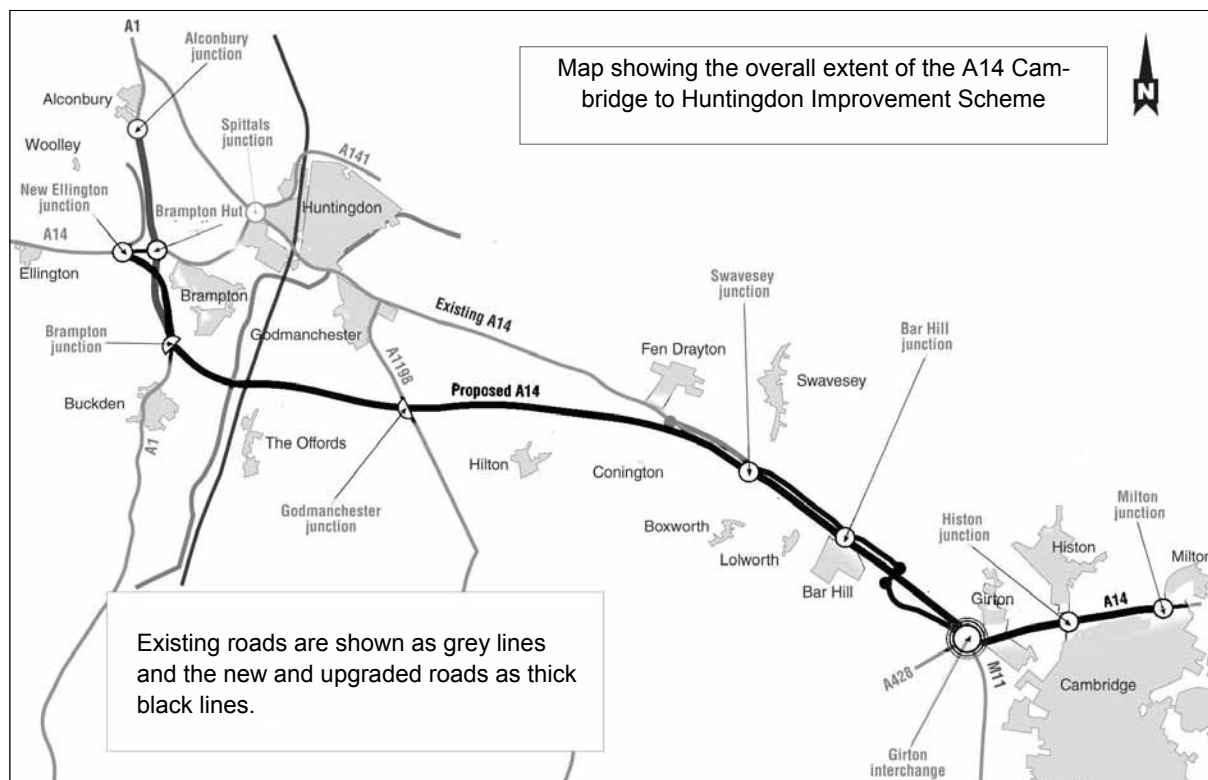
Unfortunately Atkins has not recognized the restored stone in the grounds of the Brampton Hut (HU_HUTH03) which is very close to a slip road to be constructed. Nor have they recognized a restored stone on the B1040 north of Hilton (HU_SIPO03), which is close to the site of a proposed B1040 Potton Road bridge. And the remains of a cast-iron milepost at Girton (CA_GMCA12) have also been omitted. These are



Left: The restored HU_HUTH03 in the grounds of Brampton Hut and right: HU_SIPO03 on the B1040, north of Hilton. Both of these stones are very close to the works and must be monitored closely if not eventually recognized by Atkins.

just as important as the milestones that Atkins has recognized in the Environmental Statement and attention has been drawn to them in the Society's response to the consultation.

More recently, the Society has been approached by Cotswold Archaeology which is tendering for conservation work on the scheme. Perhaps as a successful result of the Society's response to the consultation, the restored milestones at the Brampton Hut and on the B1040 north of Hilton and the remains of the milepost at Girton have now been included in the conservation measures of the scheme. Unfortunately the 62-mile stone at Station Farm which is Grade II listed and for which conservation was previously proposed has now been omitted from the documentation. Attention has been drawn to the omission but continued vigilance is going to be necessary as construction proceeds.



The Terry Keegan Memorial Award 2016

Jan Scrine

As our long-standing members will recall, Terry Keegan was the driving force behind the establishment of the Milestone Society, along with Mervyn Benford, supported by a handful of other enthusiasts, back in 2000.

The Society grew to 500 members within five years, thanks greatly to the tireless efforts of Terry, who rounded up those with something to contribute, doing so with good humour, a persuasive Irish lilt and most of all leading by example. He gave talks and interviews, raised funds, restored milestones in Worcestershire, produced a county newsletter, and edited an early edition of the Society's magazine *On the Ground*.

He also hassled the highways authorities gently but persistently and he got results. For years as Hon Sec of the Milestone Society and later as Vice Chair, he picked up all the balls dropped by the rest of the Committee; he knew how to motivate volunteers and how to encourage commitment.

So when he died in June 2012, after a few months' illness during which he continued to attend Committee meetings through a Skype link, we had lost a great man, a tower of strength. We received an anonymous donation of £500 and his family also contributed the donations made in his memory, a total of £800.

So, how best to commemorate his work for the next generation? We offered to set up a memorial award in his name, for six years, to an outstanding student, initially at the Ironbridge Institute. It seemed appropriate to make this award to a post-grad part-time student who was likely to have found the time for heritage later in life, as have the majority of our Society's members.

The course transferred to Birmingham City University's School of Architecture and Design in 2014 and we are delighted to make the 2016 Award to Andy Schooler. The Ceremony took place on 13th October 2016 and we welcome Andy to his year's membership of our Society. Harriet Devlin, the Course Tutor writes:

"We are so grateful to the Milestone Society in its continued support of the Conservation of the Historic Environment students at Birmingham City University, and very pleased that the Award prize-winner for 2015-16 is Andy Schooler, a planning officer from Wakefield. Andy produced a marvellous piece of work on the stone door surrounds to a former station in Wakefield - looking at the geology of the stone, the causes and mechanisms of stone decay as well as the possible palette of remediation. He also produced excellent reports on the conservation of terracotta and architectural ceramics, on lime and on building recording.

"I know that last year's winner - Catherine Kemp,



Jan Scrine hands the Terry Keegan Memorial Award to the 2016 winner Andy Schooler. Last year's winner Catherine Kemp is on the left.

really valued her award, indeed she has done so well that she is going to upgrade her degree from PG Diploma to PG Masters through undertaking a Dissertation."

We asked Andy to tell us more about himself:

My employment background has been somewhat varied, arriving in planning and conservation indirectly. I started work as chemist at ICI, before quickly changing direction to complete my apprenticeship as a compositor in the 1980s, coinciding with the end of 'hot metal' typesetting and the introduction of desktop publishing. I then taught typesetting in Further Education, later changing track to qualify in Special Educational Needs, designing courses for young adults with learning difficulties. I spent 16 years in Further Education, spending a further 2 years in Primary School Education before a complete career change into planning around ten years ago.

With the support of Wakefield Council, I qualified as a Planning Officer, working on general planning applications, until I was seconded to lead a project for a successful, £1.5 million Heritage Lottery Fund Townscape Heritage Initiative bid for Pontefract Market Place. This experience enabled me to further my interest in, and develop my knowledge of conservation.

My current role as Planning and Conservation Officer involves conservation and enforcement cases affecting heritage assets within Wakefield District. The role is to manage and facilitate the pressures for change upon the historic environment. The work involves advising Planning Officers on the consequences of proposals for heritage assets, providing guidance on the technical and material requirements to implement schemes, giving advice to members of the public and on occasion taking enforcement action to protect heritage assets.

The Conservation Officer is the interface between building owners and their projects and the appropriate application of national and local heritage policies on their vision for their buildings. At times this can require considerable diplomacy and commitment! The role carries the responsibility to ensure that changes are appropriate and that schemes do not harm the significance of the District's heritage assets, whilst enabling the continuing economic viability and use of these buildings into the future.

I am particularly interested in the performance of these assets, understanding construction methods, materials and how to ensure that modern interventions are compatible with their significance and lead to high quality changes. The Conservation of the Historic Environ-

ment Course has been highly relevant to my role, providing me with the technical knowledge to be confident in applying and providing specialist advice and where to find specialist information on the many aspects affecting the construction, conservation and alteration of heritage assets.

When not working or studying, my time is spent with my wife and three boys – mainly as an enthusiastic spectator (and driver!) for the boys' varied interests and in addition, living in the Pennines we spend any remaining spare time together walking, climbing, cycling and whenever possible kayaking.



Andy enjoying a trip to the English Heritage property at Tynemouth Priory with his youngest son Jacob in 2016.

From the Archives – ‘Polishing day for old sign’

David Viner

Of the numerous radial routes from Hereford, two head in a north-westerly direction towards Kington and the main A44 route west from Leominster to Aberystwyth.

The slower route is the A480 which meets the A44 at Lyonshall. Passing through Woonton, travellers heading that way might spot the AA sign facing them on the wall of what was once the Buck Inn, at the minor turn off to Hopley's Green (SO 353523). Those travelling in the opposite direction would miss it completely as the former inn sits at a sharp angle to the road.

Distances are shown to Hereford (13½) and Kington (5½), and the London distance is 145¾. It's a fine survival and among several other website entries, both the sign and the inn are well shown on www.geograph.org.uk/photo/4480922.



All photos David Viner. 2016

There's an additional story attached to this sign, revealed in a faded press cutting found in the late Terry Keegan's archive of such things. Clipped from the *Hereford Evening News* of 18 December 1971, it tells the story of a 'welcome polish' given to the sign at the behest of Mr & Mrs D.W. Evans, who kept the 17th century Buck Inn and clearly didn't want to see it disappear.

Such a proposal had clearly been suggested locally earlier that year, but Mrs Evans stood her ground. 'I wouldn't have it down for the world', she told the paper. An accompanying photo (not good enough for reproduction here) shows the clean-up in progress, and in itself makes an interesting record. By such whims and personal determinations have such fragile (and apparently 'redundant') roadside features survived to the present day. We need a few more like Mr & Mrs Evans around the place from time to time!



Marking the Bounds - The Boundary Markers Column

So why this brief introductory piece this year? The content of *Milestones & Waymarkers* depends on contributions, mainly from Milestone Society members, but also non-members. It is frequently the individual interests of the authors and the articles they submit that determines the eventual content of the journal. This year there has been a shortage of milestones articles but plenty of material on boundary markers.

It could be argued that boundary markers are not really part of the Society's remit, as they can be as much about property boundaries as distance or way-markers, which latter do belong in our recognised brief. They also feature prominently as one of the layers in the Society's Repository database. What makes them so fascinating is that they come in such a variety of types, materials and purposes. Strictly speaking, we should only record them where they are visible from a public place and bear a place/location or a distance. However, there are those that are out on the periphery and while they may not appear on the Society's database records they are worthy of a mention, besides which, to enter every boundary marker would be near impossible.

Those among you who are 'members' of the Milestone Society Facebook presence will already know that boundary markers have their popularity and many photos have been posted on that page. Often a simple picture leads to an extensive thread of comments leading to an increase in knowledge.

Tim Jenkinson's talk about bridge markers (which come under the boundary markers umbrella) at the Midshires & East Meeting, Collingtree, Northampton in May 2016 is reproduced here. It certainly intrigued a couple of Essex members (myself and Mike Bardell) who stop to check out any bridge that appears to be of an age that might be a candidate for a marker.

John V Nicholls

Bridge Markers

Tim Jenkinson

For the purpose of this article the term bridge marker will be used to describe 'any inscribed item-stone, metal or wood, that is linked to a County bridge either on or in a parapet or up to 300 feet either side of the approach.'

The building of sturdy bridges to span rivers and streams accelerated in medieval times on account of the increase in pack horse travel at that time carrying wool and other commodities to and from villages and towns. However, the problem of ownership and more importantly repair to these bridges soon emerged. As a result Dave Brewer (DB 2002) advises that in a Statute of Henry VIII from 1531 it was stated that unless it could be proved that '*a Hundred, Riding, Wapentake, City, Borough, Town or Parish nor what person certain, or Body Politick*' should by right maintain a Bridge then a shire or county would be obliged to do so.

Since then many of the bridges have required repair or widening to accommodate the changing modes of transport ranging from the horse and carriage to the motor car and as a result have acquired many interesting stones and plaques to commemorate these changes. A short account of the different types of bridge marker will now follow.

C stones

Perhaps the most familiar type of bridge marker is the so called 'C' stone set up at 300 feet (100 yards) either side of the crossing to designate the area of responsibility for repairs not only to the structure of the bridge itself but

also on the immediate approaches. DB (2002) implies that the letter 'C' relates to the County and in Devon where most of these stones still survive the granite markers date from the Michaelmas Quarter Sessions of 1841 when it was agreed to erect such stones at a height of 2 feet and at a cost of 7s 6d per stone. Whilst most of them are free standing some seem to have been built into walls with roads across Dartmoor probably retaining the best number.



Examples of Devon 'C' stones. Left: Glaze Brook bridge, South Devon (SX 6912 5912) and right: Ponsworthy on Dartmoor (DV_WDPW01br on Milestone Society database).

Dated Stones and Tablets

Many County bridges have small inscribed tablets or dated stones inserted into the parapet indicating the date of construction or that of a rebuild or both. Sometimes the builder or architect's name is included along with

that of other dignitaries. Occasionally these signs are metal as with the splendid example on the Canal Street Bridge in the Black Country Museum in Dudley in the West Midlands that is dated 1879. Dart Bridge at Buckfastleigh in Devon (SX 745667) retains a tablet that shows the dates of successive alterations in 1827 and 1929. In the same county the road bridge at Dartmeet (SX 673733) retains a small tablet on the upstream side with the inscription 'County Bridge/ 1792/' the date of the completion of the turnpike to this point from Tavistock.



Dated plates and stones. Left; Canal Street Bridge in the Black Country Museum and right; Dart Bridge, Buckfastleigh.

Bridge Plates

Occasionally metal plates can be found affixed to the parapet of the bridge warning travellers of the various weight restrictions or the risks of damaging the bridge and the consequences. Dorset retains some very good examples stating the risk of deportation if found to have damaged the bridge and there is a rare granite marker on the Welsh Bridge in Shrewsbury in Shropshire that advises 'Commit No Nuisance'.



Bridge plates. Left; One of many similar plates to be found in Dorset that threaten deportation. Right: The 'Commit no nuisance' stone on Welsh Bridge, Shrewsbury.

Parish Boundary Stones

As rivers sometimes mark the boundary between adjoining parishes then this is acknowledged on or near the crossing with stones either inserted or names and letters inscribed into the main fabric of the bridge. A fine example of this can be seen on Staverton Bridge in Devon over the River Dart where the letters 'D' for Dartington and 'S' for Staverton have been cut into the top stones of a pedestrian recess in the upstream parapet. In 2015 a new stone was positioned at Dickford Bridge near the village of North Bovey on Dartmoor to mark the parish boundary with Lustleigh.



Parish boundary stone. The North Bovey-Lustleigh stone erected in 2015.

Milestones

Occasionally milestones appear on County bridges showing distances to nearby towns. A free standing example stands on Nether Bridge in Cornwall showing an inscription of L/2 at two miles from Launceston. Another possible pre-turnpike stone stands beside Harford Bridge near Tavistock in West Devon with an inscription of O/14/, the distance to Okehampton. In the village of Beddgelert in North Wales there is a small slate panel inserted into the bridge showing a distance of 7 ½ miles to Portmadoc complete with a pointing hand.

Coping (Cap) Stones

It seems that in Devon some bridge builders were in the habit of initialling and dating a so called coping or cap stone on the bridge parapet. A good and yet fairly rare example of this survives at Gulwell Bridge on the old Totnes Road in Ashburton in the south of the county, showing an inscription of CCS/1775/BS/ with decorative lines etched on either side.

We often take for granted the many bridges that we cross on our journeys through the various counties in which we live and yet many of them retain interesting markers that give an indication of the bridge's history sometimes in relation to its original construction and subsequent repairs and rebuilds. Where the road passes from one Parish into another, this is sometimes recorded in the form of a bound stone. In other places specific warnings are given on metal plates regarding the risk of damage to the bridge and the consequences of doing so. Whilst many of the examples cited here are from my own county of Devon there are clearly many others to be found elsewhere in the United Kingdom. One thing for sure is that wherever they stand County bridges remain a source of great interest and discovery.

References:

- Brewer D (2002) *Dartmoor Boundary Markers and other markers on and around the moor* Halsgrove Tiverton Devon
- Jenkinson T (2007) *Dartmoor Bridge Markers Part 1: Dated stones and Tablets* Dartmoor Magazine no 89 Winter p33-35
- Jenkinson T (2008) 'Dartmoor Bridge Markers Part 2: 'C' Stones' *Dartmoor Magazine* no 90 Spring p8-10

A post-medieval boundary marker in Essex

Mike Bardell

In the early 1980s a post-medieval boundary marker was retrieved from a pond, once part of a moat, at Friar's farm, Black Notley, Braintree, Essex; it gained Grade II Listed status on 2 January 1985 as English Heritage (now Historic England) ID: 114961.

Today it sits on a grass triangle at the junction of Dagnets Lane and Friar's Farm track, NGR TL 74272 19696. It is not always kept weed free but is easily found beneath one of Black Notley's twelve replica pre-World War Two painted footpath fingerposts. These were the brainchild of farmer John Cousins and were erected in the early 2000s.



Mike Bardell stands behind the stone giving an indication of its size. The date 1679 is just visible along the top surface. Note the pre-war style fingerpost that are a feature of Black Notley parish. Photo: John V Nicholls

The marker is sandstone, three feet (90cm) high and is incised as follows – north face '**BLACK NOTLY**', east face '**1679**' and south face '**WHIT NOTLY**'. Its listing states – 'A rare survival of a named and dated boundary stone in Essex'.

Michaelmas Court Sessions for 1691 record 'le Greate Stone laying next Fryers Lane end with the words White Notley written on one part of the stone and Black Notley on the other part standing in White Notley'¹.

The late Bob Vickers, author of an article in *Chronicles*, the magazine of the Friends of Braintree District

*Museum*², suggests that it once stood near Slampseys (now commonly known as Slamseys, at TL 73871 19929), once a remote part of White Notley which was altered to Black Notley by a boundary change in 1888. This would make the stone's original position to the west of the London Road and Dagnets Lane (probably Fryers Lane formerly) junction, around TL 74000 19758



The photo on the left shows the south face with the WHIT NOTLY inscription. The north face on the right bears the BLACK NOTLY lettering. Photos: Mike Bardell

The *Chronicles* article also claims that the 1679 Habeas Corpus Act was key to the marker's erection on the grounds that the precise location of boundaries was crucial in the determination of parish poor and the responsibility for their relief.

In my opinion the Poor Relief Act of 1662, commonly known as the Act of Settlements and Removals, was more likely to have been the cause and if I may quote from one of my own books *The Road that Divides?*,:-

*This second reformation – 'the Reformation of Manners' – would see a gradual lessening of susceptibility of the 'better sort' to the delights of the alehouse until their self-perception proclaimed the completion of social stratification – they had become richer, better educated and more godly than the mass of their compatriots! Since it fell to these people to enforce and pay for such welfare that was necessary, a burden which grew exponentially in the second and third decades of the 17th century due to decline in the Essex cloth industry, coupled with poor harvests, matters that affected their personal safety, their personal needs and not least their purses inevitably gave a hard practical edge to their understanding of morality*³.

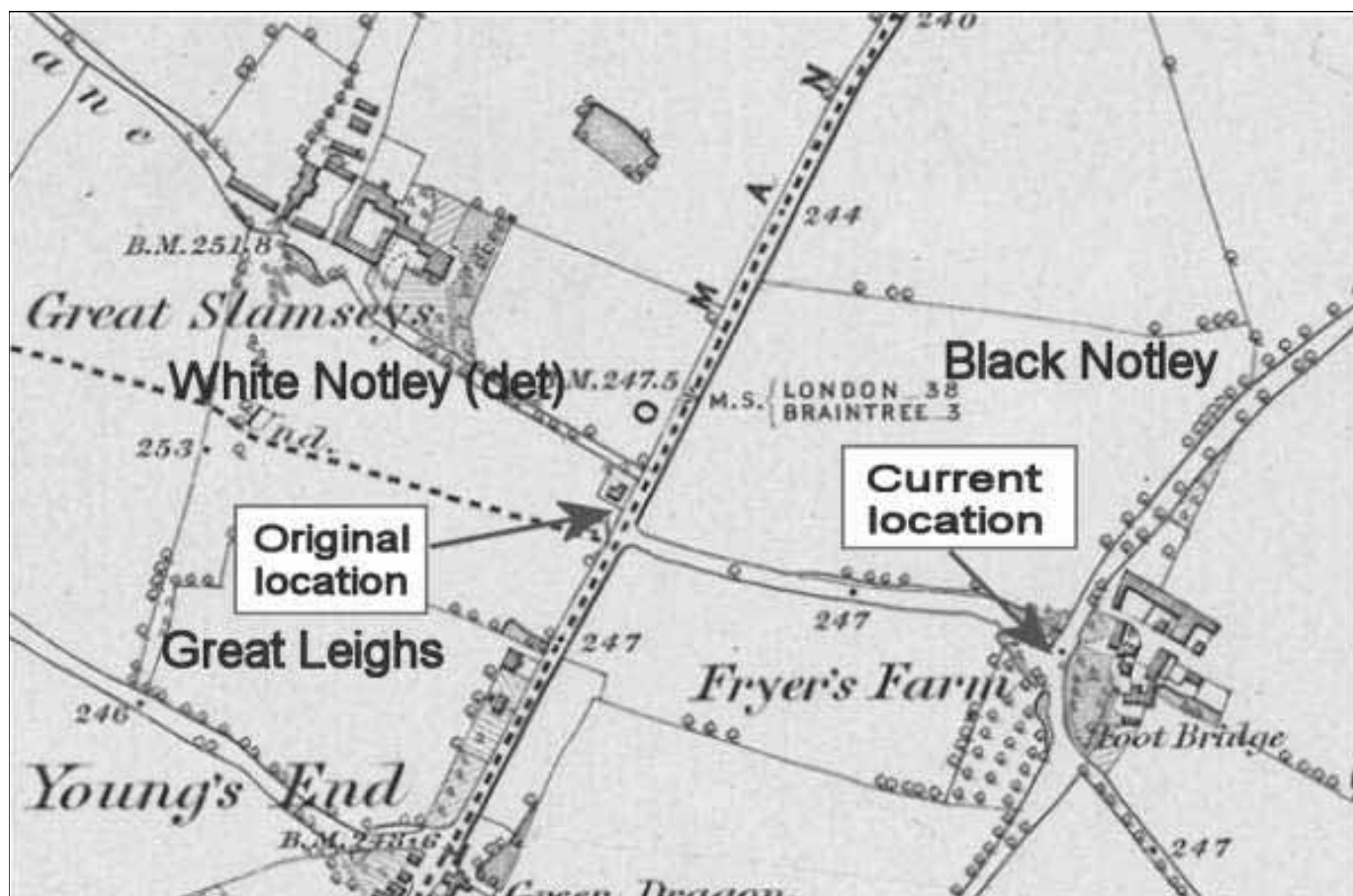
We know that in nearby Braintree this period saw numerous settlement disputes with Bocking, two towns (now generally known simply as Braintree) divided by an Iron Age road, and by 1822 settlement had become the main business of Quarter Sessions.

References

1. Court in Session: Sessions Roll Michaelmas 1691, Essex Record Office Reference Q/SR 470/107

2. Vickers, Bob 'Preserve the shadow ere the substance fades', *Chronicles, the magazine of the Friends of Braintree District Museum*, Issue 19 (2002), pp. 8/9

3. Bardell, Michael, *The road that divides?*, (Braintree, 2007), p.28 (See footnote 6 on page 36 above).



Extract from OS six inch map. Essex Sheet XXXIV 1874-75. Reproduced by permission of the National Library of Scotland

County bridge stone found in Cornwall

Ian Thompson

When a section of the busy A39 Truro to Falmouth road was reduced from three lanes to two to allow work on storm drains and resurfacing, Cornish Milestone Society members negotiated permission to work on an otherwise inaccessible milestone (SW771377) six miles from Truro and west of Sticken Bridge. Cornwall Council's contractors, Cormac, helped clear the verge which was burying the milestone, before Milestone Society workers could clean and repaint it.

With the road coned off, Chris Yeo of Cormac had spotted another 'milestone' a little closer to Sticken Bridge on the opposite side of the road. This proved to be not a milestone but a County Bridge Stone, marking the boundary between the approach to Sticken Bridge, a County Bridge maintained by Cornwall County and the Truro Turnpike Trust's road. The stone was 100 paces from the bridge. Other County Bridge Stones survive in Cornwall, but they are almost all to a standard design with an incised 'C' on the front of a small round-topped stone. This triangular stone was much larger, standing two feet tall, but there was no carving on it, just the faint

traces of some black painted lettering showing through the old white paint.

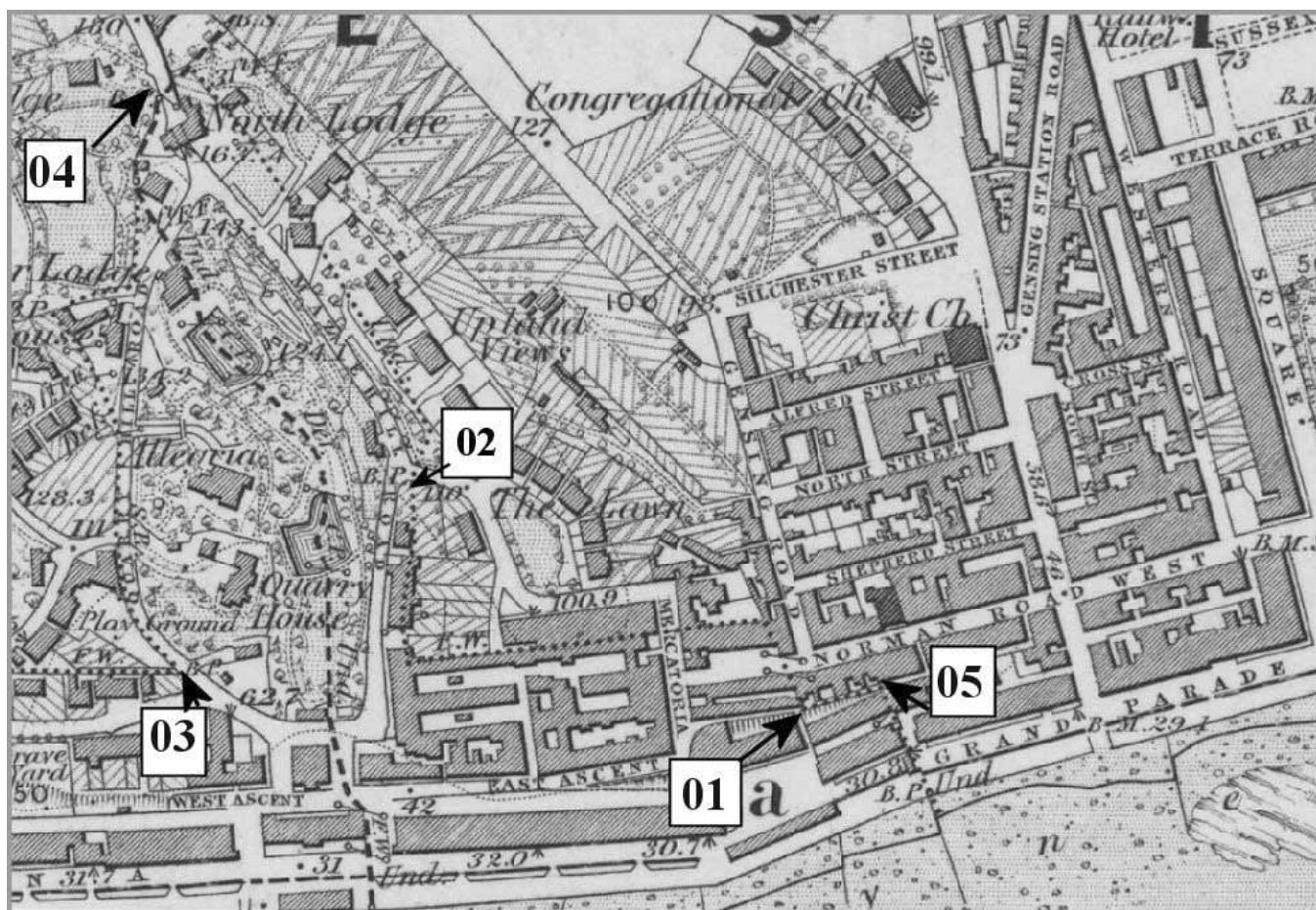
Research in the Courtney Library at the RIC in 2011 had found a reference to this stone in the notes of historian M.E. Philbrick (PHIL/A/24/1), including a photograph taken in about 1970 which showed the painted legend to read 'COUNTY' on one face and 'TURNPIKE' on the other.

With this evidence as a guide the County Bridge Stone has been repainted. It is the only one of this design.



Hastings/St Leonards boundary markers, East Sussex

Mike Bardell



Extract from OS 6-inch map. Sheet LXXI, published 1878 Reproduced by permission of the National Library of Scotland

A rare visit to the south of England allowed me to investigate the boundary markers in Hastings. The following four boundary markers in the order found were viewed on 27 May 2016:-

SX_SLE03em (03) - Quarry Hill

SX_SLE02em (02) - Maze Hill Terrace

SX_SLE01em (01) - Mount Pleasant

SX_SLE05em (05) - Market Passage

SX_SLE04em (04) - Maze Hill Road wasn't visited

These five cast iron boundary markers date from around 1830 when eleven were erected to delineate land for the creation of a speculative seaside development by architect and builder James Burton (1761-1837). Burton was one of the most prominent Georgian builders working in London, was responsible for much of the development of Bloomsbury and had worked with John Nash at Regents Park. Building work began in 1828 and by 1832 most of the public buildings, terraces and villas were complete. In 1850 a second phase of development was started by his son, the architect Decimus Burton (1800-81).

The whole area can be seen on OS 6 inch, Sheet LXXI, surveyed 1873, published 1878 on <http://maps.nls.uk/view/102347752> by following the hatched line (.....). The letters 'BP' identify the markers but not all are shown, notably 01 and 05. All are indicated on the map extract above.

Marker 05 is Listed Grade II (ID 1416724) and described as a 'Cast iron boundary post. Standing approximately 600mm high and 160mm square with a pyramidal cap. The post is marked, below the cap and above a roll moulding, in raised lettering, 'HLB' (Hastings Liberty Boundary) on one face and 'StL' (St Leonards) on the opposing face.

Markers 03 and 01 are much longer than 600mm and show their full height, including the normally buried section, above ground.

Photographs and locations



03 Quarry Hill

Set flush in a stone boundary wall, visible on Google Street View . No lettering is visible.

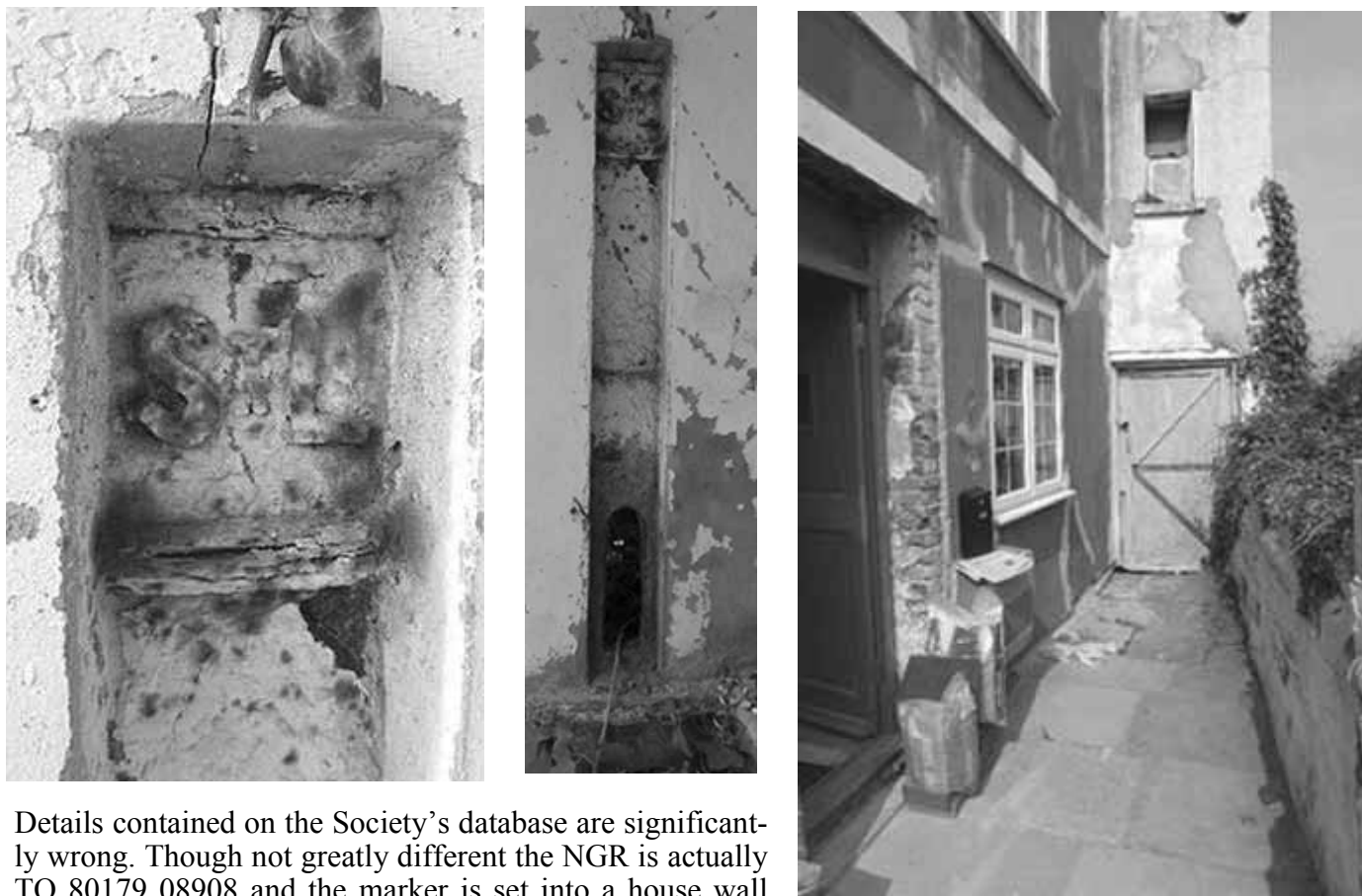


02 Maze Hill Terrace



Set partially in a stone retaining wall, visible on Google Street View and the photographs below. The Society's NGR is correct but the pin could be adjusted to reflect that position. Maze Hill Road should be changed to Maze Hill Terrace.

01 Mount Pleasant



Details contained on the Society's database are significantly wrong. Though not greatly different the NGR is actually TQ 80179 08908 and the marker is set into a house wall immediately behind and to the right of a boarded door that now blocks Mount Pleasant. The house on the left is number 7 and number 11 Mount Pleasant does not exist. I was indebted to the owner of number 7 who kindly unscrewed a bracket securing his neighbour's door. Only 'StL' is visible. The Society's pin could be adjusted to reflect this position.

05 Market Passage



Market Passage is not named today nor is it shown on the 6 inch map above but it can be seen on Sussex

LXXI.2 of 1897/1899 <http://maps.nls.uk/view/103674748> This is the best preserved marker and is in excellent condition. The view along Market Passage is looking west and the marker is at the point where the public part of the passage ceases and it becomes a private access path. Marker 01 is in the projecting building beyond the private access path. Again the NGR could be amended, to TQ 80213 08922, and the pin adjusted.

04 Maze Hill Road

Not visited and therefore no photograph is available but the marker is at TQ 79801 09244 set behind a low stone garden wall on the west side of Maze Hill Road close to a sign for St Michael's Hospice; it is visible on Google Street View

Hastings Parliamentary Body boundary marker

Not part of this review but discovered as part of my research I came across probably the last surviving cast iron marker that once delineated the Parliamentary Body boundary. This photograph right is reproduced under © Copyright Don Cload and licensed for reuse under Creative Commons Licence. The photo is copyrighted but also licensed for further reuse. Full copyright details can be found on <http://www.geograph.org.uk/photo/2823131>

The marker, situated by the Combe Haven River in TQ 7709, is numbered 40 of 41 originally installed in 1868 and is of similar pattern to those shown above but with the letters 'HPB', Hastings town crest, the numeral and date.



“Finding the Way!”

Milestones are those quirky lumps of rock or cast iron sitting quietly by the wayside, marking a path into the past - but they are also markers on our own timelines, major events...

The Milestone Society's HLF funding for some exciting activities in 2017 includes a national poetry competition. This will be run by Write Out Loud and the theme is 'milestones', physical or metaphorical; the first prize is £500 and there's an under 16s prize too. For more details see: www.FindingtheWay.org.uk

'Posh Carol' Hughes of Bromyard and 'Hazel Brown' have already written their entries...

MILESTONES

“Not far to go now, Puss”
Words we say to each other
As we travel in hope.
We Brits don't make a fuss
Reaching three score years and ten is no bother.
Lives we've lived uphill, down dale,
Have all been worth the striving -
On each milestone is carved our distance,
In laughter lines, loves, family, friends,
achievements and failures for instance.
Along the way we're led a merry dance
And knowing our worth
And being worthy of others,
Is not down to chance,
Rather dogged determination
To go the extra mile.

'Posh Carol' November 2016

On The Horns of a Dilemma

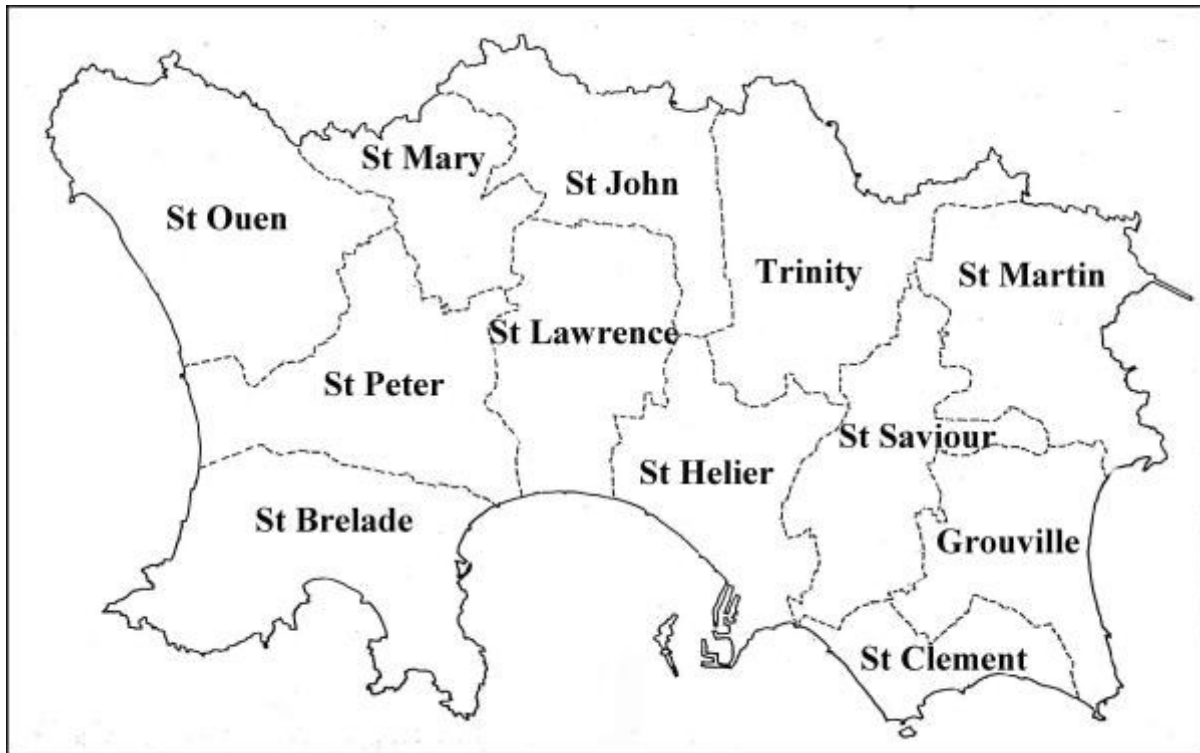
I had a little TomTom
And his name was Tim.
Then I bought a new car
With GPS built in.
This satnav's name is Flossie,
She has a plummy voice.
A match not made in heaven,
Old Tim did not rejoice.
They disagreed most violently,
Oh what a sorry plight –
“Turn left and take the Motorway!”
“In a hundred yards turn right!”
This bickering is tiresome,
She will not let him win –
Should I mute that bossy tone
Or pull the plug on Tim?
Old Tim knows all the milestones,
Been spotting them for years –
They're loaded in his Pols,
She regularly sneers!
But I can't add them to her maps
So he comes out ahead –
Though I'll keep my large-scale atlas
And my trusty A-Z ...

'Hazel Brown' December 2016

, Why not put on your thinking caps and dip your quill pens in the inkwell now?

Parish boundary stones in Jersey

Roger Long



The parishes of Jersey

My account of the milestones of Jersey in the first issue of this *Journal* hinted at a wide range of granite structures and artefacts. Attention was drawn to the warm honey-colour, with a hint of pink, in the native granite largely used for most of Jersey's traditional farmhouses but, more conspicuous than the houses, the hundred or more miles of stone walls, old and new, mostly also in granite. It is in or on these glorious walls that one sees a variety of engraved signs and notices, informative and commemorative, as well as a range of other structures. Parish boundary stones and markers are one such category and are reviewed briefly here.

The twelve ecclesiastical parishes of Jersey are historically coincident with the civil parishes for their administration. Intensive agricultural and other land uses, and high population density required detailed and agreed parish boundaries. These imaginary lines seem to have had their life and continuity preserved in the knowledge of senior parishioners and landowners, passed down through generations, with little committed to written descriptions. Of maps there were plenty but, with their small scales, only the sketchiest boundary lines were attempted, until Philip Godfray published his survey in 1849. The most detailed, but not comprehensive, information may be found in the *Registre Public*, the States' department wherein a record of all property transactions are required by law to be deposited. Although primarily recording property boundaries many of these are referred to parish boundaries going back through a sequence of earlier, ancient transactions.

Nearly fifty markers have been erected over the past 2-300 years, almost all in granite, where a boundary line meets or crosses or otherwise impinges on a road. With over 400 miles of roads and nearly a hundred miles of boundaries that figure is of little surprise. Perhaps more so is the number of unmarked road/boundary meetings. Which ones were or were not marked follow no obvious pattern, and might be seen as opportunities for parish officials, mostly Constables, to have their names in public view in perpetuity – but that is a personal opinion – and many have no names shown. None of them is very old, the earliest dated one being 1777 [Fig 1], but some may be older, and the newest one was installed as recently as September 2015 [Fig 2].

Connétable, or Constable, is the senior office in the parish administration, an elected post roughly equivalent to a mayor in the UK. Sometimes advantage was taken for other officers within the honorary administrative tradition to be honoured, or have their services acknowledged in stone on one of the many other granite features around the parish. Thus boundary stones often have little, or minimal indication of the parishes they separate, and some are small, quite inconspicuous, and even occasionally, although on record, no longer able to be located! [Fig 3]

A site redevelopment allowed a modern interpretation of an older design to mark the new millennium as well as



Fig 1. **Trinité | St Sauveur**: the stone below the left corner – PLM MLS 1687 – probably recycled from an old house



Fig 2. **St Helier | St Saviour**: the newest stone, replacing a damaged metal marker



Fig 3. **St S[aviour] | G[rouvill]le**: the stream, and the boundary, pass under the road here

the boundary [Fig 4]. Another stone was erected, also for that occasion, albeit a year early, in one of the bays popular with bathers where a stream emerging onto the beach divides the parishes of St Ouen and St Mary [Fig 5]. Its design echoes an older one but with a convex rather than concave dividing line. More care with its incised inscription would have made it readable instead of leaving a strange pillar partly obstructing the walkway. That form of boundary stone – Figure 6 shows the one between St Brelade and St Peter – can be made quite clearly informative and decorative.

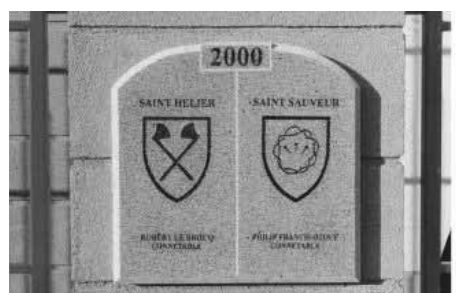


Fig 4. **Saint Helier | St Sauveur**: The building was completed in 2000; there was no mark on that site previously.



Fig 5. Badly engraved new stone above a boundary stream by beach. Legend includes (l.) **St Ouen**, (r.) **Ste Marie**



Fig 6. **St Brelade | St Peter**: With careful engraving the words can be legible; compare with figure 5

Simple rectangular stones also were used for early marks [Fig 7] as well as for much newer ones. [Fig 8] A simpler block on the top of a wall shows where the boundary crosses the road between Grouville and St Clement. [Fig 9] Simpler still are a few with the minimal indication of their function, such as Figure 10, showing a small stone sunk into tarmac with a plain M, for St Martin, on one side only and nothing to indicate that it marks a boundary with St Saviour. Others, victims of road resurfacing, were probably visibly higher above road surfaces than at present. 'St M', 'St L', for St Lawrence and St Mary and '1806' are still visible on three faces of the one in Figure 11.



Fig 7. **St Sauveur | Grouville**: St Saviour is well-provided with markers



Fig 8. **St S[aviour]** is on the other face of this boundary with **T[ri]n[it]y**



Fig 9. **St C[lement]**: in the afternoon light. The other side reads **G[rouvill]le**

It seems likely that, before roads needed regular maintenance, a boundary would run down the middle of a road but, following road improvements, neither parish would consider working from its side to the centre, leaving the other half to its neighbour. A long straight road separating St John from St Lawrence has the boundary along one side as far as a stone, [Fig 12] sheltered by a garden wall, where it crosses the road to follow along the other side for half a mile or so to another stone where the line crosses the road again to continue along the original side equalising responsibility for it with each parish. Figures 13 & 14 are of the same stone about fifteen years apart, showing how vulnerable some stones are to the irresponsible use of flails for cutting grass banks.

Some parishes conscientiously paint the inscriptions on their incised granite, but the St Brelade workman was not going to waste his parish's paint on the 'P' in Figure 15 which is, by a few inches, just in the next parish!

Completely unmarked, is a rough-hewn stone, in an otherwise rock-free bank, which has long been recognized as



Fig 10. **St M[artin]** | Grouville: a small stone at the entrance to a private drive



Fig 11. **St M[ary]** | **St L[awrence]**: now barely six inches above the road surface;



Fig 12. **St L[awrence]** | **St J[ohn]**: 1777 is the earliest date found on a boundary stone.



Figs 13 & 14. **St J[ohn]** | **St L[awrence]**: two images of a stone taken about twenty years apart showing is damage inflicted by flails obliterating the legends.



Fig 15. [St] **B[relade]** | [St] **P[eter]**: the worker was obviously a Brelade man!

marking the road-crossing of a boundary between St Lawrence and St Peter. [Fig 16] All other stones are obviously shaped and dressed.

Parishes maintain their own roads, other than the main routes, and need to know their limits. Recently this has led to less interesting, and probably less robust, signs [Fig 17] adding little to the pleasure of walking the streets comparable with finding, in a country road, a sign such as the one in Figure 18 (see photo on the front cover), which is considered by some to be the most attractive of them all.

This brief account touches on fewer than half of Jersey's 50-plus boundary markers. As with many topics for study here: churches; geology, milestones, botany, etc. there is so much of it in such a small area. Along with the milestones and a wide variety of miscellaneous structures and signs, these boundary stones provide an added interest to the already beautiful scenery of Jersey's many paths and country lanes.

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Roger Long, 'The Milestones of Jersey', *Milestones & Waymarkers*, vol 1, 2004, pp.20-2

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Fig 16. **St Lawrence** | **St Peter**: the undressed, unmarked stone



Fig 17. **St Helier** | **St Saviour**: An uninspiring marker, one of several erected in recent years around the town of St Helier

From the Archives

Huck's Bridge and Huck's Brow, Cumbria

David Viner



This view is from a local photographer, Sanderson & Dixon of Ambleside (ref S.610.).

Family history research, including an inherited postcard from her grandfather, led Jane, the compiler of a blog from Maraid Design in York, to share several more historic postcards of this particular spot seven miles north of Kendal on the historic A6 route through eastern Westmorland, now Cumbria (see www.maraid.co.uk/blog/2010/08/hucks-bridge-or-hucks-brow).

The Huck family name can be traced back centuries in this part of the old county, Huck's Bridge being one example (NY 552038). It was built by Francis Webster in 1826. Gerrard Huck had been the first toll-keeper here in 1777; so maybe there were other Hucks there too? The family had moved from Shap to High Borrow Bridge

during the 17th century and descendants have remained in the parish until the present day. If you can find a copy, you can read all about them in Anne Hyelman's book *A Life by Huck's Brow*.

The blog's postcard images are by well-known national as well as local photographers, including Francis Frith and Raphael Tuck. Their common characteristic is an exposed stretch of the highway over Shap Fells, and here descending to cross the Borrowdale beck by Huck's Bridge, with a farmhouse alongside (presumably the site of the toll-gate) and Huck's Brow rising beyond. Almost devoid of traffic, there is a fine sense of remoteness even on this major north-south route of its day.



Another local but unrecorded photographer's work at Huck's Brow. Although undated it is significantly earlier than the other photo with a rough road surface and lack of white lining which did not appear before the 1930s.

THE MILESTONE SOCIETY

AIM

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

OBJECTIVES

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

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Replica Delabole Slate Milestone, Launcells, Cornwall.

The finished milestone, micro-chipped, and bedded in a concrete plinth topped with granite setts. See the photo essay of its creation on page 28.

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