

Milestones & Waymarkers

The Journal of the Milestone Society

Volume Ten 2017





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Cover Pictures:

Left: Jan Scrine (aka Tollkeeper Meg) and enactor Paul Mackintosh (aka Swift Nicks Nevison) pose by the newly installed 'gaslamp' style milepost at Long Compton, 1 July 2017.

Top right: East Sussex 'London swirl' 35 milepost pictured in the late 1990s but now lost. See article on page 51.

Bottom right: The newly painted SU_LE29 at Camberley, Surrey. See page 73 for more Surrey Heath restoration pictures.

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Editorial Comment

If you have read the masthead on the opposite page you will note that I have come out of 'retirement' and this will be my twelfth year in publications. I was invited (coerced, persuaded or volunteered?) to produce the third issue of *On the Ground (OTG)* way back in 2006 on a single issue editorship basis. I was a little apprehensive as I would be following in the footsteps of those eminent Milestone Society pioneers Mervyn Benford and Terry Keegan. It was my first attempt at desktop publishing which was not without problems as I only had an outdated version of Microsoft Word to work with. My efforts seem to have been appreciated (even allowing for a few errors that slipped through the proof reading process) and I ended up as the regular producer of *OTG* up to issue number 7. *OTG* 1 and 2 each contained 20 pages but my first effort increased the size to 24 pages and finally reaching 40 pages and the first colour cover by number 7 after which *OTG* was combined with *Milestones & Waymarkers (M&W)*.

The combined *M&W-OTG* was to be a publication with 48 to 56 pages under the editorship of David Viner. Because no volunteers put their heads over the parapet to take over production I was once again (with a degree of reluctance) 'persuaded' to carry on. At least the task of production was made slightly easier as the Committee supplied me with Publisher. It was a whole new experience but I am grateful to Mike Hallett for advice and assistance in getting through the learning curve.

Another milestone for the Milestone Society has been reached with this volume (with no apologies for the pun). This is the tenth volume of *Milestones & Waymarkers* and as a way of celebrating this achievement it is, at 76 pages, the largest volume to be published to date. David Viner stood down this year as editor (we all need a break) but I am indebted to him and the other

members of the editorial team for all the assistance in enabling me to produce this bumper tenth volume.

Why limited to 76 pages? I could have gone a little bit further but one limiting factor is the weight constraint. A few pages would take the cost of postage above the basic large letter postage rate. It means that some submitted articles (including some from 2016) have had to be held over until 2018. You will know who you are and be assured that this material is safely stored in the reserve folders in Dropbox for future use. There is also a Dropbox reserve for the *Newsletter*.

A number of comments and observations were made over the content of the 2016 volume of *M&W*, mainly about the amount of non-milestone material used and the strong theme on our more peripheral interests. In answer to this I have to stress that we can only publish what we receive from contributors. The boundary marker and fingerpost enthusiasts may be a little disappointed because this volume has almost entirely returned to the core of the Society - milestones.

Your feedback on publications (both *M&W* and the *Newsletter*) is always welcomed as it can assist us in producing a publication that is informative, interesting and a pleasure for all.

The On the Ground columns have been dropped from *M&W* due to a lack of incoming material. Most of the news from around the counties has moved to the *Newsletter* in recent years. *M&W* will include the occasional 'repeat' with expanded text and the extra space afforded by A4 pages will allow for additional images to further illustrate and add interest to a particular article. I would like to thank all my past regular contributors to On the Ground who made my life a pleasure rather than a chore.

John V Nicholls

AGM and Annual Conference 2017 - Long Compton

Jan Scrine

Meetings reports normally appear in the Newsletter. But this time the afternoon session, with its 'Finding the Way!' theme ties up nicely with the following article about the restoration and erection of the 'Gaslamp' style mileposts which were central to the project.

This year's Annual Conference took place on Saturday 7th October, in Long Compton Village Hall, Warwickshire. The same venue had seen the re-installation of one of the six tall mileposts restored under the 'Finding the Way!' project, principally funded by Heritage Lottery Fund, with a celebration event in July.

The Conference opened with the usual varied and fascinating presentation by Ann King, "Post Haste", a canter through the history of the postal services from Roman times (with couriers galloping along the military roads) to the 'haste' of modern communications. Henry VIII appointed a postmaster for the royal mail and the hapless Charles I extended it to the public to raise revenues. Delivery was by post boys (the term comes from 'staging post' where horses were replaced) and not necessarily reliable, certainly not speedy. The introduction of mail coaches improved matters greatly. Letters were originally paid for by the recipient, depending on distances travelled, often routed via London, so milestones were important in assessing such charges, many showing the distance from the capital. With the introduction of the Penny Post by Rowland Hill in 1840, the sender paid, much easier to collect the fee! Ann showed intriguing pictures of bronze-green post boxes and exotic foreign runners too.



Ann King

The afternoon sessions were devoted to the Finding the Way project and the 41 attendees were joined by fourteen

poets. After a light hearted poetic (!!) introduction to ‘milestoning’ for the latter, Mike Buxton presented a well-researched piece on the history of the local turnpikes and the cast iron mileposts that had featured in the restoration work, showcased in the accompanying exhibition. The route had been diverted by a local landowner who did not wish to see the hoi polloi tramping the road to spoil his view, as well as to lessen the gradient in places. Mike showed the only known photos of the original destination boards that were atop the posts, used as a pattern to construct new ones. Jan Scrine then showed the video of The Highwayman, which will be uploaded to various educational websites accompanied by a resources pack, to help teachers of primary school children to engage better with the poem of the same name, remembered with fondness – or not – by many of our own generation.

The third strand of the Finding the Way project (presented by project manager Steve Pottinger) was the national poetry competition on the theme of Milestones, literal or metaphorical. Run by WriteOutLoud, news reached the inboxes of over 40,000 members of their website and nearly 600 entries were received, including in the Under 16s section.



Two young ladies (the Blue Sisters, Aurora aged 9 and Martha, 11 pictured above) shyly read their commended and winning entries about their grandfather’s passing, and Iona Mandal, also 11, confidently read about a real milestone, having a bad time amongst the cigarette stubs and ‘scarred by mosses and hailstones’. The £500 winning adult entry chosen by judge Brian Patten was by Irishman John Baylis Post and described a ‘Track’ from Roman times to the present day, but Caroline Gill’s ‘Penwith Finger Stone’ (3rd prize) appealed to the audience, referencing a milestone amongst the well known landmarks of Cornwall.

However Dave Morgan’s ‘Three Score and Ten, a Life of Biblical Proportions’ rang bells with many of the audience who had either passed their 70th birthdays or for whom it was imminent – exchanging a life of drinking and staying out, with a stableful of mistresses, for winceyette and strolling in the garden, observing the birds and frogs... Copies of ‘Milestones, the poetry anthology’ of the winning and commended poems are available from Write Out Loud – log into our website for links: www.FindingtheWay.org.uk



Steve Pottinger

Dave Morgan

Penwith Finger Stone

Location: SW437374, Treen, beside B3306

*Zennor Quoit, Robin’s Rocks, Great Zawn
and Gurnard’s Head* ripple off the tongue,
raining their music on this granite land.

I tilt my neck and watch the sky display
its spectral colours as the clouds recede:
two farm dogs scamper up the hill. I walk

towards the finger stone, which hides
between the tarmac and a Cornish hedge:
a snail trail shimmers in the afternoon.

I check the surface of the milestone block.
A hand points to Penzance: it’s ‘6M’ up
and over to the arc around Mount’s Bay.

This ‘stone with benchmark’ sends me on
to find a town called ‘2TIV2’, without an ‘e’
in Ives. Each ‘S’ is back to front: was this

through lack of learning? It could be
the maker was left-handed for when I
was small and shaping letters into words,

my text ran right to left, which seemed
its natural ebb and flow. I filled the pages
of my stapled book, flicking from the back,

until convention’s channels turned the tide.
My current ‘S’ advances in a coil of surf,
unlike these stone-based characters,

which chime when rain comes pelting
down: *Gurnard’s Head, Zennor Quoit,
Robin’s Rocks, Great Zawn...*

Caroline Gill
3rd prize



CW_SSPZ06 near Zennor, Cornwall that was the inspiration for the poem ‘Penwith Finger Stone’ by Caroline Gill. Photo: Ian Thompson.

Finding the Way

Installing the restored 'gaslamp' style mileposts

Robert Caldicott, Mike Buxton and Mervyn Benford

In early 2011, beside a fast stretch of road with no parking places, buried in a tall dense hedge, an almost complete milepost was rediscovered. Near the village of Little Wolford on the A3400, it was one of the series of nationally unique 10 feet tall cast iron posts with curly arms pointing up and down the road. There were three others still in position elsewhere along what had been the Stratford upon Avon to Long Compton Turnpike (1730-1877), and a fifth smashed to pieces but rescued by Rod Ousbey, a villager in Newbold on Stour. To complete the set of six there was another, but of unknown origin, at the Shipston on Stour Museum.



Mike Buxton ready to collect the broken remnants of the Newbold post that had been rescued by Rod Ousbey.

The Little Wolford post was put forward to English Heritage (listing agency at that time) for listing, which was duly granted (Historic England Entry number 1402230) in December 2011. This added impetus to a plan to restore all six posts.



Caption (decapitation) competition? Contractors had to really get down to it while extracting the Long Compton post from the ground.

Much speculation had abounded over the years as to just what these strange gaslamp-like posts actually were. One theory, colourful but rather unconvincing, was that they were for use by the Royal Mail whose postbags would be suspended from the arms by passing mail coaches for onward delivery. The mystery of their purpose was solved when two postcards were uncovered in the archives of the Shakespeare Birthplace Trust in Stratford. They were of the Shipston-on-Stour Picture House from just before the first World War, and there alongside it was a milepost, now known as the Shipston post, complete with wooden direction board inserted in grooves in the top castings of the post. Now we had evidence not only of the shape and proportionate size of the direction board, but also the typefaces used.

It was realised at the outset that the work involved was outside the scope of a DIY job and a bid to Heritage Lottery Fund (HLF) was therefore considered a viable option. After much consultation and research the firm of Leander Architectural (incorporating The Royal Label Factory, established 1874) was selected for the work. They are based at Fletcher Foundry, Dove Holes, near Buxton. They would be able to pick up the posts and deliver them back to site, but not extract them. They recommended another company RM Installations (RMI), of Clipstone, Nottinghamshire. As the two companies were used to working together it was decided to accept the recommendation.



The parts arrived at Leander Architectural and restoration can proceed.

At this point it should be recorded that we had nothing but full cooperation from Paul Cowley and his team at Warwickshire County Council Highways. After explaining that they had no funds or plans of any kind to help with the work, he provided full and detailed surveys of services at the locations of the posts, together with consent for the work involved. Our encounters with af-

fectured landowners, Parish representatives and local history societies went well, and in particular Long Compton Parish Council and Compton District History Society were keen to help by purchasing and providing a site for the complete post in private hands after its restoration. It so happened that the site of a long lost post was just beside what is now the Village Hall.

The successful HLF bid, led by Jan Scrine with the 'Finding the Way' project and its overarching themes of 'The Highwayman' educational resource and a milestone related national poetry competition, incorporated the Warwickshire Branch's core objective of restoring the six posts.



A surprising discovery on one of the posts after stripping off the old paint was this inscribed bench mark.

Two important hurdles remained - gaining listed building consent to carry out the restoration of the listed milepost at Little Wolford and providing a properly scaled drawing of the direction board based on known dimensions of the stored Long Compton post and careful examination of the enlarged c.1913 photograph. Both were achieved and work of extraction and transportation to Derbyshire began in March 2017. This process hit several snags and Leander were in possession of all six posts later than planned. The delay meant our completion target of Saturday, 1 July, the date of Long Compton's Village Fête and unveiling of their milepost, was becoming critical.



Above: One of the ornate 'arms' prepared for repair and (left) fully restored and painted.



Fortunately the restoration work at Leander went well, and all six posts were reinstated by RMI in their positions along the former turnpike on 30th June ready for official unveiling of the Long Compton milepost during the following day's Fete.

The reception by the public has been one of amazement and delight. That six old

posts, all rusty, and some incomplete or damaged can be put back together with splendid new green paint (correct to period, we checked during restoration) and big unmissable direction boards has been met with acclaim!



After repair this post receives its final fettle before painting.

Just one abiding problem. We *still* do not know who designed or made the posts, or when or why they were erected along this turnpike!



Recreating the missing destination boards as faithfully to the original as possible.

The Milestone Society would like to thank Warwickshire County Council Highways for consenting to our work with their property and helping with information on buried services. We would also like to thank the landowners and Parish Councils involved with the project and also Shipston and District Local History Society and Compton District History Society, from all of whom we had great support and encouragement. Above all, we need to thank The Heritage Lottery Fund, without whom nothing could have been done.

References

Progress on the 'Finding the Way' project has been reported regularly in the *Newsletter*, including No 29 July 2015, p.16; No 32 Feb 2017, pp.3-4; and No 33 Aug 2017 pp.4-5 which also has a fine front cover installation scene.

Continued on page 37.

Karl Philipp Moritz – patron saint of milestones?

Derek Turner

‘The English milestones give me much pleasure, and they certainly are a great convenience to travellers’

Patron saint? - perhaps not. For one thing, although Moritz had many virtues, he was never canonised. Nor, as a Protestant pastor, would he ever qualify for sainthood. Nevertheless, he has a good claim to be regarded as the benevolent patron of milestones, and indeed of all aspects of the English road transport system in the late 18th century. This article seeks to substantiate this claim.

Until recently I had never heard of Moritz along, I suspect, with many other Milestone Society members. Then towards the end of 2014, Neville Billington proposed that the Society might institute an award in his name for a piece of outstanding work. For various reasons that interesting idea never came to fruition but both Neville and I believe that Moritz’s name should be more widely known ¹.

Karl Philipp Moritz was born in September 1756. By any standards his short life of a mere 36 years was remarkable. Born in poverty at Hameln in north Germany – Hamelin of Pied Piper fame - and with minimal education, he became in turn: an apprentice hatter, a gymnasium (grammar school) student, actor, editor, member of the Moravian church, Lutheran theology student at Wittenberg, philanthropy teacher, wanderer, friend and guest of Goethe, member of the Berlin Academy of Sciences and Professor of Antiquities at the Royal Academy of Arts, also in Berlin [Fig. 1].

It was during his wandering period at the age of 25 that he came to England and encountered English milestones. He wrote an account of his travels round the country in June and July 1782 mainly as a pedestrian, occasionally as a coach passenger and once, briefly, pillion on a horse. His account took the form of a series of letters to his friend Gedike. It was later published as *Travels in England in 1782* ².

True to his philanthropic teaching and his saint-like



Fig. 1. Karl Philipp Moritz . 1756 - 1793.

if somewhat naïve disposition he tended initially to believe the best of nearly everyone and everything that he encountered; but his optimism was often rudely shattered by the behaviour of some of those he met and he was unusually critical of the city of Oxford, which seemed to him to have ‘a dull and gloomy look’.

Moritz arrived by boat in England [Fig. 2] on 31 May 1782 with no clear plans about where he was going



Fig. 2. Very like the scene that Moritz would have seen on his arrival in the Thames. He disembarked a little further upstream before Dartford and continued to London by road.

Quote from the end of Chapter One...

‘The prospect towards Gravesend is particularly beautiful. It is a clever little town, built on the side of a hill; about which there lie hill and dale and meadows, and arable land, intermixed with pleasure grounds and country seats; all diversified in the most agreeable manner. On one of the highest of these hills near Gravesend stands a windmill, which is a very good object, as you see it at some distance, as well as part of the country around it, on the windings of the Thames.’

but armed with a detailed road almanac.

'I have made every necessary preparation for this journey: In the first place, I have an accurate map of England in my pocket; besides an excellent book of the roads, which Mr. Pointer, the English merchant to whom I am recommended, has lent me. The title is "A new and accurate description of all the direct and principal cross roads in Great Britain." This book, I hope, will be of great service to me in my ramblings. I was for a long time undecided which way I should go, whether to the Isle of Wight, to Portsmouth, or to Derbyshire, which is famous for its natural curiosities, and also for its romantic situation. At length I have determined on Derbyshire.'

There is no more detail about the 'accurate map' but Daniel Paterson had published the first edition of his 'Road Book' in 1771 with the above title, and a second edition followed in 1776. So, this would doubtless have been his main inspiration [Fig. 3].

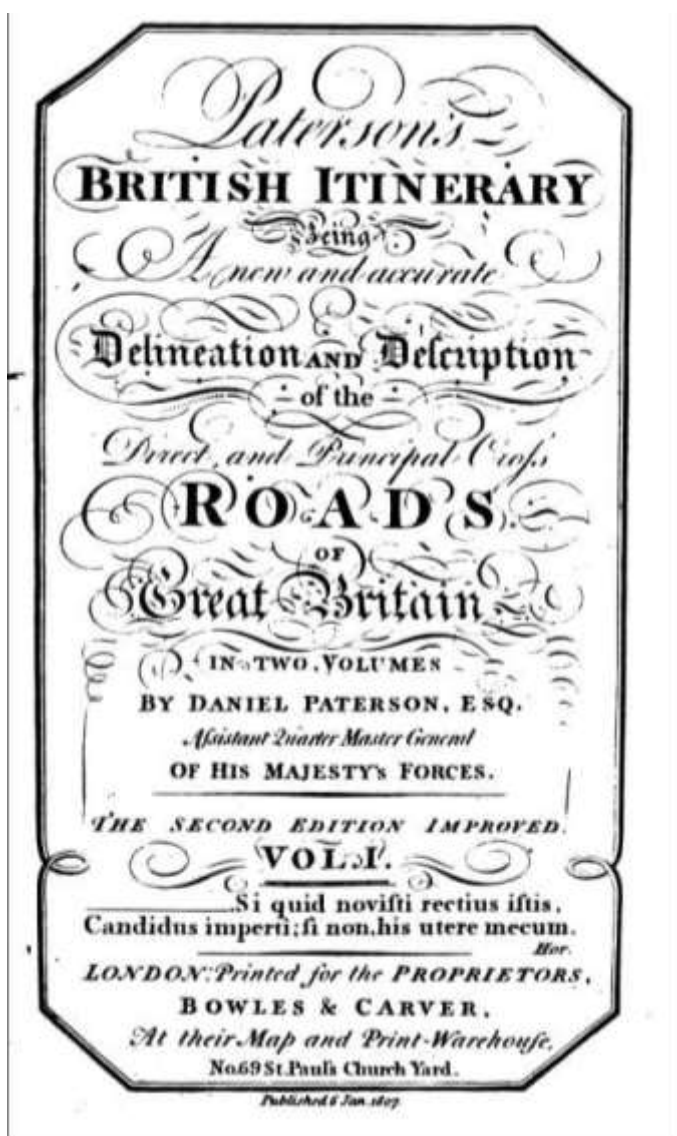


Fig. 3. Title page of a second edition of Paterson's Roads. The publishing date is given as 1807 but must be a two volume reprint as the original second edition was dated 1776.

Moritz chose to disembark at Dartford and travel the remaining miles to London in a post chaise because of (water-borne) traffic problems.

'This morning those of us who were fellow passengers together in the great cabin, being six in number, requested to be set on shore in a boat, a little before the vessel got to Dartford, which is still sixteen miles from London. This expedient is generally adopted, instead of going up the Thames, towards London, where on account of the astonishing number of ships, which are always more crowded together the nearer you approach the city, it frequently requires many days before a ship can finish her passage.'

He was full of praise for the English countryside and was particularly struck by the inn signs.

'The amazing large signs which at the entrance of villages hang in the middle of the street, being fastened to large beams, which are extended across the street from one house to another opposite to it, particularly struck me; these sign-posts have the appearance of gates or of gateways, for which I at first took them, but the whole apparatus, unnecessarily large as it seems to be, is intended for nothing more than to tell the inquisitive traveller that there is an inn. At length, stunned as it were by this constant rapid succession of interesting objects to engage our attention, we arrived at Greenwich nearly in a state of stupefaction.'

His first description of English roads is the stretch of the turnpike between Greenwich and Westminster.

'The road from Greenwich to London is actually busier and far more alive than the most frequented streets in Berlin. At every step we met people on horseback, in carriages, and foot passengers; and everywhere also, and on each side of the road, well-built and noble houses, whilst all along, at proper distances, the road was lined with lamp-posts. ... We were stopped at least three times at barriers or gates, here called turnpikes, to pay a duty or toll which, however small, as being generally paid in their copper coinage, in the end amounted to some shillings.'

The shortage of copper coins that bothered 'Tollkeeper Meg' was clearly not yet the major problem that it later became³.

After three weeks seeing the sights of London, Moritz set off for the 'country', his first stop Richmond. He provides the first of several descriptions of travelling 'by stage'.

'Yesterday afternoon I had the luxury for the first time of being driven in an English stage. These coaches are, at least in the eyes of a foreigner, quite elegant, lined in the inside; and with two seats large enough to accommodate six persons; but it must be owned, when the carriage is full, the company are rather crowded.'

I must observe, that they have here a curious way of riding, not in, but upon a stage-coach. Persons to whom it is not convenient to pay a full price, instead of the inside, sit on the top of the coach, without any seats or even a rail. By what means passengers thus fasten themselves securely on the roof of these vehicles, I know not; but you constantly see numbers seated there, apparently at their ease, and in perfect safety. This they call riding on the outside; for which they pay only half as much as those pay who are within: we had at present six of these passengers over our heads, who, when we

alighted, frequently made such a noise and bustle, as sometimes almost frightened us. He who can properly balance himself, rides not incommodiously on the outside; and in summer time, in fine weather, on account of the prospects, it certainly is more pleasant than it is within: excepting that the company is generally low, and the dust is likewise more troublesome than in the inside, where, at any rate, you may draw up the windows according to your pleasure.'

Later in his travels, when Moritz experienced 'riding on the outside,' he was to change his views about 'at their ease and in perfect safety'.

Having decided to walk from Richmond to Windsor and onward to Oxford, Moritz came face to face with the reality of being a pedestrian in Georgian England.

'A traveller on foot in this country seems to be considered as a sort of wild man or out-of-the way being, who is stared at, pitied, suspected, and shunned by everybody that meets him. At least this has hitherto been my case on the road from Richmond to Windsor.'

After taking a Thames-side path as far as Isleworth he crossed the river to get on to the 'Oxford Road'.

'I came to a house and asked a man who was standing at the door if I was on the right road to Oxford. "Yes," said he, "but you want a carriage to carry you thither." When I answered him that I intended walking it, he looked at me significantly, shook his head, and went into the house again.'

Undeterred, Moritz persisted with his plans to walk.

'I was now on the road to Oxford. It is a charming fine broad road, and I met on it carriages without number, which, however, on account of the heat, occasioned a dust that was extremely troublesome and disagreeable. The fine green hedges, which border the roads in England, contribute greatly to render them pleasant. This was the case in the road I now travelled, for when I was tired I sat down in the shade under one of these hedges and read Milton. But this relief was soon rendered disagreeable to me, for those who rode or drove past me, stared at me with astonishment, and made many significant gestures as if they thought my head deranged; so singular must it needs have appeared to them to see a man sitting along the side of a public road and reading. I therefore found myself obliged, when I wished to rest myself and read, to look out for a retired spot in some by-lane or crossroad.'

Moritz's route took him across Hounslow Heath and on towards Windsor, where he was badly treated by the innkeeper and the maid, and was glad to move on next day towards Maidenhead. Here, at Maidenhead Bridge he made his first reference to milestones, which he describes most favourably. It is this passage on which the claim to be patron of milestones is chiefly based.

'The English milestones give me much pleasure, and they certainly are a great convenience to travellers. They have often seemed to ease me of half the distance of a journey merely by telling me how far I had already gone, and by assuring me that I was on the right road. For, besides the distance from London, every milestone informs you that to the next place is so many

miles, and where there are cross-roads there are direction-posts, so that it is hardly possible to lose one's-self in walking. I must confess that all this journey has seemed but as it were one continued walk for pleasure.'

This description must be one of the first mentions of milestones in travel literature and certainly the earliest mention by a foreign traveller.

Carrying on through Maidenhead towards Henley-on-Thames, Moritz stopped for a rest by another milestone five miles from Henley.

'Having walked pretty fast for six English miles together, and being now only five miles from Henley, I came to a rising ground where there just happened to be a milestone, near which I sat down, to enjoy one of the most delightful prospects, the contemplation of which I recommend to everyone who may ever happen to come to this spot. Close before me rose a soft hill, full of green cornfields, fenced with quick-hedges, and the top of it was encircled with a wood.'

A milestone, BE_LG30 [Fig. 4], still exists at this spot, near the entrance of Temple Golf Club car park, Bisham, but it is not the stone by which Moritz rested, as the date on this stone is 1824. This 19th century stone is, however, a replacement for an earlier 18th century one; its neighbour BE_LG31 [Fig. 5], one mile nearer to Henley with *Henley IIII* included in its legend, is typical of the 18th century style found widely in Berkshire and Oxfordshire and is almost identical to the stone by the side of which Moritz rested. [See editor's endnote.]



Fig. 4. BE_LG30, Bisham, dated 1824. Is this where Moritz rested?



Fig. 5. BE_LG31, Hurley; an 18th century stone.

Photos: John V Nicholls, 2017

After his rest, Moritz walked on to Henley, a town which he decided was too grand for him – nothing changes – and ended the day at Nettlebed, which he found so very pleasant that he stayed for the night. Continuing his journey on foot towards Oxford he was shamefully treated by the innkeeper at Nuneham (Courtney) and had just decided to sleep rough when he was rescued by the Reverend Modd, Chaplain of Corpus Christi College with a curacy at Dorchester-on-Thames where he had been preaching. Modd was a drunkard and his behaviour reprehensible, even by the standards of the 18th century, but he was clearly a jovial companion. [See page 12 for notes of the Reverend John Modd.]

Moritz and Modd walked together the remaining miles to Oxford and ended up, at midnight, joining a strong-ale drinking party of clerics at the Mitre Inn that lasted almost till dawn [Fig 6]. Unsurprisingly, Moritz woke next morning with an almighty hangover and was unable to join Modd on his offered tour of the city, which at least partly explains Moritz's jaundiced view of Oxford.

'I took a little walk up a hill, which lies to the north of Oxford; and from the top of which I could see the whole city; which did not, however, appear to me nearly so beautiful and magnificent as Mr. Modd had described it to me during our last night's walk.'



Fig. 6. The Mitre Inn: an 1821 engraving but much as it might have been seen by Moritz.

Possibly because of his hangover, Moritz's sense of direction had deserted him. Oxford is surrounded by hills, except to the North, and he probably walked up Cumnor Hill, the most favoured spot for viewing the 'dreaming spires'.

As a result of his rough treatment at some inns, although not at the Mitre, and the need to speed up before his time ran out, Moritz decided to travel by post coach from Oxford to Stratford, then on to Birmingham. From Birmingham he again took to walking in the general direction of Derby, Matlock and his ultimate destination 'the great cavern near Castleton', stopping at Sutton (Coldfield). On his way to Castleton he again experienced mixed receptions from the innkeepers and locals but had unexpected assistance from a tollhouse keeper and a farmer.

'When I had walked some distance without meeting with an inn on the road, and it had already begun to be dark, I at last sat me down near a small toll-house, or a turnpike-gate, in order to rest myself, and also to see whether the man at the turnpike could and would lodge me. After I had sat here a considerable time, a farmer came riding by, and asked me where I wanted to go? I told him I was so tired that I could go no farther. On this the good-natured and truly hospitable man, of his own accord and without the least distrust, offered to take me behind him on his horse and carry me to a neighbouring inn, where he said I might stay all night. The horse was a tall one, and I could not easily get up. The turnpike-man, who appeared to be quite decrepit and infirm, on this came out. I took it for granted, however, that he who appeared to have hardly sufficient strength to support himself could not help me. This poor looking, feeble old man, however, took hold of me with one arm,

and lifted me with a single jerk upon the horse so quick and so alertly that it quite astonished me.'

Moritz finally reached the cave system near Castleton and was greatly impressed, though he picked up a chest infection as a result of his damp, underground adventures.

He elected to take a different route back to London walking via Matlock, Nottingham and Loughborough to Leicester, where he decided he needed to travel again by stage coach. He spent one night at the 'Navigation Inn' at Langley Mill, where the pub still survives, albeit with a changed name [Fig 7].



Fig. 7. The Great Northern—formerly the Navigation Inn. Photo from Wikipedia. Creative Commons Attribution Share-alike license 2.0.

There is no more mention of milestones or turnpikes, but from Leicester onwards via Northampton his literally bruising experience on the stagecoach serves as a suitable final illustration of his travelling experiences.

'Being obliged to bestir myself to get back to London, as the time drew near when the Hamburg captain, with whom I intend to return, had fixed his departure, I determined to take a place as far as Northampton on the outside. But this ride from Leicester to Northampton I shall remember as long as I live. The coach drove from the yard through a part of the house. The inside passengers got in in the yard, but we on the outside were obliged to clamber up in the public street, because we should have had no room for our heads to pass under the gateway. My companions on the top of the coach were a farmer, a young man very decently dressed, and a blackamoor.

The getting up alone was at the risk of one's life, and when I was up I was obliged to sit just at the corner of the coach, with nothing to hold by but a sort of little handle fastened on the side. I sat nearest the wheel, and the moment that we set off I fancied that I saw certain death await me. All I could do was to take still safer hold of the handle, and to be more and more careful to preserve my balance.

The machine now rolled along with prodigious rapidity, over the stones through the town, and every moment we seemed to fly into the air, so that it was almost a miracle that we still stuck to the coach and did not fall. We seemed to be thus on the wing, and to fly, as often as we passed through a village, or went down a hill.'

Date	From	To	M	via	Mode	Lodged
31 May – 2 June	Thames Estuary	Dartford			ship	ship
2 June	Dartford (16)	London	15		Post-chaise	Lodgings off the Strand
20 June	London, White Hart Inn	Richmond	10	Kensington	Stage coach	
21 June	Richmond	Windsor	18	Isleworth by Thames path, Oxford Road via Hounslow Common, Slough	On foot	(Un-named inn)
22 nd June	Windsor	Nettlebed	20	Slough, Salthill, Maidenhead Bridge (25), Henley (36)	On foot	(Un-named inn)
23 rd June	Nettlebed	Oxford	19	Dorchester, Nuneham (Courtney),	On foot	Mitre Inn
26 th June	Oxford	Sutton (Coldfield)	80 + 9	Stratford-on-Avon (94), Birmingham	Post coach, on foot from Birmingham	Swan Inn
27 th June	Sutton Coldfield	Unnamed village (Repton, Stenson or Willington?)	27	Lichfield, Burton, footpath towards Derby	On foot, part-way on horseback (pillion)	Bear
28 th	Unnamed village	Unnamed village 5 miles from Matlock (Whatstandwell?)	22	Derby(130), Duffield	On foot	(Un-named inn)
29 th June	Unnamed village 5 miles from Matlock	Tideswell	27	Matlock Baths, Matlock, Bakewell, Ashford in the Water),	On foot, accompanied part of the way	‘Cheap’ Inn
30 th June	Tideswell	Castleton	10		On foot	(Un-named inn)
1 st July	Castleton	Matlock	22	Wardlow	On foot	(Un-named inn)
2 nd July	Matlock	Unnamed village ‘5 miles from Nottingham’ (Langley Mill/Eastwood?)*	16			Navigation Inn (now Great Northern?)
3 rd July	Unnamed village 5 miles from Nottingham	‘Castol’ (Costock)	26	Nottingham, Ruddington, Bradmore, Bun(n)y	On foot	(Un-named inn)
4 th July	‘Castol’	Northampton	13 +26	Loughborough, Mountsorrel, Leicester	On foot to Leicester, then by stage coach	(Un-named inn)
5 th July?	Northampton	London	67	Newport Pagnell, Dunstable, St. Albans, Barnet Islington	Stage coach	Freemason’s Tavern, Great Queen’s St, (now Connaught Rooms)
6 th -14 th	London				?	Freemason’s Tavern, Great Queen’s St,
15 th July	London	London, St Catherine’s Dock			?	Public house in St Catherine’s
19 th July	London	Hamburg			ship	

Moritz’s itinerary. * Langley Mill and Eastwood on either side of Erewash canal are both more than 5 miles from Nottingham but are the only villages on Moritz’s route where there is likely to have been a ‘Navigation Inn’. The present day pub, ‘The Great Northern’, that backs on to the Great Northern basin at the end of the Erewash canal was probably the former Navigation Inn. The two villages on the route that are nearer to 5 miles from Nottingham, Kimberley and Nuthall are not close to the canal.

So much for 'at ease and in perfect safety'. But worse was to come. *an English post-coach, and still more, a place in the basket.'*

'At last the being continually in fear of my life became insupportable, and as we were going up a hill, and consequently proceeding rather slower than usual, I crept from the top of the coach and got snug into the basket. "O, sir, sir, you will be shaken to death!" said the black, but I flattered myself he exaggerated the unpleasantness of my post. As long as we went up hill it was easy and pleasant. And, having had little or no sleep the night before, I was almost asleep among the trunks and the packages; but how was the case altered when we came to go down hill! Then all the trunks and parcels began, as it were, to dance around me, and everything in the basket seemed to be alive, and I every moment received from them such violent blows that I thought my last hour was come. I now found that what the black had told me was no exaggeration, but all my complaints were useless. I was obliged to suffer this torture nearly an hour, till we came to another hill again, when quite shaken to pieces and sadly bruised, I again crept to the top of the coach, and took possession of my former seat. "Ah, did not I tell you that you would be shaken to death?" said the black, as I was getting up, but I made him no reply. Indeed, I was ashamed; and I now write this as a warning to all strangers to stage-coaches who may happen to take it into their heads, without being used to it, to take a place on the outside of

Fortunately for Moritz there were no more unpleasant travelling experiences. The route of the final leg of the journey by stage coach from Northampton lay through Newport Pagnell, Dunstable, St. Albans, Barnet, Islington and finally to London, where Moritz again spent a week waiting for a fair wind to take him back to Hamburg – a salutary reminder to those of us today who chafe at an hour's delay in the budget airline flight to our holiday destination.

Hopefully, the extracts quoted here have given readers some idea of the kind of man that Moritz was as well as a glimpse of English milestones and road travel in the late 18th century. The book provides many other fascinating insights into aspects of English social and political history of the time. It is well worth reading in full ⁴.

References

1. I am deeply indebted to Neville Billington, without whose initiative this article would never have existed.
2. The full title of the book is *Travels, chiefly on foot, through several parts of England in 1782, described in Letters to a Friend*. It was first published, in the original German, in 1783, with a revised edition in 1785. The latter was translated into English, supposedly by the daughter of Charles Godfrey Worde, who is mentioned

Revd John Modd, Chaplain of Corpus Christi College Oxford

Although Revd Modd has no connection with milestones, his career is interesting enough in its own right to be included. John Modd – mis-transcribed as Maud by the translator – was born in Marlborough, Wiltshire in 1747. From the age of 10 to 18 he was chorister at Magdalen College. He gained his BA in 1767, his MA two years later and at some point thereafter became Chaplain and started to get into trouble:

April 8, 1779. Mr. Modd, Chaplain of the College, convened before the President, Seniors, and Officers, and admonished for his misbehaviour, drunkenness, extravagance, and other irregularities.

It appears that he did not mend his ways as on January 22, 1787 Modd was again convened on account of his scandalous life. But, in pity for his circumstances, instead of expelling him, the College forbade him to eat, drink, or sleep within the walls, as being 'one unworthy to remain under the same roof with them', but he was still to go on performing his duties in the Chapel, and to receive the full pay of his office.

But by 1792 Corpus had had enough of his 'scandalous life.' They sacked him in May 1792, prompting the following letter from Modd to the College president:

I do not pretend even to ye shadow of an Excuse for my late Infatuation & Folly, which have brought me to my

present distressed Situation. I throw myself intirely upon your and ye Society's Philanthropy & good Nature for my future support whatever, Sr, you and the Society shall think proper to allow to me. I'm determined not to exceed, as I have presented myself such Rules as nothing shall make me deviate from. I should have left Oxford long before this Time, as I knew it to be your Desire, had I not been prevented by a very severe Fit of The Gout. I hope and believe that I shall be able to go next week.

I am Revd Sr your and the Society's most grateful and obedt Servt John Modd.

Oxford May 19th 1792.

Nothing is known of his later life. I am grateful to Harriett Fisher, Assistant Archivist at Corpus Christi College for the above information, which is drawn from: *Joseph Foster, Alumni Oxonienses: The Members of the University of Oxford, 1715-1886: Their Parentage, Birthplace and Year of Birth, with a Record of Their Degrees*; Thomas Fowler, *The History of Corpus Christi College* (1893); List of Members of C.C.C. Foundation to 1900; Corpus Christi College, Acts and Proceedings (1748-1783) and (1783-1811), and President Cooke's Correspondence I (1783-1799).

in the book, and published in 1795. This version of the book, published by Cassell in 1886 with an introduction by 'H.M.' is freely available through the Gutenberg project and is the version used for the extracts, though the quality of the translation is not particularly high. A better and more modern translation of 1965 by Reginald Nettel is not widely available. The German version of the text is also available as an iBook, using modern typography. A copy of the original book using German Gothic script is held in Birmingham University Library.

3. Tollkeeper Meg aka Jan Scrine in interpretive mode at many Milestone Society meetings and events. See *Milestones & Waymarkers*, vols 5 to 8, *passim*.

4. The full account can also be read online at <http://www.visionofbritain.org.uk/travellers/Moritz>

Editor's endnote.

See page 9. The circular section 'Hurley stone' stones with Roman numerals are likely to be original. The road from Maidenhead to Henley was turnpiked by an Act in 1717 (4 Geo. I, c.6). The section between the Bisham/Hurley parish boundary and Henley became the separated 3rd District of the Maidenhead in 1826 (and original stones retained). The significance of the date 1824 on the 'Bath Road limestone pillar' stones is uncertain but possibly advanced works prior to the separation.

The Terry Keegan Memorial Award 2017

Introductory notes by Jan Scrine

Many milestones are classified as "listed buildings" by English Heritage. Unlike most other 'listed buildings', single milestones are not grand enough to have a 'Friends' association or be cherished by an individual; milestones and guide stoops are mostly owned by the Highways Authorities and are distributed in the landscape, often being destroyed as roads are widened, or becoming victims of collision damage, smashed by verge-cutters, stolen for sale or deliberately vandalised.

It was against this background in the year 2000 that Terry Keegan was mulling the idea of a society to safeguard these historic markers. Although Terry had been born in Ireland in 1931, he spent most of his life in England, with periods in Scotland. He met his wife Mary when they were both students at the LSE, and they formed a lifelong devoted partnership. He worked for the Guinness Company before taking a smallholding in Worcestershire in 1966 to try a more green and entrepreneurial way of life, setting up and running a milk bar. He had wide ranging interests and was instrumental in saving the heavy horse from virtual extinction, setting up a Society to spread the word about their history and uses, becoming a recognised expert and publishing books and articles.

And in 2000 he encountered a few others with similar interest in the welfare of milestones. He organised the inaugural meeting in the inspirational setting of the Black Country Museum which was attended by over 60 people, many surprised to find others who shared their strange hobby, and others who were surprised to learn about the existence of these quirky waymarkers and the history and heritage they represent.

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, edited an early edition of the Society's magazine *On the Ground*. He hassled the highways authorities gently but persistently and he got results. 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. How best to commemorate his work for the next generation? So we offered to set up a memorial award in his name, for six years, to an outstanding student; 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 award comprises an inscribed milestone, a cheque for £100 and a copy of Mervyn Benford's Shire book *Milestones*, along with a year's membership of the Society.

The student put forward for the Terry Keegan award in 2017 is Caroline Ossowska, for her assignment on stone decay and remediation, part of her Conservation of the Historic Environment course at Birmingham City University

Alan Reade, the Milestone Society's Highways Liaison Manager and county representative for Shropshire made the presentation to Caroline at the award ceremony on 19 October 2017.



Caroline Ossowska in her own words:

Many thanks for giving me the Terry Keegan memorial award. It is an unexpected delight and much appreciated, so thank you to the Milestone Society.

I am a career switcher, having worked at the BBC for over 20 years within many departments eventually culminating in filming and directing documentaries and factual television programmes. Owing to the re-location of the BBC from Birmingham to Bristol I decided to take voluntary redundancy, partly because I wished to do something else, though I wasn't sure what. For a short while, I worked as a television freelancer, though I quickly embarked upon a fulltime Masters in Urban and Regional Planning at the University of Birmingham. Switching careers was prompted by an advert I'd seen for Inspector of Historic Buildings with Historic England that looked like a really interesting job and something I thought I'd like to pursue. The job came under the planning department and following further research I decided upon that direction. I thought planning had a broad remit and good job prospects and taking a qualification in the field would get me started on the right track.



I do look a tad apprehensive as I'm not keen on heights. I was up on the scaffolding on the south elevation of York Minster next to a replacement gargoyle (I'm the one with the hard hat!). It was brilliant getting up close and seeing the craftsmanship, as well as seeing the masons at work in the stoneyard.

The planning Masters led to a job at Stafford Borough Council. I then applied for the Birmingham City Council graduate scheme. I have always had an interest in architecture, history and design, all of which are readily encompassed within conservation. At BCC I saw an opportunity to work with the conservation team (Andrew Fuller and Ross Brazier) with whom I could get first-

hand experience. They both encouraged my enthusiasm for the topic and I soon recognised that it was a realistic proposition to specialise within planning. Thence it was a natural progression to go for a qualification in conservation. I initially signed up for the PG Diploma at BCU but hope to do the Masters; my dissertation topic is yet to be decided!

I am about to leave BCC and move to the Royal Borough of Kensington & Chelsea, London having successfully secured a post as a Conservation & Design Officer, so I am well on my way to achieving my objective of working full-time in conservation.

As conservation is relatively new to me, I am eager to gain as much knowledge as I can. The conservation course at BCU is very wide ranging and when it came to choosing projects to write up I selected building materials: stone, timber and ceramics, as these are the literal building blocks of the historic and contemporary environment. Having lived in both London and Birmingham, brick is the dominant building material so I had little to no knowledge of stone (I did do Geology as an 'O' Level, but that was my limit). I really loved learning about stone as it is such a versatile material and has a huge presence throughout the UK when used as a local building material, and more especially for buildings of status. It wasn't till I wrote the report, researching the topic and analysing my photographs that I took a proper and considered look at stone buildings. I can't look at anything now without trying to spot defects!

My interests are cinema, photography, art galleries and exhibitions, plus of course architecture.

There is a milestone where I grew up in Fulham, London that I regularly passed as a child. It reads 'Fulham Parish'... 'London 3½ miles'... 'Richmond 4½ miles'.* It always made me consider the history of the area, particularly how London had grown. Fulham, now seen as central London, wasn't always considered as such and as a child it was hard to contemplate that Fulham had ever been a separate settlement.



*The milestone to which Caroline refers is the Grade II listed MX_LNRM03A. Photo from Wikipedia. Creative Commons Attribution Share-alike license 2.0.

Volunteers are not valueless, they are priceless - might you or a friend be willing to help with our Administration? Publicity? Website development? Writing and publishing articles? Organising meetings?

YOUR SOCIETY NEEDS YOU !!

Epping & Ongar Highway Trust (Essex) milestone restorations

Jimmy Waters

While researching and writing my book *Thornwood Common an Essex Village* (2016), I became interested in our three sad and neglected local milestones and approached the Parish Council for permission to clean and paint them. Also at this time I discovered the existence of The Milestone Society and became a member.

I was contacted by our Parish Clerk who ran an idea past me that would provide a small amount of money from the County Initiative Fund on condition I paint all the stones in the parish, possibly talk to school children, involve members of the community and produce a booklet explaining the point and position of the stones - all within a year!

I agreed, and because of the location of some stones, began contacting various parties with a possible interest as per Society guidelines.

We had six milestones within our Parish (North Weald Bassett) until 1973 when the Hastingwood stone EX-WFHW19 disappeared during M11 motorway construction work. I wrote and emailed the County Highways to find out what had happened to it and also for permission to work on the remaining five stones, two of which are locally listed. I also found the details of the Area Conservation Officer and dropped her an email. Two of the stones abut Site of Special Scientific Interest (SSSI) forest land and I was fortunate in having made the acquaintance of an Epping Forest Verderer who was to prove extremely helpful to me later.

Meantime, my wife and I had attended Milestone Society meetings and discovered methods of preparing stones for painting. I had placed an article calling for volunteers in the local press, the local Preservation Society newsletter and contacted the local school.

I now received the go-ahead from the Parish Council and arranged a meeting with John V Nicholls, the Society Essex Area Rep, to discuss tactics and began to make a list of materials required.

I'd become aware of another milestone on the old Epping & Ongar Highway Trust route to London at Golding's Hill in Loughton that had been restored and looked rather good albeit in a slight yellowy colour. [EX_WFHW13; the only Grade II listed milestone of the eighteen survivors of the Epping and Ongar Highway Trust.] Enquiries revealed it (and three others) were the work of Loughton Town Councillors to commemorate the Queen's 90th birthday!

An offer of help had come in from a parent whose son was keen to work on the stone near North Weald Airfield.

Things were looking good although I'd still yet to hear anything from County Highways.

On 11 February 2016, John V Nicholls and I surveyed all the milestone sites in the parish and I made the following notes of the work required.

EX-WFHW19 (*missing*) Replace with fibreglass replica copied from EX-WFHW18 possibly painted by local school children and position in safe area close to original site.

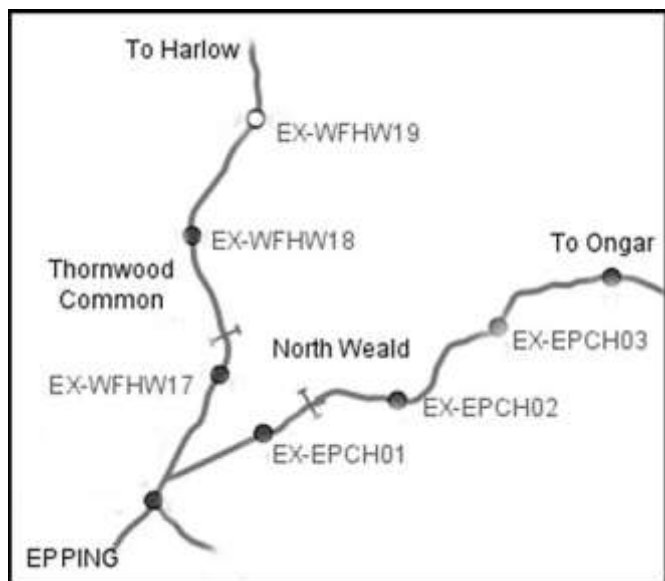
EX-WFHW18 *Poor orientation but because of position (set into ditch edge) and road speed – clean and paint.*

EX-WFHW17 *Very badly damaged particularly at the rear. Carefully clean and paint.*

EX-EPCH03 *A nice stone now abutting private property. Carefully clean and paint.*

EX-EPCH02 *Leaning and sunken stone with bad orientation (45 degrees out) that would benefit from turning and straightening at least before a clean and paint.*

EX-EPCH01 *A leaning stone surrounded by branches and foliage from the forest trees. Clean and paint.*



Setting the scene. The Epping & Ongar Highway was first authorised in 1702/03 (1 Anne, Stat 2, c.10—renewed 1723, 1743 and 1768) from Woodford to Harlow Bush Common. An Act of 1786 (possibly 27 Geo.III c.69) sought to extend from Epping to Chelmsford but the inhabitants of Writtle objected and the extension only reached to the Writtle parish boundary, about four miles east of Ongar.



[Left] EX-WFHW18 out of orientation and at edge of ditch bank and [right] Jimmy surveys EX_WFHW17, which is sadly the stone in the project that is in the poorest condition.

Photos: John V Nicholls



Left to right. EX-EPCH03 deep in the ground but fairly good condition. EX-EPCH02 is 45° out of orientation (perhaps moved when the adjacent land was redeveloped) and has a lean. EX-EPCH01 within the bounds of Epping Forest and needed special permissions before work could be undertaken. Photos: John V Nicholls.

Time was passing by and still no reply from County Highways. The Parish Clerk gave me more email addresses and eventually I was given the name of an officer in the Historic Environment Consultant at Place Services! Eventually I received a reply (hooray!) only to be told the man had left a fortnight before and there was currently no replacement and that I would be contacted when time could be found to deal with my requests!

I'd now accumulated all the tools, cones, signs, paint (Keim) and personal protection clothing that I and others would need for the job.

Stone EX-EPCH02 would require excavation to the front and one side to enable it to be turned 45 degrees. As this is positioned in a built-up area, the Parish clerk gave me a link to a free services check site. I also had a contact with the local sewage people (long story) who very kindly gave me detailed plans for the foul and rain-water drains in the vicinity of the stone.

After months of waiting to hear from Highways, the Parish clerk gave me some more contacts.

Surprisingly, I received a reply a day later, then was passed onto another person who informed me I could proceed with my plans on condition I applied for a 'Licence to Plant' regarding the repro fibreglass stone EX-WFHW19 and also submit a maintenance scheme for looking after it in future! This I thought was ripe coming from a department that should have taken more care of the original in the first place!

I also needed the necessary public liability insurance, a traffic management plan, line searches for the EX-EPCH02 site (with no lifting or removal) and New Roads and Street Works Act 1991 (NR&SWA) accreditation!

If I had been given this information at the outset – I would have just walked away to forget all about these stupid bits of old stone bric-a-brac dumped by the roadside!

I contacted John and others in the Society for guid-

ance and looked into NR&SWA accreditation (5 day course at nearly £1,000). So much for the Government encouraging volunteers to help make Great Britain great again! John lent me *Safety at Street Works & Road Works*, a code of practice but it didn't cover working the other side of pavements. I also contacted Loughton Town Council and asked if they had this problem.

The reply was, '... the councillors had Town Council public liability insurance and as the stones were the other side of the footpath - no traffic management was required.'

The NR&SWA never got a mention!

I contacted the Parish Council, as a change of plan was required. No reply had been received from the school. No community response was forthcoming either. And by then the one interested parent had lost interest and we could not afford or have the time to do the NR&SWA accreditation.

It was agreed that I could forget the school and talk, forget the fibreglass replica stone and maintenance scheme, even though I had a friend lined up to help make the fibreglass copy and keep the cost down. As I was not satisfied with the line searches for EX-EPCH02, it was decided not to turn it and my wife Barbara would be the 'Community Involvement'. Although I was not sure whether Milestone Society Public Liability Insurance would cover us, we came under the protection of the Parish Council policy.

I began work on EX-WFHW18, the nearest to my home, in November 2016. Luckily the weather was good and we managed to complete in about a fortnight with five visits to site. The first visit required the field hedge to be cut back around the stone (this is done every year by the farmer but not this late) and this was followed by a dry scrub with brushes closely followed with a wet scrub of algaecide (Jeyes patio cleaner diluted 1-5) and left to dry. We were on-site for about 20 minutes.

Next visit involved a further dry scrub to remove the

dead algae and also a picking-off of the lichens that were not removed by the algacide. This required the use of an old plastic AA card suitably shaped to dig or scrape the lichens off without damage to the stone. This now left a clean but rather spotty stone (where the lichens had been) ready for priming.



Jimmy attacks the remaining traces of lichens EX_WFHW18 with his profiled AA card. Photo: Jimmy Waters

We used the recommended Keim primer but were a bit concerned when we left the site, as the stone had turned blue! We were again at the site for 20 minutes. Everything was OK later as it had dried clear.

Our third visit required the first white coat application of Keim which was a pleasure to do. This was followed a few days later with a second coat. Both visits only took about ten minutes each to apply the coating.

Finally, after a discussion with Nigel Ford about detailing with Humbrol 21 gloss black enamel (which was totally unobtainable locally) we applied Revell 7 gloss black enamel instead to the inscribed legends. This visit saw us on-site for about an hour.

The remainder of the year saw us notify the owners of Milestone Cottage of our intention to restore the stone EX-EPCH03 outside their house and to give it the algacide treatment before winter set in.

During this fallow period, I compiled a folding colour A4 leaflet explaining what the milestones are with a photo of each one and a simple map to show where you can find them within North Weald Parish.

The Parish Council had 2000 printed and Barbara and I distributed them to the District Museum, Epping Forest Visitors Centre, Epping library, the local hotel, the local preserved railway and the Conservation Officer at the Civic Offices – where they have proved very popular with the public!

I also used this time to apply for a licence from the City of London (owners of Epping Forest) to cut back the trees that were engulfing EX-EPCH01 and my Verderer friend was instrumental in my application running smoothly.

Late January 2017 saw us scrubbing down more stones and painting EX-EPCH03 as the temperature had risen. Though I had to make a screen to shield it from passers-by while it was wet as it's so close to the pavement.

In February, we were escorted to the site of EX-

EPCH01 by a Forest Constable to show her what needed removing before we were let loose with the croppers.

The only time I found it necessary to deploy traffic cones was during the detailing, which on some stones took up to 2 hours! As Barbara had said, 'from the road it looked like you were dead!'

This resulted in a passers-by quote: – 'I bet that doesn't come out often?' referring to the Milestone Repair sign.

Other quotes from passers-by included many of, 'You're doing a grand job!' 'Keep-up the good work!' 'Can you move them a little closer to each other so I don't have to jog so far?' But the classic was a lady motorist who stopped to ask if they were for sale as they looked so beautiful and she wanted one for the top of her



EX_WFHW18 completed. To retain the originality of the stone only visibly remaining inscriptions were painted.



EX_WFHW17 that, despite extensive damage, has now returned to its proper purpose at the roadside.

Photos: Jimmy Waters



EX_EPCH03. After painting brown stains seeped through the top of the stone. The cause seems to have been due to many years being contaminated from overhanging conifer trees.



EX_EPCH02. Left with its lean and wrong orientation, This stone has already suffered from vandalism by a child cyclist in the summer holidays.

Photos: Jimmy Waters

road!

I have passed on a selection of before and after photos of the Forest stones to my Verderer friend as well as the Epping Forest management with the result that I've submitted a short article for their Forest Focus magazine, which is available free to the public at their centres.

Also, which came as a nice surprise, I have been voted North Weald Bassett 'Citizen of the Year' for my book (which is now sold out) and our work on the Parish milestones.



EX_EPCH01 in Epping Forest. Resplendent after previously being hidden by scrub and decades of road dirt.

Would I do it again? No is the simple answer. Why?

1. I am getting too old for this sort of thing.
2. I find the bureaucracy stifling. No wonder nothing gets done in this country any more! Maybe things will change when we're out of the EEC?

From the photo below, you would not know I had two large deer either side of me that had been killed by the traffic! We did notify the Forest authorities.



Project completed and the signage can be assigned to the shed for another day.

A brief description of the Epping & Ongar Highway Trust, Essex

John V Nicholls

A justices Act dated 1701 (1 Anne stat 2. c.10) eventually led to the formation of the Epping and Ongar Highway Trust. This was the sixth turnpike act to be authorised in England. The Act was renewed in 1723 (19 Geo I, c.9); 1743 (16 Geo. II, c.19) and 1768 (9 Geo. III, c.63). The road to be turnpiked was from Woodford Wells to Harlow Bush Common, a distance of almost twelve miles. The turnpike remained 'remote' and it wasn't until an Act of 1721 for the Middlesex and Essex Trust (8 Geo, c.30) that a turnpike route from Woodford Wells south was enabled. Harlow Bush Common remained the end of the turnpike from London until the Essex and Hertford (later Hockerill) Trust (17 Geo. II, c.9) was authorised in 1744. It ran from Harlow Bush Common to Stump Cross, just over the Essex/

Cambridgeshire county boundary

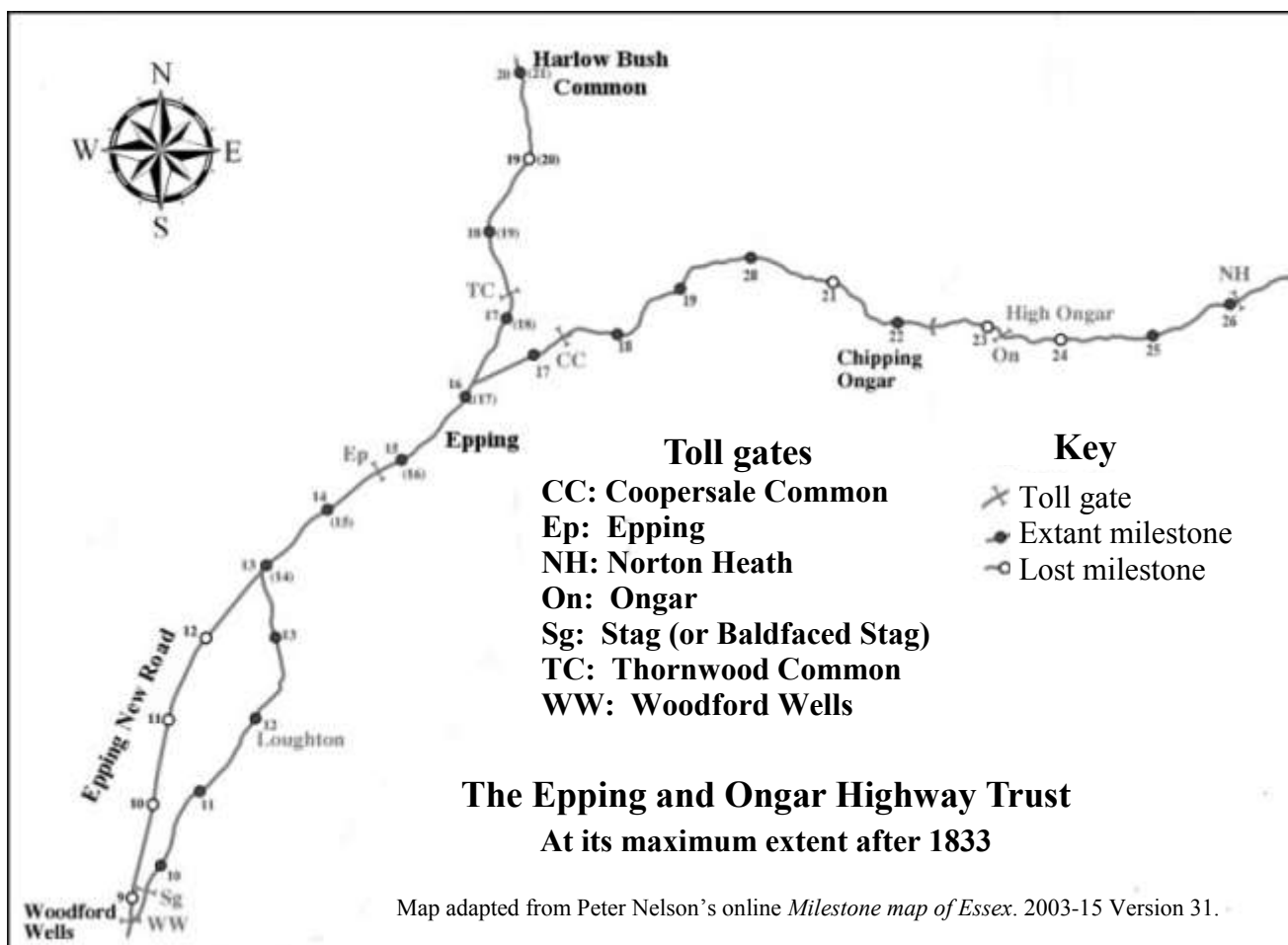
A proposal to control the road from Epping to Chelmsford in 1786 received no objections from the Essex Trust but the inhabitants of Writtle, the parish immediately before Chelmsford were certainly not happy. They did not want to incur the expense and inconvenience of tolls to get to Chelmsford market. No compromises could be arrived at and in the end the counsel for the Writtle and Chelmsford inhabitants influenced the wording of the proposed 1787 Act (27 Geo. III, c.69) and the new length of turnpike terminated at the Norton Mandeville/Writtle parish boundary.

Only two major earthworks were involved. Golding's Hill at the north end of Loughton (before mile 13 stone on the old road) where the gradient was eased (the original steep road still runs parallel). The hill at Latton (north of Thornwood Common), though not so steep, was levelled and still visible as a slightly raised causeway between the 18th and (now missing) 19th stones to-



Left to right. Fig.1. EX_EPCH06 at Ongar—the 'standard' Epping & Ongar style. There is an older 'Epping' inscription on the right rear. Fig. 2. EX_WFHW10, Buckhurst Hill. Parish legends on the front and rear suggest that it was converted from a boundary stone.

Fig. 3. The only listed stone on the E&O Trust is EX_WFHW13. All of the type through Loughton have 'LOUGHTON / PARISH' on the top facet whereas every other stone of the type is inscribed with LONDON / [miles].



wards Harlow Bush Common.

In 1830, James McAdam was appointed surveyor for the turnpike at a salary of £100. He suggested that a new road by-passing Loughton should be made through Epping Forest from Woodford to the Wakes Arms. In August 1830, Messrs. Bough and Smith got the contract for a tender of £5,417 but they defaulted and parts of the road started to subside. William Walker completed the contract for £2,200 in 1833. The 'Epping New Road' was the largest realignment of any turnpike road in Essex.

The Epping and Ongar Trust was dissolved, and remarkably in a state of solvency, in 1870.

The Epping & Ongar today

The remaining milestones are the best indicators of the former turnpike. (See map) Of the 26 erected, 18 remain by the roadside. It has been suggested that the markers on the Epping to Norton Mandeville 'new' road were made of oak but this has been dismissed as there was an order in 1810 for a mason the recut them. In



Fig. 4. Coopersale Common toll house

1822 the stones were altered by David Nash, an Epping stone mason. In 1837 the stones were again adjusted, mainly because the miles to London were no longer applicable. The construction of the Epping New Road had shortened the route by a mile. This change can be seen as there are two 13 milestones – the original one near the Golding's Hill and then another 13 near the Wakes Arms roundabout. It is possible at this time that the stones were altered from 'omnidirectional' (single face to the road) to two-faced diagonal to the road. There is evidence on the 22 mile stone at Ongar [Fig. 1] that the stones may have originally been square on to the road as one of the rear faces bears a faint inscription 'Epping'.

Old OS maps indicate that the four markers along the Epping New Road were mileposts and none of them remain or show up on post-war maps. With the exception of 10, 11 and 13 on the route through Loughton, all are set up on the London bound side of the road. All are, more or less, of a standard design. They are tapered with a dished facet. The 10 mile stone at Buckhurst Hill [Fig. 2] is an exception – square to the road with four-way rounded gable top. It might be a converted boundary stone. Stones 11, 12 and 13 on the old route through Loughton have LOUGHTON / PARISH inscribed on their facets whereas the rest have LONDON / [miles]. [Fig. 3]

Toll houses (see map)

Three toll houses remain. The Epping toll house is located on the north side of the road at Bell Common. Users of the Essex stretch of the M25 will be familiar with the name because of the Bell Common tunnel but they wouldn't realise that they were passing under the Epping cricket ground that was re-laid after the completion of

the 'cut and cover' tunnel. Could it be the most expensive local cricket in Essex? There was a side gate to prevent toll avoidance from travellers joining the turnpike from across the common and a reminder of this is the name of the pub on the south side of the common – The Forest Gate.

The Coopersale Common toll house was to control side gates. It is a single storey dwelling. [Fig. 4]

The Norton Mandeville toll house is of unknown date

and close to the boundary of Writtle parish. It is single storeyed with later extensions. It probably replaced the earlier [High] Ongar tollhouse that is known to have been dismantled and sold.

References

B. Winstone, *The Epping and Ongar Highway Trust* (1891).

John Booker, *Essex and the Industrial Revolution*, Essex Record Office Publications, No. 66 (1974).

From the Archives

Retford (Notts) milemarker

Christine Minto

Last year Christine Minto reported in *Milestones & Waymarkers*, (vol 9, 2016, pp. 21-2) that Gwen Turland, a member who lives in Bawtry, had noticed that some bricks on the corner of the former The White Hart Hotel, an old coaching inn in Retford, Nottinghamshire, had been painted white and the mileages to London (144½) and York (55) painted in black.

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 but it has now undergone renovation into a 'gastro' pub. It is at the corner where the mail route exited the Market Square onto narrow Bridgegate to continue northwards to Bawtry and Doncaster (grid reference SK 7050 8124). Also on Bridgegate is a similarly painted section of bricks pointing the way to the garage and stables.

The curator at Bassetlaw Museum was very helpful and supplied the old images shown below.



Left: This late 19th century postcard of Bridgegate shows that the painted section with the mileages to London and York was still prominent during that period.

Right: The original of this image was in full colour. It can definitely be dated to 1911 as the street decorations were to celebrate the coronation of King George V and Queen Mary. The milemarker can be seen although appearing to be in need of repainting.



Warminster (Wiltshire) milepost restored and resited

Mike Faherty

There are 51 recorded surviving mileposts manufactured by Carson & Miller, in the Wiltshire Foundry at Warminster. Posts are scattered around West Wiltshire, North Dorset and East Somerset. We refer to them as “C&M Classical Castings”.

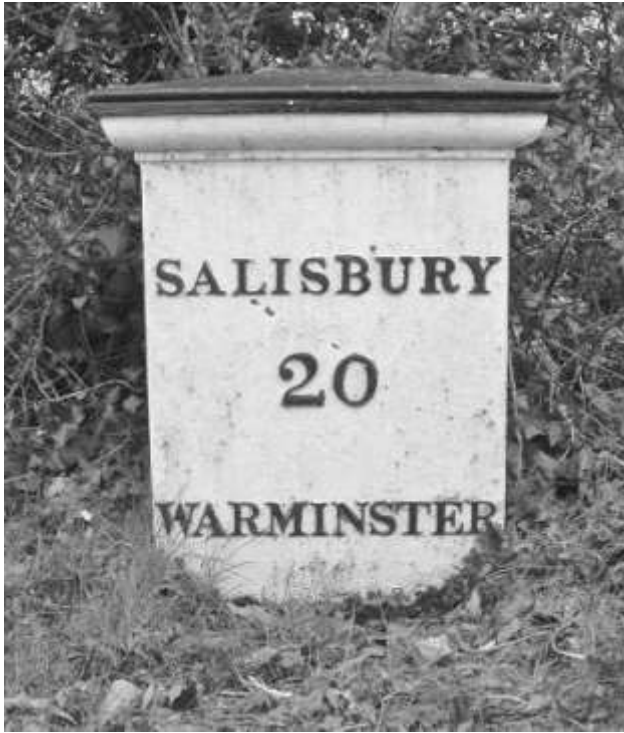


Fig. 1. C&M milepost WI_SAWM20 at it appeared before the works were carried out to move and refurbish it.

One well-preserved post is on Boreham Road (B3414), Warminster, at grid reference ST 8903 4426. The post is listed by Historic England, Legacy Number 312849. The post was first recorded by the Society in 2007 and carries the identification WI_SAWM20. Fig 1 shows it in its condition at that time. The post is a u-shaped, hollow, and has a pyramidal top with pediment, and plinth (hidden). The ground level has changed since installation; the distance to Warminster ‘1’ and parish name ‘Warminster’ were not visible.

In 2016, developers applied for permission to build on the land behind the post and hedge. This would require moving the post to allow access to the plot. As the post is listed, permission had to be sought to move it, and the archaeological contract awarded to Wessex Archaeology. Let Matt Rous, Project Manager, and Grace Flood, Consultant, retell the story that has appeared in Wessex’s blog:

“Wessex Archaeology has recently been involved with the conservation and refurbishment of a Grade II listed milepost which was commissioned by HPH Ltd. The milepost was located on the south side of Boreham Road, Warminster, Wiltshire. Listed building consent was granted for the restoration and relocation of the milepost with the new location in a prominent position approximately 30m further to the east.

The cast iron milepost, which was erected circa 1840, reads: SALISBURY 20, WARMINSTER 1

In addition, it has ‘WARMINSTER’ (the parish name) inscribed in smaller lettering across the plinth, although over time it appears that the ground surface had



Fig. 2. Installing the refurbished milepost at its new location.

risen up so that the lower lettering and '1' mile distance to Warminster had become buried.

The milepost was manufactured by Carson and Miller, who ran the Wiltshire Foundry based in East Street, Warminster. Over forty similar mileposts, many of them stamped 'C & M W 1840', can still be seen on roads radiating out from Warminster as well as other examples in Wiltshire, north Dorset and east Somerset. In addition to mileposts, Carson and Miller were well known for producing numerous agricultural implements, many of which were exported to places such as New Zealand, France and Germany.

An unexpected discovery during the excavation and removal was that the cast iron milepost was set into an earlier, 18th/early 19th century milestone beneath it. This milestone is inscribed:

'To Warminster Town Hall Half a Mile, Sarum 20 Miles'

Due to the discrepancy in terms of its distance to the town hall, it seems likely that the earlier milestone has been relocated from its original position and simply used as a useful base for the later cast iron milepost. A milestone measuring approximately half a mile from the town hall is depicted on Andrews' and Dury's 1773 Map of Wiltshire and this appears to show the earlier stone's original location.

Throughout the project, Wessex Archaeology was closely involved with members of the Milestone Society who have labelled it a 'possibly unique' example due to the use of an earlier milestone as a later base. The excavation and reinstatement work was carefully carried out by local builders R Moulding & Co under close supervision by Wessex Archaeology staff. (Fig 2)

Once in our Salisbury workshop, specialist conservation and refurbishment works were carried out by our ICON accredited conservator Lynn Wootten and her team. This involved cleaning, treating the rust and repainting the milestone. A 3D photo model, which involved taking hundreds of digital images of the joined milepost and milestone, was created so that future researchers can closely examine both items following its reinstatement. (Fig 3, post and stone in the workshop)

The relocation and conservation of the milepost has ensured that it is preserved for many years to come with the full height of the milepost revealed and the added benefit that it is now more visible in its new location. In addition, the removal of the milestone has provided useful information for the Milestone Society perhaps indicating that several other earlier milestones may have been taken up and re-used as bases for later mileposts." (Fig 4)

It was not possible to separate stone and post, as the stone had been cut to take the base of the post, and the join of the two objects sealed with a large lump of lead. The last sentence in the blog is interesting. Do we now need to add earth probes to our recording equipment?

And finally, Matt Rous has subsequently joined the Milestone Society. Welcome aboard Matt!"

All photos by Mike Faherty.

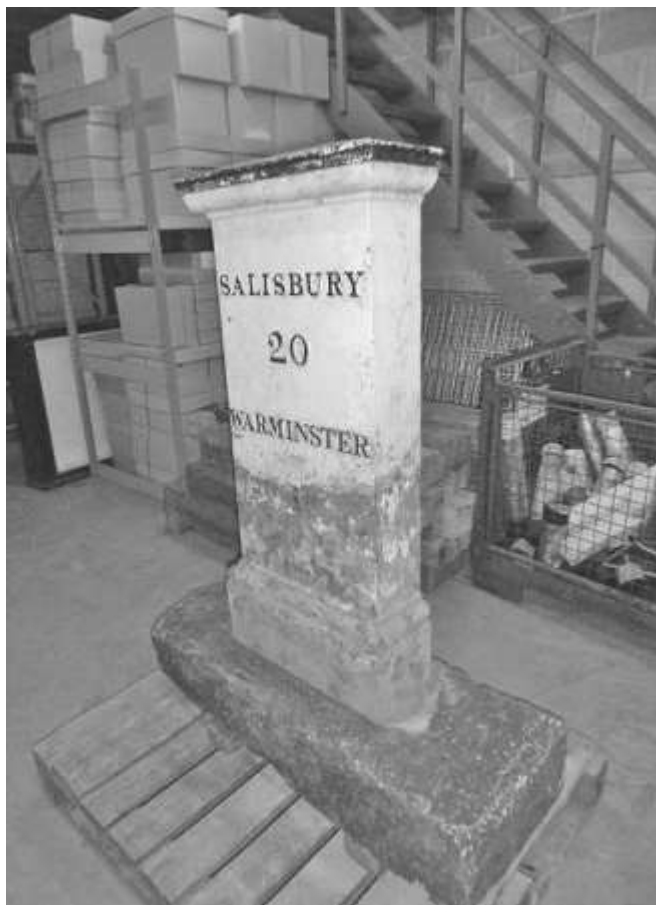


Fig. 3. Heavyweight! The combined milepost and milestone in the workshop awaiting refurbishment.

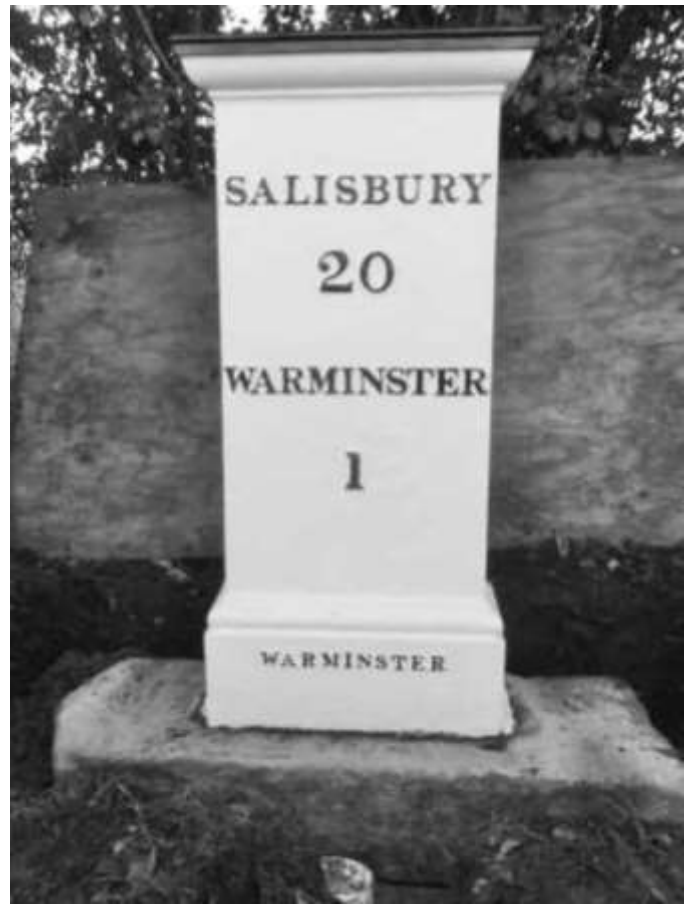


Fig. 4. In its new location with full height now visible. The revised grid reference is ST 8902 4426.

Cerne Abbas (Dorset) milestone restoration

Local initiative in action

Compiled by John V Nicholls

The roads to Cerne Abbas were turnpiked fairly late; 1824 (5 Geo. IV c.30). Early in 2016, the Grade II listed milestone (DO_SBDO11 on the national database) in Duck Street, just north of Cerne Abbas village was looking very sorry for itself. The stone had been knocked sideways by about 20 degrees by verge clearing activities and some superficial damage meant it had lost some of its lettering. Also it had become partially covered by undergrowth and the bank behind encroaching on it.



The Cerne Historical Society were concerned that part of its local history was at risk of being lost and decided that an attempt to carry out a restoration should be made.

The photo left shows the stone after being partially cleared with still a bed of nettles to be removed.

Mike Faherty of the Milestone Society kindly went to Cerne to give advice on how the Historical Society should proceed with restoring the milestone and gave details of the various policy guides the Milestone Society had produced. The Historical Society subsequently submitted a paper to the Cerne Valley Parish Council on what they proposed by way of restoration, in particular to contact the Dorset Area Highways who were the nominal owners. Mike advised that as they were only restoring the stone rather than moving it to a safer position, English Heritage would not need to be involved. If there was any issue in this respect, Area Highways should pick it up, including the involvement of the listed buildings officer if necessary. The Parish Council gave the go ahead and kindly donated a small grant to cover materials, but otherwise it was down to local volunteer labour, as ever.

The restoration groundwork commenced on 28 May 2016 by clearing back the undergrowth from the bank and getting the milestone back into an upright position. The work was largely carried out by Nigel Furness who knew what he was doing, with a supporting team of David Burgess, Andrew Popkin and George Mortimer who largely watched! Moss and other accumulated growth were removed and, after final cleaning, the stone was painted as advised in the Milestone Society policy guides.



Nigel Furness puts his back into getting the stone upright.

The next task was the reinstatement of the original lettering. Cerne resident Terry Cox, who used to be a sign writer in one of his previous lives, volunteered his professional skills and set to work patiently recreating the original lettering even though a small section of the left side of the stone was missing due to damage accrued over the years. It was a nice sunny morning as Terry carried out the work and his skills were witnessed by the occupants in passing cars and coaches. (The Cerne Abbas Giant viewing point car and coach park is immediately north of the stone.) The finishing touch will be a protective low screen in front of it, to keep the milestone exposed and permanently visible to all.



The working team from left to right: Andrew Popkin, George Mortimer, David Burgess and Nigel Furness.



Former sign writer and Cerne Abbas resident gets down and serious to paint in the legends on the restored stone.

Later in 2016 milestone DO_SBDO12 was located south of the village. Although it was covered with dense undergrowth it was in reasonably good condition. Not only undamaged but its paint cover and legends were still intact.



Mike Clark uncovering DO_SBDO12 south of the village.

In the preparation of this short article John V Nicholls was in communication with Mike Clark of the Cerne Historical Society. John has told Mike of three further milestones within Cerne Abbas Parish. They are DO_DOSB06, 7 and 8 (8 is Grade II listed) and lie alongside the unclassified road (the earlier Weymouth, Dorchester to Sherborne turnpike of



Restoration completed and an extra feature for the large numbers of tourists who visit the village to view the Giant.

1761) running south to north to the east of the village. These might be a future project for the village.

Strangely, milestones DO_SBDO11 and 12 do not appear on historical OS large (6-inch or 25-inch) or small (1-inch or 25,000) scale maps. On later maps this could be understood for the 11 mile stone as Duck Street is now an unclassified road (although the database incorrectly says it is the A352) but the 12 mile stone is definitely on the A352.

Acknowledgements

Email correspondence with George Mortimer and Mike Clark.

Permission to quote from the Cerne Abbas Historical Society website <http://www.cerneabbashistory.org/>

All photos from the website and Mike Clark.



'There's always room for more participation!' (Chair's Report, AGM 2017)

The Society is sustained by volunteers. If you are able to help, whatever the level (Committee, County Rep/Contact, Advisory & Supporting ...) please contact the Secretary at honsec@milestonesociety.co.uk or on 01453 762609. He'd be delighted to hear from you.

Lincolnshire milemarkers: maps, metal and the missing

Richard Oliver

The distribution and survival of milemarkers and boundary markers varies greatly between counties. The present article is concerned with one historic county – Lincolnshire – and the evidence for what has been lost, both in location and, more challengingly, the distances inscribed on these markers.¹ It is hoped that pointers will be provided for work in other counties where the study of mile and boundary markers is not very far advanced. This article is consciously lacking in one important respect: there has been no study of turnpike trust records or county highway committee minutes before 1939.

The historic county of Lincolnshire is the second largest in England, but in 1888 it was divided for administrative purposes into three ‘Parts’: Lindsey, Kesteven and Holland. In 1974 northern Lindsey became part of Humberside, and the rest of Lincolnshire became a single administrative county. In 1996 South Humberside was replaced by two unitary authorities, North Lincolnshire and North East Lincolnshire. To the best of this writer’s knowledge, there is one milemarker in North East Lincolnshire (at Wold Newton), and none at all in North Lincolnshire; seven more mile markers survive in the rest of what was Lindsey, and rather more in the former Kesteven and Holland.² (Table 1, at end) For reasons which will become apparent later, it is more sensible to treat the loss and survival of milemarkers in terms of the 1888-1974 administrative counties than of their successors.

Lincolnshire: geology and turnpikes

Figure 1 shows the turnpike roads in Lincolnshire and their maximum extent, and an indication of the basic geology.³ It will be seen that it tends to support the contention that the earlier roads turnpiked tended to be those traversing clay and other softer rocks rather than limestone, chalk or other harder rocks. This is particularly noticeable in the country between Brigg and Grimsby, and between Horncastle and Spilsby. As elsewhere, most of the turnpiking was in the third quarter of the eighteenth century and, as in other counties, it was the turnpikes and ex-turnpikes that tended to be provided with milemarkers. Under the Highways Act of 1878 most of the former turnpike roads became ‘main’ roads, and gaps in the system were effectively filled up in the late nineteenth and early twentieth centuries by designating further ‘main roads’. These main roads in their turn provided the starting-point for the official road classification introduced by the Ministry of Transport (MoT) in 1922-3, although a significant mileage of the ‘A’ and ‘B’ roads had not previously been ‘main roads’.⁴

The evidence: maps of the turnpike era

The obvious source for the location of milemarkers is old mapping. This is always subject to the axiom that ‘the map gets out of date as soon as the surveyor leaves the ground’, and that therefore any publication date may be several years after the ‘situation date’ in the field. An outline of Ordnance Survey (OS) mapping as a source for milemarkers was published in 2002.⁵ Also of use are the so-called ‘large-scale’ county surveys mostly published between 1765 and 1835; the majority of those

published after 1815 were the work of either Andrew Bryant or Christopher and John Greenwood, and both Bryant and the Greenwoods mapped Lincolnshire shortly after the first OS mapping of the county was published in 1825. The OS, Bryant and Greenwood maps were all at the scale of one inch to one mile (1:63,360), as was Armstrong’s of 1779, and each was surveyed independently.⁶ All show mileages along some roads and, in default of other evidence, they can be assumed to indicate milemarkers at these locations. Of these one-inch maps, only the Ordnance Survey has been made available in facsimile, in several versions.

The first survey of the county with any pretensions to detail was by Andrew Armstrong and was published in 1779. Other Armstrong county maps indicate that he was a competent surveyor, but his Lincolnshire map shows him at his least impressive: ‘there is a lack of detail and there is a sufficient degree of error to suggest that he had become somewhat casual in his approach’.⁷ His map does have mileages along some roads: whether they indicate milemarkers or are an editorial addition has yet to be investigated.

The story of the first OS mapping of Lincolnshire has been told elsewhere; the ‘situation date’ can be taken as generally of *circa* 1821-3 and that, though dated 1824, the eight sheets of what would later be called the Old Series (OSOS) that covered the county were only available for sale in March 1825.⁸ This mapping may show all milemarkers that were present in the early 1820s. The same symbol is used for both turnpike and for some other roads (Figure 2). There is no explicit indication of why these non-turnpikes were shown as turnpikes: some are the obvious routes between towns, and would be duly classified from 1923, but there is also a considerable number in the newly-reclaimed fens north of Boston. (Figure 3) Some are at first puzzling, such as from Wold Newton to South Elkington, but this might be explained as a continuation south over the chalk of the Grimsby-Wold Newton road, turnpiked in 1765 and running mainly on glacial till; this offered an ‘upland’ alternative route to Louth to the more direct ‘lowland’ route (later A16), which was only turnpiked in 1803 and was almost entirely on till. The OSOS mapping was largely unrevised after first publication, except for the addition of railways and some urban growth; generally these revisions are of no interest to students of milemarkers, but an interesting exception will be noted later.

In 1828 Andrew Bryant published his map of Lincolnshire based on a survey of 1825-7.⁹ It compares favourably with the OSOS in that it shows some additional details and descriptions, for example side-bars (‘S.B.’) along turnpike roads, the terminal points of turnpikes, for example at Wold Newton, and some former toll houses, for example east of Market Rasen. It even shows an ‘Intended New Turnpike Road’ along lanes near Saltfleet, which was never realised. It shows considerably more milemarkers than does the OSOS: two inferences are possible, either that the OSOS was in fact incomplete in this respect, or that in the four or five years be-

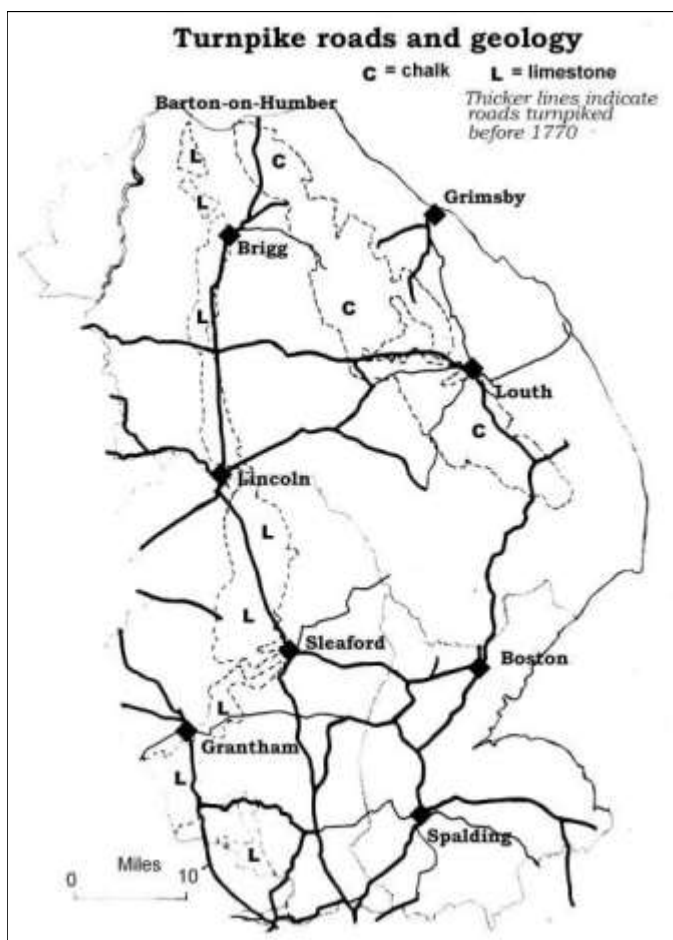


Figure 1. Turnpike roads and basic geology in Lincolnshire.



Figure 2. Turnpike and non-turnpike roads at Market Rasen on Ordnance Survey one-inch Old Series sheet 83 (published 1825): the roads marked 'A' were turnpike, that marked 'B' was not.

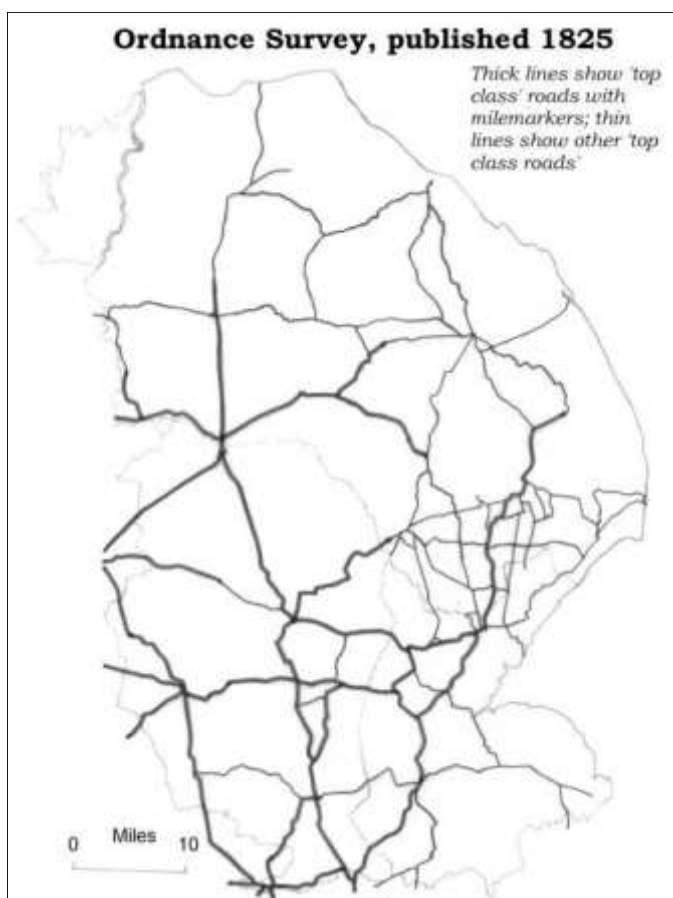


Figure 3. Turnpike and other emphasised roads and milemarkers on the Ordnance Survey one-inch Old Series (surveyed circa 1821-3, published 1825).

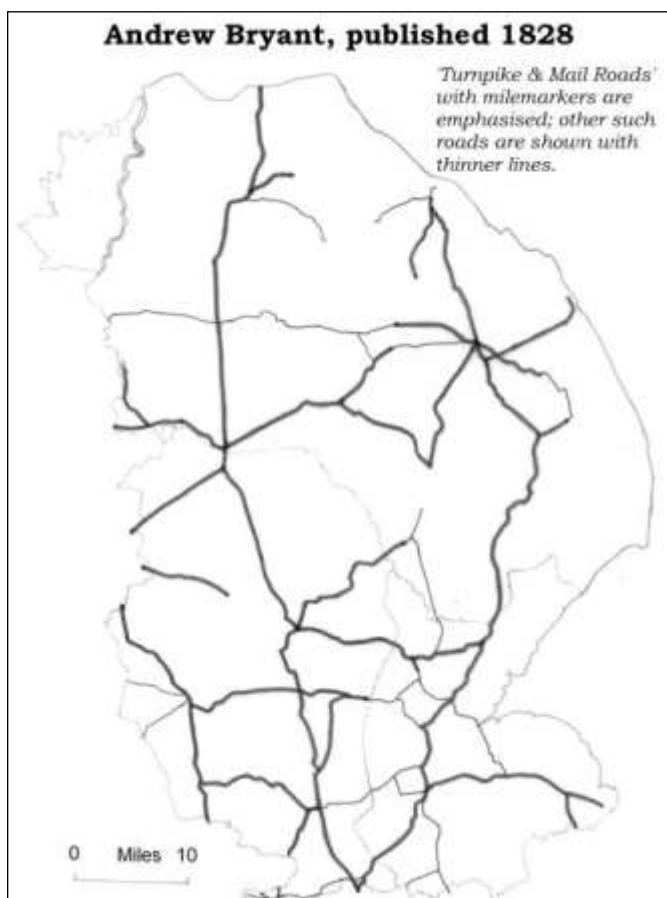


Figure 4. Turnpike & Mail Roads' and milemarkers on Bryant's map of Lincolnshire, published 1828.

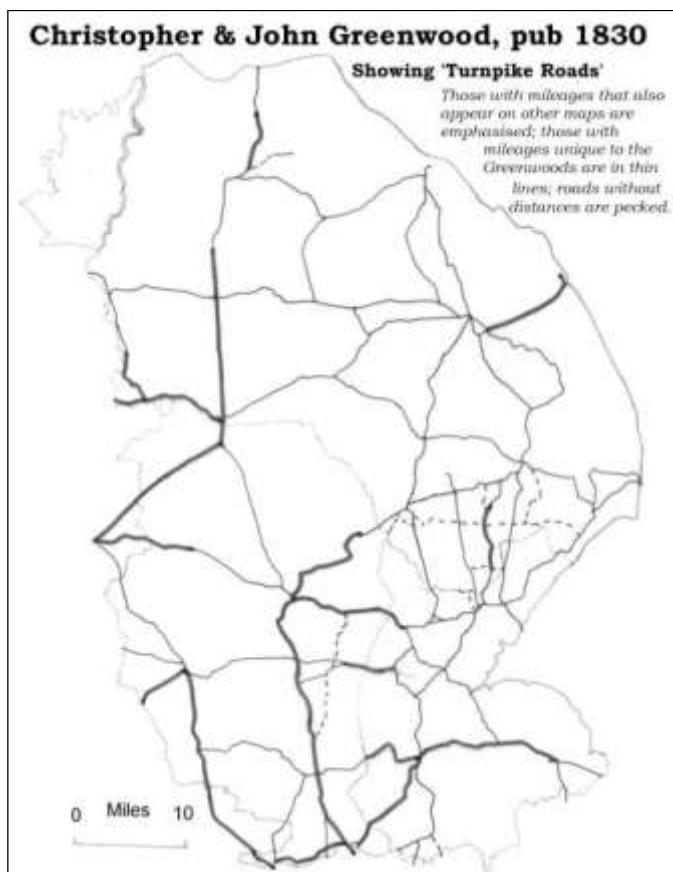


Figure 5. 'Turnpike Roads' and mile distances on the Greenwoods' map of Lincolnshire, published 1830.

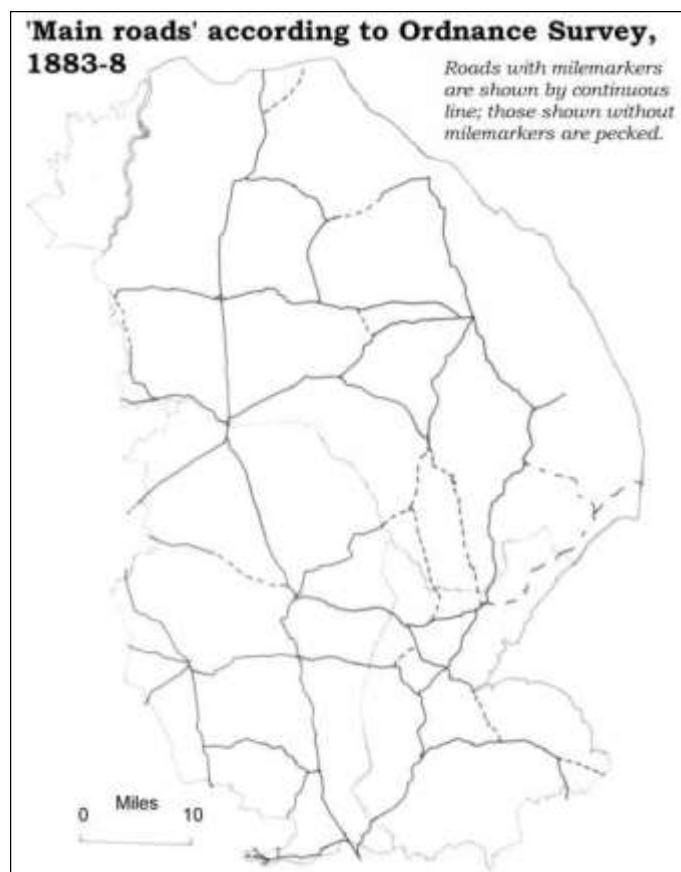


Figure 6. Main roads and milemarkers recorded by the Ordnance Survey in 1883-8.

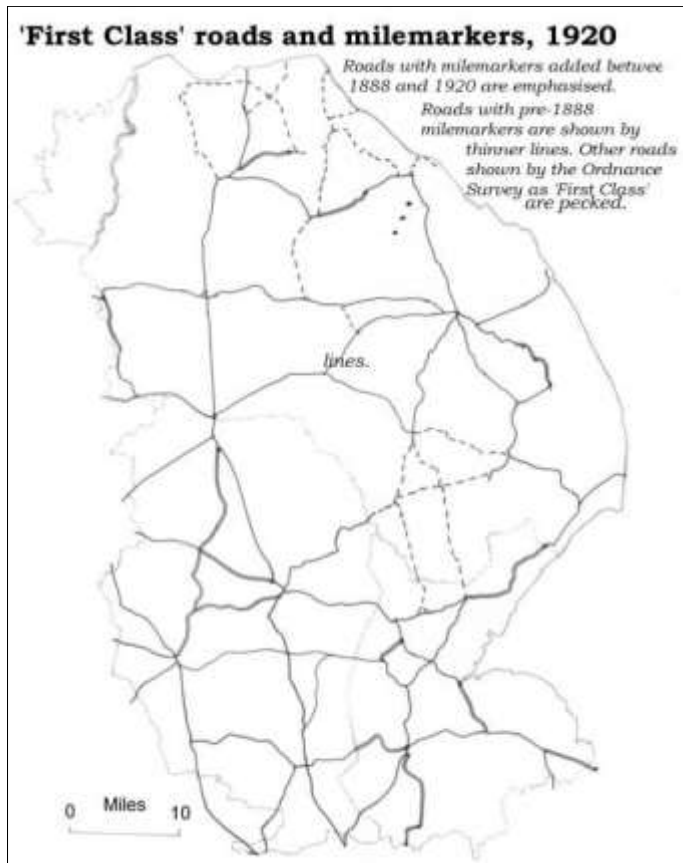


Figure 7. Milemarkers in Lincolnshire in 1920, as recorded on the Ordnance Survey one-inch Popular Edition.



Figure 8. Milemarkers in Lincolnshire in 2017, as indicated by the Ordnance Survey 1:2500 remapping of 1962-80, with some additions from the Milestone Society's database.

tween the fieldwork for OSOS and Bryant there were significant additions to the county's population of milemarkers. (Figure 4) Bryant's top class of road is 'turnpike and mail': in practice few of these roads were not turnpikes.¹⁰ Many of his mileages – for example between Ulceby Cross and Grimsby (later A16) – are reckoned from London. One check on whether mileages shown by Bryant but not by OSOS indicate milemarkers is to compare them with later OS mapping.

The Greenwoods' survey was made in 1827-8 and published in 1830. It has a distinctly more 'scruffy' look than does Bryant's, and one must suspect that there was corner-cutting though, as with Bryant, the Greenwoods sometimes include names or other details not on OSOS.¹¹ Of particular concern to the student of milemarkers is the large number of mileages shown along roads. Whilst some of these correspond to mileages shown by either or both of OSOS and Bryant, or on later OS mapping, and can be assumed to confirm the position of milemarkers at these locations, others are unique to the Greenwoods, and would seem to be editorial additions after the fieldwork had been completed. (Figure 5)

The evidence: maps of the 'main road' and 'MoT' eras

Between 1883 and 1888 Lincolnshire was resurveyed by the OS at the scale of 1:2500 (25.344 inches to 1 mile), and this data was used for derived maps at the six-inch (1:10,560) and one-inch scales: the last was known as the New Series, to distinguish it from OSOS. This survey should record all mile and boundary markers (Figure 6), and the same applies to the revision of the county made in 1898-1906; these markers were shown on the published 1:2500 and (with a few omissions in built-up areas) six-inch maps. Later revision of the 1:2500, between 1914 and 1940, was fragmentary and largely confined to built-up areas. This 'pre-war' revision was the basis of the first OS 1:25,000 mapping: the military edition (GSGS 3906, produced in 1940) is effectively a photo-reduction of the latest six-inch sheets, and the first civil edition, the Provisional Edition (published from 1946), was redrawn from the same basic material as the military edition. All this mapping showed milemarkers with one or two distances, to the nearest towns: there was no hint of any other information.

As with OSOS, the New Series showed mileages only along 'main roads' with milemarkers. The New Series was revised independently of the larger scales, in 1893-7 (known as the revised New Series), 1905-6 (published as 'Third Edition') and 1919-20 (published as 'Popular Edition'). Despite the limitations of cover, both in content (only milemarkers along 'First Class' roads are shown) and in time (there was no significant revision between 1920 and 1950), these revised versions of the one-inch show growth in provision of milemarkers. (Figure 7) At the same time, the axiom that 'the map gets out of date as soon as the surveyor leaves the ground' is illustrated by the milemarkers that were provided along the Lincoln-Grantham road (later A607). Most of this road, which ran on lias and oolite, was never turnpiked, and the Third Edition revised in 1906 shows it 'first class', but without milemarkers.¹² By 1908 these markers had been provided (figures 9 and 10), but the OS only recorded them at the revision for the Popular Edition in 1920.¹³

The next revision of the one-inch mapping was in



Figure 9. Milepost at Navenby (LI_LIGR08: at odds with the signpost): from *The Bystander*, 1908.



Figure 10. Milepost at Navenby (LI_LIGR08), 1994.

1950-1 for what was published in 1954-5 as the Seventh Series; this in its turn was subjected to revision in 1960-1 and republication in 1962-3, and then replaced in 1974 by the 1:50,000, later branded the *Landranger*, which itself has passed through several revisions. These post-1950 revisions show only milemarkers along MoT-classified roads, and only as 'MS' or 'MP' without distances: as sections of road have been declassified following replacement by new construction, so milemarkers have been deleted from the maps, though still present

on the ground.

The 1:2500 mapping, which was mostly still based on revision of 1902-6, was brought up to standard, revised, and recast on National Grid sheet lines between 1962 and 1980; this mapping continued the comprehensive record of recording all milemarkers – though now without information on distances – and boundary markers. (Figure 8) Derivatives were published at six-inch or 1:10,000, and at 1:25,000, at first (1977-89) as the Second Series, later branded *Pathfinders*, and then (2000-1) as the *Explorers*. In principle all mile and boundary markers, except in areas of congested detail, should be shown, but in practice some milemarkers may be omitted: an example is the survivor at Wold Newton, which one searches for in vain at TF 24119738 on *Pathfinder* TF 29/39 or *Explorer* 282.¹⁴ Greater care may be taken with including boundary markers, because of their indicating public administrative divisions.

Road books

The formation of the Bicyclists Touring Club in 1878, renamed the Cyclists Touring Club (CTC) in 1883, coincided with the rise in cycle-touring, and in 1883 Charles Howard published *The roads of England and Wales*, which was effectively a collection of itineraries, with only incidental mentions of milestones, but in the introduction Howard observed that ‘sign-posts and milestones ... need a reforming or perhaps a repairing hand... Both sign-posts and milestones are, as a rule, in a state disgraceful to the country and to the authorities who have charge of and are responsible for them.’¹⁵ Wholesale re-equipment with new cast-iron posts in some counties, such as the West Riding and Cheshire, is evidence of the ‘repairing hand’; whether there was anything of the sort in Lincolnshire has yet to be discovered. The CTC itself later published its own ‘route-books’, which were similar in concept and content to Howard’s.

Ian Thompson has recently drawn milemarker students’ attention to the ‘Contour Road Books’ published by Gall & Inglis.¹⁶ Though these may not be ‘maps’ in the conventional sense, they go beyond the verbal descriptions of Howard and the CTC. The Gall & Inglis volumes combined gradient profiles – which could not have been compiled without the help of OS one-inch New Series mapping – with verbal description, including notes of ‘milestone’ [*sic*] zero points. The information on milemarkers may be misleading: for example, the ‘1900’ and ‘1915-16’ editions of the Northern Division book says that milestones between Louth and Alford are measured from Louth Market Place, though in practice this must refer to the short length at the northern end: the OS evidence is that milemarkers were only provided over most of the Louth-Alford road (later A157, B1373 and A1104) sometime between 1906 and 1920. It may indeed be that the milemarkers had been provided by 1915, but the unchanged Gall and Inglis text is poor support for this. The same volume makes no mention of milemarkers between Lincoln and Grantham although, as noted above, these had certainly been provided by 1908.¹⁷ These books appear to have continued in print into the early 1960s but were only patchily revised: comments on surfaces read oddly in an age of road tarring.¹⁸

Deductions from maps: the turnpike age

There are potentially three pieces of information that a

map can provide about mile and boundary markers: location, the material (stone or post), and the distances. Location has already been discussed; material was only recorded by the OS on its large-scale surveys from 1883 onwards. It was usual on one-inch maps, both OS and other, to give only one distance, and a maximum of two distances were recorded on larger-scale mapping; in practice surviving milemarkers often record three or more distances, and it seems a reasonable deduction that some lost ones were equally informative. Indeed, the selection of distances beyond the two nearest towns, to regional centres or to London, might indicate contemporary perceptions of travel networks and spheres of influence, but this contextual evidence is only available if the complete range of mileages is known.

The evidence of OSOS and Bryant is that in the 1820s the Peterborough-Sleaford-Lincoln road (later A15), which was part of the mail coach route from London to Hull, had markers giving distances from London: the survivor at Baston shown in Figure 16 supports this. The continuation north from Lincoln along Ermine Street had markers measured from Lincoln as far north as the Grayingham turnpike; Bryant shows them continuing through Brigg to Barton-on-Humber, and shows the markers south of Grayingham about half a mile north of their positions on OSOS. It could be inferred from this that the Grayingham-Barton markers were added between about 1822 and 1827, and that the Lincoln-Grayingham markers were moved at the same time: this could be so that the markers recorded round miles from London as well as Lincoln. An oddity is that Bryant’s markers on this road are a little to the south of those mapped by the OS in the 1880s, implying a post-1830 resiting; was yet another zero adopted? Greenwood shows mileages starting at Lincoln going north, but the position and values of them do not correspond to OSOS or Bryant, and they can be inferred to be an editorial insertion.

The Market Deeping-Grimsby route (later A16) shows a somewhat similar pattern: the OSOS shows mileages from London as far as Spalding, and then re-starting first at Spalding and then at Boston: at Ulceby Cross the mileages continue on to Alford (later A1104). Bryant shows mileages on this route measured from London all the way from Market Deeping to Waltham toll gate, a couple of miles outside Grimsby. Comparison with later OS mapping shows that Bryant’s milemarkers are evidently at the same locations; indeed, when the OSOS at Louth was revised circa 1850, following the opening of the East Lincolnshire Railway, the reviser added mileage ‘149’, corresponding to and corroborating Bryant (Figure 11). It can be inferred that, like the northern part of the Lincoln-Barton road, this route, too, had its runs of milemarkers completed around 1822-7: was this connected with the establishment of a



Figure 11. Milemarker at Louth, recorded by the Ordnance Survey on Old Series sheet 84, circa 1850.

mail coach to Grimsby on this route in 1827?¹⁹ Greenwood shows mileages from Grimsby and Louth that do not correspond with any recorded on other maps, and which once again can be inferred to be an editorial insertion. The OS 1:2500 and six-inch mapping shows that the markers between Boston and Grimsby were all posts, and additionally indicates that from Ulceby Cross to Grimsby distances to Spilsby, Louth and Grimsby were given to the nearest furlong. It is rare for the OS to give fractions of miles on its one-inch maps, but its post-1883 practice of giving preference to mileages from the nearest town left it with no option. Combining evidence from Bryant with that from the OS of 1883 onwards suggests that the posts from Ulceby Cross northwards showed three distances: from London (whole miles), Louth (furlongs), Spilsby (south of Louth: furlongs) and Grimsby (north of Louth: furlongs). What cannot be obtained from map evidence is whether any other distances were given on these posts. The solitary surviving three-distance post in the former administrative county of Lindsey is that at Wold Newton, which is not recorded on either OSOS or Bryant: it has distances to Louth in round miles and to Wold Newton and Grimsby in furlongs. The OS six-inch records only the distances to Grimsby and Louth: Wold Newton was not counted as a town. (Figures 12 and 13) The distance to Louth lends support to the suggestion that the turnpiking between Grimsby and Wold Newton in 1765 was of the northern and more difficult to maintain part of a well-used route to Louth.

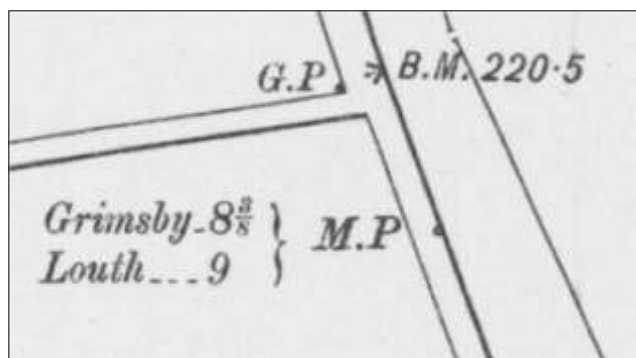


Figure 12. Milepost at Wold Newton, recorded by the Ordnance Survey on six-inch sheet Lincolnshire 39NW in 1905.



Figure 13. Milepost at Wold Newton, photographed 25 April 1990: in August 2009 it was rather more overgrown.

The only run of milestones surviving in the former county of Lindsey is that between Ludford and Market Rasen, on the former Bawtry and Hainton trust, turnpiked in 1765. No milemarkers are indicated along this route by OSOS; Bryant shows them only east of Ludford; the OS six-inch mapping shows these markers to be posts. It can be inferred that the surviving run of five stones west of Ludford (LI LORS10 to 14 inclusive: Figure 14) postdate Bryant, though it is intriguing that stones rather than posts were used, in a county ill-supplied with

stone suitable for inscriptions. Were they in fact reused? A rough-and-ready indication that these stones are much later than the turnpiking of the road is that stones 10 and 11 from Louth (LI-LORS10 and 11) are exactly one mile apart: in other words they record the distance along the present route down Willingham Hill, which appears to have replaced the original one perhaps shortly before 1820: the original route was 4 chains (0.05 mile) longer, with a sharp bend near the bottom.²⁰



Figure 14. Presumed former Bawtry & Hainton Trust mile-stone east of Market Rasen, photographed May 2010, TF 117887 (LI_LORS14).

Comparison of Bryant with the OS survey of 1883-8 and its derivatives suggests that by 1830 the provision of milemarkers in the turnpike age had reached nearly its maximum extent. The style of the Wold Newton milepost suggests to this writer that it was cast rather later in the nineteenth century, and that it would be unwise to assume that it was similar in design to the now lost milemarkers of the later 1820s along the later A16.²¹

Deductions from maps: the 'main road' age

The OS survey of 1883-8 is valuable in showing the distribution of mile and boundary markers on the eve of county councils assuming responsibility, and a contemporary revival in the use of highways for longer-distance travel, at first by cyclists and then by motorists. The subsequent revisions of the 1:2500 and, particularly, of the one-inch maps indicate the progressive addition of milemarkers along routes that had not previously had them, and the revision of the one-inch of 1919-20 shows what had been done in the thirty years since the creation of the county councils: indeed, given subsequent difficulties, it may in practice represent the position in 1914. (Figure 8) In 1922-3 the MoT road classification was introduced, initially as part of the administration of central government grants for road maintenance rather than as the route-finding and route-following aids that they soon became. Whether this was followed by the provision of further milemarkers is yet unknown: perhaps the question may be answered by the study of county highway committee minutes.

Although based on advice from local authorities, the MoT classification system was independent of administrative counties, and it is natural to speculate whether the series of milemarkers along the Holland section of the Boston-Skegness road (now A52) that had been installed before 1920 were ever complemented by a continuation in the Lindsey section, along a road that saw increasing use by motorists between the midlands and the coast. Unfortunately there are no helpful OS revisions between 1919-20 and 1950-1.

The post-war age; observation succeeds maps

Readers of these pages hardly need reminding that 1940 was a watershed in the history of milemarkers in Britain: there was wholesale obliteration and removal as an anti-invasion measure. What remained or was restored after

1945 is recorded on the OS one-inch Seventh Series, revised in 1950-1, and post-1953 revised editions of the 1:25,000 Provisional Edition, later known as the First Series. The picture presented by these maps of the 1950s indicates that there was further loss of milemarkers by the time of the large-scale resurvey of 1962-80: see Table 1 at end. 'Milemarker decline' was striking in Lindsey, where two posts at Torksey that were apparently still there in 1950 had disappeared ten years later; this was balanced by the literal unearthing of a Bawtry and Hainton milestone at Harpswell in 2009 (LI_GBRS09) and the more recent report of another Bawtry and Hainton milestone further east at Middle Rasen (LI_GBRS18).²² There was also apparently a steep decline in the number of boundary stones and posts: the six-inch mapping based on the revision of 1898-1906 shows large numbers of these along some roads, such as the Ermine Street north from Lincoln and the High Street between Caistor and Horncastle.²³ The numbers of markers lost both in Kesteven and Holland after 1950 was about half of those that had survived the war.

'The missing': why?

Having plotted distribution maps of Lincolnshire milemarkers at various dates in the nineteenth and twentieth centuries, the writer hypothesised that after 1945 different policies were pursued by the three county councils that administered the historic county: Holland was particularly restoration-minded, Kesteven less so, and Lindsey hardly at all. Evidence for this would be sought in Highway Committee minutes. However, a search of the Lindsey County Council Highway Committee minutes from 1939 to 1951 failed to produce a single reference to milemarkers and, in default of other written evidence coming to light, a post-war 'non-restoration policy' has to be inferred.²⁴ It is noticeable that very few milemarkers survive in the northern half of Kesteven (Figure 8), and this suggests that restoration or otherwise may have been in the hands of rural district councils. However, it seems strange that a few, notably that at Navenby (LI_LIGR08), survived. It is noticeable that, as in Lindsey, mileposts suffered proportionately far greater loss in Kesteven and Holland than did milestones (Figures 15-18)

Why should this be? Was restoration judged too much trouble? Or was it because the mile and boundary markers were no longer in existence? It is noticeable that



Figure 15. Plated stone at Billingham (formerly in Kesteven), TF 117355 (LI_BIBN01), April 1992.



Figure 16. Plated stone at Baston (formerly in Kesteven), TF 117129 (LI-LO092), October 1996.



Figures 17 and 18. Aspects of milestone west of Long Sutton (formerly in Holland), TF 420238 (LI_HBSB04), September 1992.

on the mapping based on the revision of 1898-1906 almost all these markers in Lindsey, and many elsewhere, are 'posts': cast-iron seems a reasonable inference. The seven surviving stones along the Bawtry and Hainton (now A631) were unusual for Lindsey. The mileposts at Torksey that apparently disappeared sometime in the 1950s and the surviving post at Wold Newton were mysterious survivors, though it is worth noting that a possibly mid-nineteenth century signpost survived between Wold Newton and Binbrook until at least the 1980s (Figure 19): were milepost and signpost carefully stored somewhere?²⁵ The wholesale removal and melting down for scrap of iron railings on dwarf walls during World War II is well known and, in default of other evidence, it is suggested that the Lindsey mile and boundary posts went for scrap in 1940. Did other posts meet the same end? However, the wartime scrap drive is no explanation for the considerable losses in Kesteven and Holland after 1950.



Figure 19. Milepost at Long Sutton (formerly in Holland), TF 433229 (LI_HBSB05), September 1992; presumably less easy to remove than those set in softer ground.

Conclusion: what can maps tell us?

It is possible to learn from maps the location of mile and boundary markers, the nature of their material (stone or other: probably metal) and, for milemarkers, some idea of distances recorded. Knowledge of their material may help to suggest their possible fate in 1940.

Acknowledgements

I am grateful to Dr Bill Bignell and to the late Eugene Burden and Ray Carroll for access to various maps in their collections, and to Lincolnshire Archives Office for their facilities and assistance.

Table 1. Surviving and lost mile markers in Lincolnshire

Admin county (1888-1974)	Milemarkers extant in 1920	Milemarkers extant in 1950 -1	Milemarkers extant in 1962 -80	Notes
Lindsey	205	10	8	1950-1 and 1962-80 totals include two discovered in
Kesteven	175	62	30	One 'lost' after 1950 now known to survive
Holland	87	87	42	

Endnotes

¹ This article is based on a talk to the Milestone Society's meeting at Chelmsford on 15 May 2010.

² The latest available version of the Milestone Society database (East Midlands, v19, Sep 2016: accessed 19 August 2017) incorrectly allocates the Wold Newton milepost to the direct Louth-Grimsby road (A16) with reference LI_LOGG09, and to East Lindsey, a district in Lincolnshire, rather than to North-East Lincolnshire, and the Tattershall Bridge milestone (LI_SFTS12) to East Lindsey rather than North Kesteven.

³ Lincolnshire awaits a full study of its roads, but there are useful sections on turnpikes in T.W. Beastall, *The Agricultural Revolution in Lincolnshire* (History of Lincolnshire VII), Lincoln: History of Lincolnshire Committee, 1978, 99-101, 103-6, and Neil Wright, *Lincolnshire Towns and Industry 1700-1914* (History of Lincolnshire XI), Lincoln: History of Lincolnshire Committee, 1982, 33-58, 247-8, 258-61 (the last an authoritative list of turnpikings and disturnpikings).

⁴ 'Official' classification here means MoT classification: after 1923 highway authorities classified and numbered the other roads for which they were responsible (the Parts of Lindsey had 'C', 'D', 'E', 'F' and 'G' roads, the latter of the practically unmotorable sort) but, as these rarely appeared on signposts or even published mapping of restricted distribution, they are left out of account here. A few former turnpike or 'main' roads, notably the section of the Bawtry and Hainton between North Willingham and Hainton, were not brought within the MoT classification.

⁵ Richard Oliver, 'Ordnance Survey maps as sources for milestone study', *The Milestone Society Newsletter* 3 (July 2002), 16-21. <http://www.milestonesociety.co.uk/NL3.pdf>

⁶ This is clearly apparent from a comparison of the surveys.

⁷ R.A. Carroll, 'Andrew Armstrong and the first survey of Lincolnshire at one inch to a mile', in Christopher Sturman (ed), *Lincolnshire people and places*, Lincoln: Society for Lincolnshire History and Archaeology, 1996, 91-7 (quotation on 92-3); see also R.A. Carroll, *Printed maps of Lincolnshire, 1576-1900*, Lincoln Record Society (Vol 84), 1996, 117-24.

⁸ Roger Hellyer and Richard Oliver, *The first Ordnance Survey map*, London: Charles Close Society, 2015, 29-41.

⁹ Until recently 'A. Bryant' was a mysterious figure, but see Jonathan Pepler, 'The unknown A. Bryant and his county maps', *Imago Mundi* 67 (2015), 90-103. For his Lincolnshire map see Carroll, *Printed maps of Lincolnshire*, 219-20.

¹⁰ The writer has been guided by Neil Wright's map of turnpike roads in Stewart Bennet & Nicholas Bennett, *An historical atlas of Lincolnshire*, University of Hull Press, 1993, 79.

¹¹ For the Greenwood's see J.B. Harley, *Christopher Greenwood, county mapmaker, and his Worcestershire map of 1822*, Worcestershire Historical Society, 1962; for the Lincolnshire map see Carroll, *Printed maps of Lincolnshire*, 220-2.

¹² A proposal in 1815 to turnpike this road was unsuccessful: Wright, *Lincolnshire Towns and Industry*, 52.

¹³ The revised New Series, the Third Edition and the Popular Edition were all subject to minor intermediate revisions, but these do not affect milemarkers, and so are not discussed here. For the New Series and its derivatives up to 1914 see Roger Hellyer and Richard Oliver, *One-inch engraved maps of the Ordnance Survey from 1847*, London: Charles Close Society, 2009, and Yolande Hodson, *Popular Maps*, London: Charles Close Society, 1999.

¹⁴ Inconsistency of practice can be seen on *Pathfinder* SX 89/99 (edition A, 1976), where the milestone at SX 911983 appears, but not that at about SX 952971.

¹⁵ Charles Howard, *The roads of England and Wales; an itinerary for cyclists, tourists and travellers*, London: Letts, 1883; quotation from Third Edition (1883), xiv.

¹⁶ Ian Thompson, 'The "Contour" Road Books of England by Harry R.G. Inglis', *Milestones & Waymarkers* 9 (2016), 26-7.

¹⁷ Harry R.G. Inglis, *The contour road book of England (Northern Division)*, Edinburgh: Gall & Inglis, 1900, routes 324 (Lincoln-Grantham) and 327 (Louth-Alford); *ibid*, '1915-16', routes 324 and 327.

¹⁸ Compare routes 323 and 324 in the '1915-16' edition with the same in a post-1945 issue [n.d., copy in writer's collection].

¹⁹ Wright, *Lincolnshire Towns and Industry*, 54.

²⁰ This is inferred from the treatment of the old section of road on the Ordnance Surveyors Drawing for OSOS: Bryant annotates it 'Old Road'.

²¹ The Grimsby-Wold Newton road was disturnpiked in 1856, and the Grimsby-Louth road was distrurnpiked in 1877: Wright, *Lincolnshire Towns and Industry*, 258-61.

²² David Start, 'A milestone reinstated on the Louth-Bawtry Turnpike (A631) at Hemswell', *On the Ground* 7 (2010), 16-17

²³ The High Street was never a turnpike or main road, but its increasing use by lorries led to its being classified as B1225 in 1986-7.

²⁴ Lindsey CC Highway Committee minutes in Lincolnshire Archives Office: 1937-40: LACC/31015/11; 1940-46: LACC/31015/12; 1946-51: LACC/31015/13. The corresponding minutes for Kesteven (LACC/21015/09 to /11) and for Holland (bound with the annual volumes of full Council minutes: references are H/AR/1/1938-39, H/AR/1/1939-40, etc) have not been checked.

²⁵ The signpost was reportedly stolen sometime after the writer photographed it in 1984.

From the Archives: Historic county signs are now museum pieces

David Viner

Fondness for the old county structures where they have been changed or renamed in more recent years has been a major stimulus for the preservation of any surviving evidence, so it is not surprising to find old county boundary signs preserved in local and regional museums.

Hot spots of 'tradition' include pretty much all of the English north-west especially of course the Lancashire/Yorkshire boundary, plus Berkshire (perhaps surprisingly) and places such as Huntingdonshire where the former county council's remit was reduced to district status. The Association of British Counties (abcounties.com) lists 92 'historic (or traditional) counties' of the UK and 'exists to ensure that geographical counties and their borders are not forgotten'.

A really good example of this fondness for such 'tradition' can be seen just inside the entrance to the Museum of Lakeland Life & Industry at Abbot Hall in Kendal, now of course in Cumbria and which is itself made up of the two proud former counties of Cumberland and Westmorland. Signs for both, complete with crests, are displayed. 'We are not forgotten' is the message!

The Farmland Museum at Denny Abbey just south of Ely in Cambridgeshire has a good range of signs including this redundant (or at least removed) example from the county's roads.

Doubtless readers can suggest others from around the UK?



Cumberland: Photo taken 10.05.2012



Westmorland: Photo taken 10.05.2012



Cambridgeshire: Photo taken 02.06.2015

Lincolnshire's milestones: roadside heritage worth preserving

Michael Knight

A brief article in a Lincolnshire journal published in September 1972 and entitled 'A Short History of Milestones' was prepared by Kesteven County Council for the Countryside Commission. It identified a series of stones and posts¹ along the A15. This was followed by another article in December 1973 'Milestones in Lincolnshire' and amongst others, showed mileposts on the A52.

But we can go back nearly two centuries, to find diarist entries of these roadside relics, for during June 1791 the Honorable John Byng (later Lord Torrington) commented on his journey north along the A15 in south Lincolnshire. His perpetual reference to miles travelled in the county indicated his observation of wayside milestones.

Leaving 'The Greyhound' at Folkingham, 'a prettily-placed town', he passed firstly through Osburnby (London 109 miles), 'a poor village', on to Aserby (Aswarby) (London 110 miles), 'place and park I never saw worse kept or more ugly'², entered Willoughby after passing through its local tollgate (London 113 miles), 'a mean village, damp situation' and arrived at Sleaford, 'this dismal town, truly melancholy, the church a cumbrous pile', where during two night's stay at 'The Angel' he expended 'nineteen shillings and nine pence on horses, vittels and bed'.

From there he passed beyond Lessingham to the '5-mile stone where Lincoln Heath begins or did, for now it is all enclosed with high stone walls'; a damning commentary on the enclosure movement.

This particular highway was in fact created as a Turnpike Trust Road by Act of Parliament 1756 (29 Geo II c.85) linking two cathedral cities. Five Districts were identified, of which only one was wholly within the (then) county of Northampton, to the south. The other four Lincolnshire Districts were listed as:

- East Side Lincoln Heath to the City of Peterborough (A15)
- Bourne to Colsterworth (B676)
- Donington High Bridge to Hacconby (B1177)
- Hale Drove via Old Sleaford to Quarrington (A17).

Amazingly, the Act lists 487 trustees, including such grandees as the Marquis of Granby, Marquis of Tavistock, Viscount Milton, the Hon. Thomas Cecil, Sir Francis Dashwood³ and numerous Lords, Baronets, Knights, DDs, MDs, Clerks and Reverend Gentlemen - but no ladies.

Whilst milestones may have been emplaced at this time, it was not until 1767 that milemarkers became a legal requirement.

An example of the work involved in road improvements is a hand-written note, possibly by the Highway

Surveyor, which informs us of the chained distances between specific places. (Shown in tabular form below)

There are additional notes which record in miles (1760 yards) the route of this 1756 highway from the tollgate situated on the south bank of the river Welland at Market Deeping.

	miles	furlongs	chains	links
'From Peterborough to Market Deeping	8	1	0	45
From Market Deeping to Bourne	7	3	5	35
From Bourne to Folkingham	9	0	4	00
From Folkingham to Sleaford	9	0	5	00
Total:	33	5	5	00

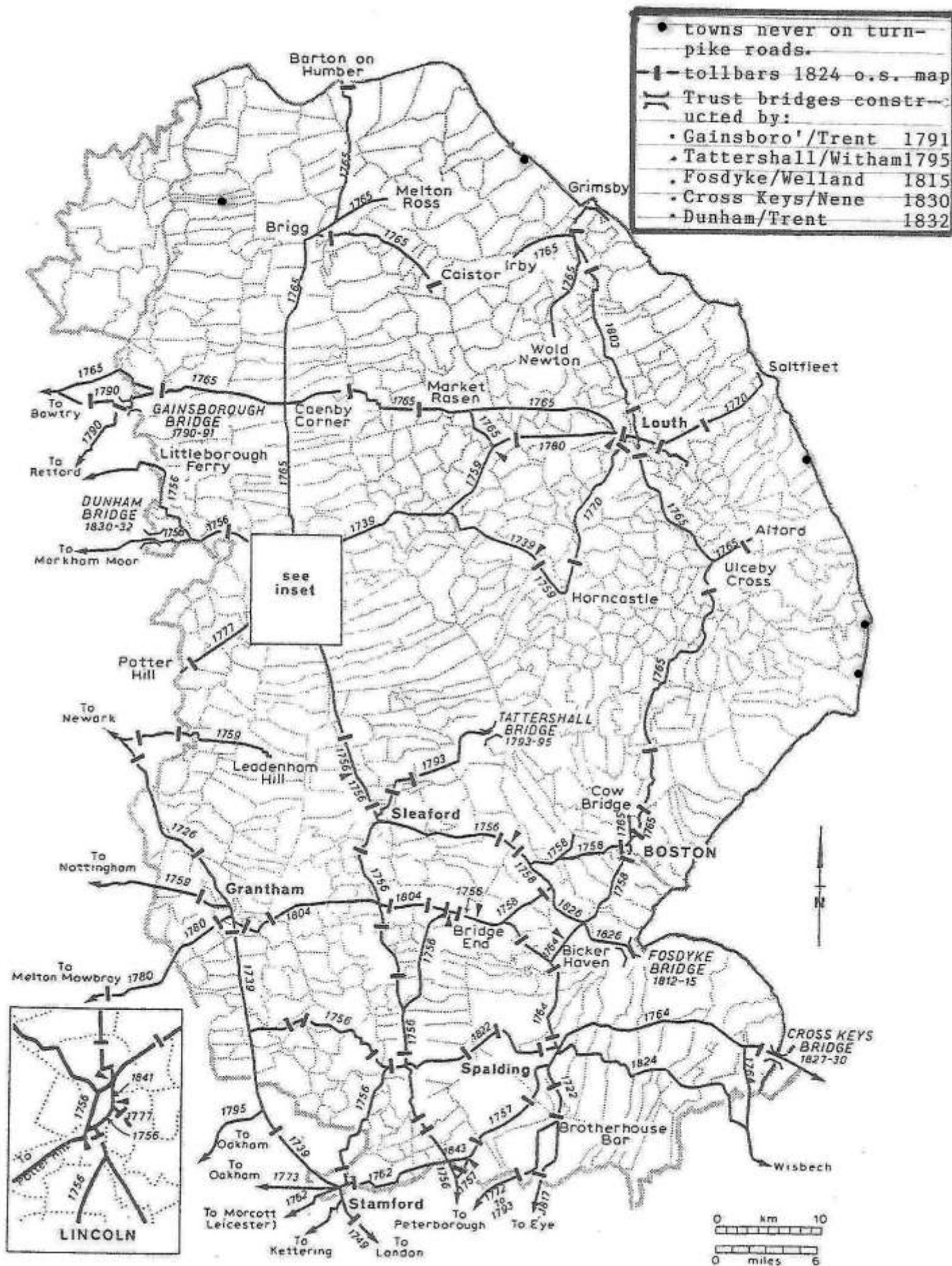
	miles
'To the cross road in Thurlby town	5 ³ / ₄
To the north end of Folkingham town	16 ³ / ₄
To where the road leads to the right beyond Willoughby	23 ⁷ / ₈
To the north end of Dunsby Lane	about 31'
This last point was the northern terminus (in Braunswell parish) of the 1756 Act's remit. It should not be confused with Dunsby <u>village</u> on B1177. The same listing notes 'Sir Francis Dashwood's pillar'.	

At a later date, this lengthy section appears to have been split into two separate administrative Districts, for the cast iron post in Market Deeping displays a 'North and South' division, oddly only nine miles out of Peterborough yet still forty-three miles from Bargate in Lincoln. By 1798, the coaching route had been extended via A15 to Barton-on-Humber, giving a distance from the London GPO of 165 miles.

As Act renewals and new turnpike roads progressed into the next century, it is an interesting reflection that whilst all this civilian, often parochial, activity was proceeding, Britain was at war with Napoleonic France. Expansion of both the militia and the Royal Navy took away labour not just from the fields but also from road building and maintenance.

The first Turnpike Act partly in the County, dates from 1726, between Grantham and Newark (Notts). The first roads wholly within the County followed swiftly on to each other, given Royal Assent in the same Parliamentary Session of 1739 for Stamford to Grantham (A1) for Lincoln to Baumber (A158) near Horncastle (12 Geo II c.8 and 12 Geo II c.10).

To improve travel and shorten distances, Trustees were additionally involved in creating bridges where, for decades, ferry crossings had sufficed. It is enough here just to record these projects across several of the wider



The Turnpikes of Lincolnshire.

waterways of Lincolnshire.

Gainsborough Bridge over the River Trent (A631) was the first major scheme in 1791, followed by Tattershall⁴ 1796, Fosdyke 1815, Cross Keys 1830 and Dunham (Toll) 1832. By 1837, immediately preceding the railway era, about 550 miles of turnpiked roads stretched across the County, all with their associated mile-markers and signposts.

It became clear during the next half-century that most of the improved highways occurred in the 'Counties-to-be' of Holland and Kesteven. This is evident on the Ordnance Survey map edition of 1824 by the profusion of tollgates in the south of Lincolnshire. A distribution of known milestones was published by Lincolnshire Heritage in 2008 and this map confirms the dense network of turnpiked roads south of Lincoln City. Some markers are Listed, others are not; there appears to be no systematic selection.

One milestone which has not been located is the 'Louth 3 / Horncastle 10' recorded in a rhyme from 1945. It pertains to the government edict in June 1940 requiring Local Authorities to remove or bury all road signs. A suite of markers along highway A153 relates to a Parliamentary Act from 1770 (10 Geo III c.109). When the rhyme was composed the 'thousand years' was a wild overstatement; 170 years would have been its maximum age. The milestone stood somewhere in the area of Cadwell, between the villages of Raithby and Scamblesby.

THE MILESTONE

" 'Orncastle ten and Loüth three"
that's wot the milestoäne saäys ter me.
For a thousand yeär it said the saäme
ter ivery traveller as caäme . . .
Aye, "Loüth three, 'Orncastle ten,"
ter farmers of the Woäld and Fen.

I took it bad when it were lifted
and yucked into a truck and shifted:
the roäd looked loänely some'ow littler -
al becos on that theär 'Itler.
Per'aps the stoäne took it best,
for God knoäs it 'ad earned a rest!

An' w'en it's back an' päinted white,
so's yer can see 'im in the night,
an' shan and clean, it one daäy will
saäy to me gran'sons on the 'ill
(when moästlins foäk's forgotten me)
" 'Orncastle ten and Loüth three".

(November 1945)

Incorporated within milestone structures are other way-markers, such as waterpumps at Belton and Normanton, and a large inscribed plaque at Holbeach, built into the churchyard wall. This tablet gives mileages to fourteen destinations including distant Birmingham '118 miles' and London '100 miles'. Locally it also records Long Sutton '5 miles' and Sutton Bridge '8 miles'. A milepost of simpler design can also be seen outside the library '26 miles' to Sleaford. The Author has since discovered four more markers, three of stone and one of cast iron⁵. Worthy of one day becoming a Listed Monument is a newly-minted milepost 'London 113 miles', funded generously by two denizens of Silk Willoughby parish and supported with a donation from an ex-patriot villager now resident in Australia. Pictured right prior to its erection in the village on the former turnpike route.



Normanton pump.



At the time of writing (September 2016), only seven milestones stand on the A631 in the Lindsey District north of Lincoln; one renovation is recorded in a Milestone Society journal 2010.⁶ None will be found along the highway A52 between Wainfleet and Skegness, owing to the fact that the coaching era was in decline and suffering competition from rail travel. Skegness, originally a minor fishing settlement, was developed as a resort and grew rapidly during the last quarter of the nineteenth century, aided by a new railway link. Most Lincolnshire Turnpike Trusts had come to an end by the early years of the 1870s.

Endnotes

¹ MS & MP (Milestone and Milepost) are abbreviations taken from Ordnance Survey maps. There is a clear and useful distinction between stones and posts, the latter being made of cast iron, developed after circa 1815. For convenience all such waymarkers are termed milestones, even if constructed from wood, concrete, steel or fibre-glass.

² Byng is referring to the Estate of Sir Thomas Whichcote who aside from his turnpike trustee business, would become a contributor of £300 towards the Sleaford Navigation project. His father, Sir Francis, had been amongst the original trustees named in the 1756 petition.

³ Sir Francis is best known for creating the Hellfire Club, but had also erected England's only inland lighthouse on Dunstan Heath in 1751, as noted by Byng (1791) 'built by the late Sir F. Dashwood, one of those gentlemen who, fancying themselves architects, erected

the horriddest piles around them - this a waste of stone!'.⁴

A detailed account of the machinations around the construction of a bridge at Tattershall Ferry can be read in W.M.Hunt's review, published in *Society for Lincolnshire History and Archaeology's Journal* 31, 1996. Byng, in 1791, had commented that his journeying across 'a flat country of a mile brought us to the River Witham - here to my grief was a nasty ferry'. Hunt's paper is not concerned specifically with milestones. However, a photograph in the December 1973 journal (noted

above) shows a milestone on the A153 'Sleaford 10/ Tattershall 4', which does not appear on the Historic Milestones map of May 2008.

⁵ Heckington town A17; Grantham south A1; Silk Willoughby A15; Meadow Lane junction, Langtoft, A15.

⁶ A rescue operation organised by David Start exhumed a 'two-ender' from the A631 at Harpswell on the Market Rasen to Gainsborough section. His report was published in *On the Ground* No 7, September 2010. pp. 16-7

A selection of surviving Lincolnshire mileposts. All photos by Michael Knight.



LI_SPDJ11 on the A16.
Deepling St James.



LI_PBLI09 on the A15.
Market Deepling.



LI_SLHB19 on the A17.
Algarkirk.



LI_BOWF04 on the A52.
Butterwick.

Finding the way! Continued from page 6.

More detailed features have included: Mike Buxton, 'Reinstatement Project of a Gaslight-style Milepost on the Stratford-on-Avon to Long Compton Hill Turnpike in Warwickshire' in *Milestones & Waymarkers* vol 4, 2011, pp.29-31; and Jan Scrine, 'Finding the Way' in *Milestones & Waymarkers* vol 9, 2016, p.4.

All photographs supplied by contributing authors and screen shots extracted by John V Nicholls from videos posted on YouTube by Robert Caldicott. The videos can be seen at <https://tinyurl.com/y9nopyxl>

Installing the restored posts - 30 June 2017.



Fixing the board at the first installation at Little Wolford. With lessons learned the boards were assembled to the posts prior to installation for the remaining five.



Below: 1 July 2017.unveiling. Toll keeper Meg, Mike Buxton, Jan Treadaway (Chairperson of the Compton District History Society) and Swift Nick Nevison.



From the Archives

Milestone removal concerns in 1927

John V Nicholls

The aims, endeavours and concerns of the Milestone Society are not a new phenomenon because the same worries were being expressed 90 years ago.

Extract from the AGM of the Essex Archaeological Society at the Town Hall, Colchester, on Wednesday, 4 May 1927.

“The Hon. Secretary stated that the Society of Antiquaries had recently been considering the question of the alleged destruction and removal of ancient milestones owing to road-widening schemes; with a view of making representations to the proper authorities should the suspicions entertained be well grounded. He believed that the earliest post-Roman milestones in England were set up on the Cambridge-London road in 1729; and information relating to early milestones in Essex would be welcome.

The following note has since been contributed by Mr. P. G. Laver, F.S.A.:-

The milestones on the Colchester-Alresford-St. Osyth and Clacton road having become very worn were taken up, recut, and replaced in 1912 by Durrant of Colchester. I well remember seeing them being done. I have just seen Durrant and asked him about them, and he told me that the old stones were at least 100 years old, of brownish Portland stone of most excellent quality, and that they were all there bar one or two he made up. Some of them had been illegally taken up and were being used in the blacksmith's forge at Alresford as supports for something. The surveyor demanded them, and was met with a curt refusal on the blacksmith's part, but a day or so afterwards the surveyor and a party of his men forcibly took them and handed them over to Durrant to recut. The first one, on Clingoe hill, was not recut, as it was within the borough; it stood on the north side of the road, but it is now missing, though I can remember it being in the hedge; it was doubtless removed when the hill was widened some years ago.¹

Durrant also told me that, when he was at a farm in Great Oakley parish some years since, the farmer asked him to buy some stone stack stands, of which he had about three score. He did not buy, or only bought a dozen, but says that he noticed among them several (three or more) milestones.

With regard to the old milestone on Chitts hill; these go all along the road up through West Bergholt parish, where it is known by the name of the Coach road. It comes out on the present main road at the top of Nayland hill against Great Horkesley church, and was the old road for coach and animal traffic from Bury St. Edmunds to London, joining the London road at the borough boundary at Stanway.²

A search in the County records would show the date of these stones in this neighbourhood: some must be quite early in coaching days, if not before.

Another old milestone, our main Colchester one, which stood in High street, opposite the Red Lion, was removed c. 1856 to the cemetery, and used as a tombstone to a departed worthy ! It is still there.³”

Editor's notes

¹ Four stones survive on the Colchester, Alresford and Clacton road (B1027) but the missing one (in 1927) on Clingoe Hill may not have been part of the series. Two iron mileposts survive on the A133 giving distances between Colchester and Thorpe (le-Soken). The missing Clingoe Hill marker could be from that series. The four stones and two mileposts are all Grade II listed. The photo shows EX_CLCO06 at Alresford.



² No stone survives at Chitt's Hill between Stanway and West Bergholt but in 2003 three forgotten stones were discovered between West Bergholt and the A134, the Colchester to Nayland (Suffolk) road, at Great Horkesley. The narrow lane gave a clue - it is named London Road. One of the stones has a partially visible legend that indicates



Chelmsford as a destination. The photo shows EX_STNA02 in London Road, Great Horkesley.

³ The 'main Colchester one' was the obelisk 51 miles from London. See *Newsletter* 4 (January 2003), p. 22.



The 51 miles from London obelisk from Colchester High Street that from 1859 has been the Wire family gravestone in Colchester cemetery.

Conserving the Charlbury (Oxon) milestones

Derek Turner

In comparison with recent ambitious restorations in other counties such as Norfolk and the recent restoration of the 'gas lamp' style mileposts in Warwickshire, this conservation was a modest affair, but it provides a useful case study of how networking and co-operation can not only further the Society's aim of conservation but also contribute to another of its aims: 'interpret for the public benefit'. Consequently, this account is as much about 'how it happened' as 'what happened'.

Charlbury is a small town in West Oxfordshire, relatively speaking off the beaten track both now and in the turnpike era, noted historically mainly for its glove manufacture. The major arterial roads and early turnpikes from London to Gloucester and Worcester pass it by, as do the main cross-country routes, Oxford to Witney and Banbury to Burford. It is therefore not surprising that its roads were not turnpiked until 1800. What is more surprising is how quickly the turnpike network in the Charlbury area was established and how many miles were managed by the Charlbury Roads turnpike trust once it was established. Within a few years Charlbury had become the hub of turnpike roads in all directions: north to Enstone and Great Tew, east towards Woodstock, south to Witney and west towards Burford, the second longest total mileage managed by any Oxfordshire turnpike trust, with 24 milestones and – probably – 10 tollgates and tollhouses, many also with sidegates.

The conservation project got off to a slow start due to a communication glitch in the Society. During 2016 a recently joined member of the Oxfordshire group, Catherine Hitchens, reported a 'smashed' milestone on the B4437 Burford to Charlbury road one mile from Charlbury. (OX_PWO06) informally known as 'Charlbury 1'. Catherine, who gives talks about History in the Landscape, had been motivated to join the Society, like so many of us, by a talk given by Mervyn Benford. Unfortunately Catherine's original notification did not reach me as Oxfordshire 'point of reference' and therefore was not included in news from Oxfordshire in the spring 2017 issue of the Newsletter. This omission prompted Catherine to contact the Secretary by email at the end of March 2017 expressing her disappointment. This time the communications worked well. I received the message and contacted Catherine, promising to investigate and hopefully get the stone pieced together again. Catherine sent me both 'before' and 'after' photos. The latter suggested that the stone might be too fragmented to be easily repairable. However, Mervyn Benford visited the stone and believed it could be reassembled as did Nigel Ford on the basis of Mervyn's photo. Consequently, I travelled across Oxfordshire in early May 2017 to look for the stone, which I eventually found with some difficulty as the database stated it was on the south side of the road whereas it was, and is, on the north side. What I found was not promising. The stone was indeed 'smashed', in – at least – four pieces (along with fragments of plastic car bumper) and at risk of being spirited away by some light-fingered person for their rockery. (Opinions differ on what happened to the stone. Catherine ascribed it to verge cutters, local inhabitants to hedge cutters – the stone is close to the hedge – the

bumper remains suggest a vehicle strike.) Having removed the spring growth I found very little by way of legend, confirming the information on the Society's database. The stone was set well back from the roadway, so on-site work would be safe. However, my first thought was about security and the need to get the pieces to a place of safety. Unfortunately, the usually helpful Oxon Highways are now so decimated by staff cuts that it can no longer be guaranteed to help with the 'heavy lifting' as in the past. Also, its depot – the normal place of safety – was a good few miles away.



The broken milestone as found - smashed and forlorn.



Cause or coincidence? Remnants of car parts found by the broken stone suggest a possible vehicle strike.

It was at this point that I had a bright idea and made my most useful contribution to the conservation project; all else has been done by others. I had previously made contact with Celia Faulkner, Curator of Charlbury Museum, about something totally different (a Charlbury resident who served alongside my grandfather in WW1). I contacted her again with the suggestion that the pieces of the stone might be given temporary sanctuary in the museum garden while we continued the search for a mason willing to do this kind of work at low cost. Celia not only agreed to this in principle but became in effect the highly effective project manager. In the event, the pieces did not need to be moved as she quickly found a local, recently retired mason, Edward (Eddie) Abbey,

willing to do the work just for the cost of materials. At some point money always enters the equation. The Ox-on Group still has a modest fund for minor restoration work (derived from talks and the sale of Hi-Vis vests). I offered to fund half the cost if the local community could find the other half. I was initially thinking the parish council might help, but Celia had a more productive idea and approached the treasurer of the Charlbury Society, Peter Bennett, who not only agreed to provide the funds but also, enthused by the project, on his own initiative decided to find Charlbury parish's other stone a mile further west, 'Charlbury 2' (OX_STWO05), which had disappeared into the roadside bushes. He did a grand job, with the result that the stone is now fully visible and likely to remain so. Well, at first not quite 'fully' as explained below.



'Charlbury 2' revealed after clearing away undergrowth. However, the rural location means that regular cutting back of fresh growth will need to be undertaken or the stone will soon be lost again

Shortly after this, once he was back from a short holiday, Eddie quickly got to work piecing the stone together. He knocked on Celia's door and not only told her the stone was repaired but that he had found an inscription at the bottom of the stone reading 'Walloon'! This seemed distinctly unlikely but it turned out actually to read 'Walcott' albeit with some diminutive 't's, the hamlet nearest to the stone just off the turnpike road. When this news reached Peter Bennett, he returned to 'Charlbury 2' and dug further down to reveal that it too had an inscription on the base – 'Shorthampton' – again the nearest settlement (and interestingly on the route of the pre-turnpike road if Davis's Oxfordshire map of 1797 is to be believed.) Other than that, only the word 'MILES' remained, quite clearly, on both stones. It was also clear that the other details had been deliberately defaced.

Celia and Peter were meticulous in keeping me informed of events as they unfolded which inspired me to revert temporarily from my passive 'point of reference' role to my previous more active role as 'rep' – though

more often an arm-chair milestone researcher than an on-site, hands-on restorer. Using the wide range of available sources that the Society and its members provide I found out a fair amount about the Charlbury Roads Turnpike Trust and its milestones, including five facts particularly relevant to this conservation project. The first fact, sadly, is that none of the ten surviving stones retain the details of destinations or mileages. The second is that this was the result not of erosion over the years but a deliberate policy of defacement. Third, as demonstrated by successive Ordnance Survey maps, this defacement took place in the mid 20th century, almost certainly in 1940 as a result of the government order. Fourth, OS maps give details of what the original legend was prior to 1940. Finally, the Society's database mentions that two other stones erected by the Charlbury



'Charlbury 1' stands proud again

Roads Turnpike Trust also had the nearest settlement carved round the base across two sides of the Charlbury Triangle design.

In the light of this information, the question arose: should the conservation go any further? Specifically, should the original legend be re-carved? We knew the contents of the missing legend from the maps and the lettering style from what remains. Though the exact positioning of the words and digits could not be proved, it was pretty clear from the defacing where they were. But to restore the legend would be to remove part of the stones' history.

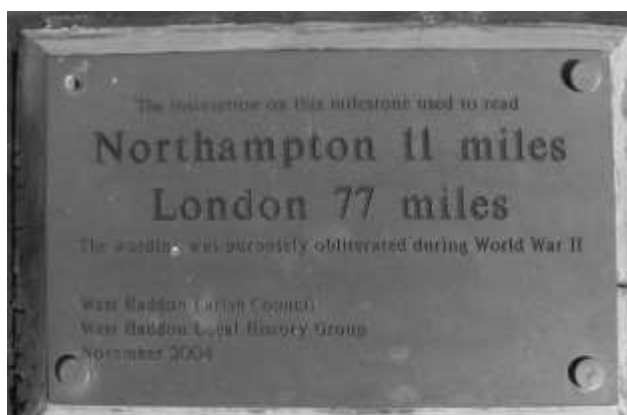
I was uncertain how to proceed so decided to seek the views of the national committee, only to unleash a vigorous debate. The great and the good of the Society were divided into two camps in more-or-less equal numbers, both sides arguing their case strongly. The 'Restorers' proposed that the stones should be restored to as near as possible their original condition. The 'Leavers' countered that the stones' history must be respected. The Restorers' riposte, with seemingly impeccable logic, was

that in that case the stone should have been left in pieces as this was also part of its history. Former Chairman, David Viner, suggested that a compromise solution needed to be found. The only benefit for the project of these widely divergent views was that the locals could 'take back control' – to use a current fashionable phrase – and make up their own minds as to whether to proceed further. The consensus amongst those actively involved in the project supported the Leavers' view. On balance I believe this is the right decision but have suggested a compromise in the form of creating a plaque, either next to 'Charlbury 1', now re-christened 'Charlbury Walcot', or in the museum, explaining the history of the stone, its original legend and why it was defaced; in other words furthering the Society's aim of 'interpreting for public benefit' as well as conserving. David Viner kindly provided a useful precedent for this from West Haddon in Northamptonshire where a plaque was placed next to a stone with a similar history.

This is how things stand at the time of writing. The base of Charlbury 1 needs some cleaning to remove the earth residue but otherwise nothing more will be done to the stones themselves. At the very least we have followed the golden rule of conservation, not to do anything that cannot be undone. Both stones are conserved; their 20th century history is visible and hopefully the rest of their history will be explained separately. Obviously this decision will not please the eminent members of the 'Restore' lobby, but it remains possible for others to take

the restoration further at some future point if the current consensus view changes. For me it is an important principle that local communities should be able to make an informed decision about the conservation of their local stones. Whilst highways authorities remain the legal owners, the reality is that the future welfare of mile-stones lies in the hands of locals. By being part of making and implementing decisions, the community gains a sense of ownership and is therefore more likely to look after its stones than if a top-down decision is imposed upon it. (Of course, in the case of listed stones, the recommendations of the local conservation officer and the local authority's decision have to be respected.)

Whatever the rights and wrongs of the Charlbury conservation 'product', nothing but good has emerged from the process. People with an interest in heritage and environment have increased their awareness of the nature and importance of milestones. In one email Celia Faulkner wrote: "this milestone spotting is catching". The 'side-effects' of her and Peter's efforts have been wholly beneficial. Eddie has agreed to repair another broken stone, originally at Blewbury, currently in safe custody at the Oxon Highways depot. Other stones in the Charlbury area are being investigated with a view to conservation. I am to give a talk on milestones to a future meeting of the Charlbury Society, which I hope will in small measure continue the work initiated by Mervyn at the start of this saga.



Left: The wartime defaced unrestored NR_NHDC11 at West Haddon, Northants and above the accompanying information plaque giving details of the original legend and the reason for the blank face of the stone. Photos: Helen Crabtree

World War 2 defacements - restore or not to restore?

In the above article Derek Turner explains how he found himself in a bit of a dilemma. Should the WW2 defaced stones be fully restored or left as found? The Society has a comprehensive series of policy and guidance documents that advise on the conservation and restoration of milestones. The documents can be read online at www.milestonesociety.co.uk/conservation.html

The advisory guidance does not, however, give advice on whether or not to recut lost legends, whether lost by natural erosion, accidental damage or by a deliberate act such as in May 1940.

Derek sought advice but found the 'to restore' or 'not to restore' camps were split almost equally so Derek had to

make his own decision.

Should a milestone remain with its lost legends as an indication of its history? If so, would it be a true record of its history because even into the 20th century some stones were still being refurbished as a matter of course.

The WW2 defacements were a short term panic strategy that was in many cases reversed after the war was over. Does it mean that plates should not have been replaced or buried stones resurrected?

Milestones & Waymarkers is published as a record and not a debating platform. Nevertheless, the opinions of the membership are actively sought. To restore or not to restore?

'Sold at auction' – a flurry of recent activity

Edited by David Viner

The report on the sale by auction of the Furniss Collection in M&W9 (2016, pp. 33-4) seems to have caught a contemporary mood, and other similar although perhaps not as extensive dispersals have taken place in the twelve months or so since then. The main sales are reported on in this issue, and this summary attempts an overview. In the process, the Society's policy for responding to disposals by this means has also come under review.

Of the four items identified as of roadside heritage significance from amongst the mass of railwayana in the Furniss Collection, two mileposts were withdrawn from sale as a result of the Society's efforts and at least one has since been returned to its rightful place at the roadside.

Posts or plates from stones which are listed should always have priority in any response to intended sale, whether by auction or by other means. Especially so if a known theft had at some previous date taken place. Both factors applied to LEEK 6 BUXTON 6, one of the bobbin post series on the A53 Leek (Staffs) to Buxton (Derbyshire), now back where it belongs (ref ST_LKBX06)¹. Another, from Yorkshire, is on its way to being re-instated².

Unfortunately the outcome was less successful in the case of two 'original' (i.e. not modern replacement) plates from the well-known, much admired and significant run of 'Telford' milestones with plates along the A5 through north Wales, which came up for auction in Wrexham in April 2017. That tale is told in more detail in this issue (see pp. 43-44) but the timing and very short order of notice of intended sale defeated any structured response.

Many local auction houses such as this one often fall below any radar of checking we might have, and that was one key lesson learned here. Eyes and ears and an ability to respond are required from *throughout* the membership and not merely the members of the executive committee.

As the written report encouraged, the Society's policy statement was reviewed at the following executive committee meeting, and tightened up in various ways, principally of course our ability to implement it when required, and usually at short notice. It is available on the Society's website³.

A key issue is always to let the auction house know of our interests and policies, and to express whatever views we can from the information available. Winning support for our cause from auction house principals has to be a priority target, however challenging that might be in some instances. There is a quid pro quo here too, as no auction house would wish to be associated with an object offered for sale which might lack transparency in its history and provenance.

Ian Thompson has reported on taking just such a stance for the successful recovery of two milestone plates in Cornwall, an antidote to missed opportunities elsewhere⁴.

It is recognised that there are also of course various legitimate reasons for and rights of sale, including of objects of roadside heritage significance which Society

members would nevertheless prefer to see still performing their roadside function or otherwise preserved in the public domain.

Carol Haines has reported on just such a story from an auction house in Diss, Norfolk in April 2017⁵.

Boundary signs often offer another ownership minefield. Whereas the sign in itself ought to indicate its original owners/creators, its subsequent history might be very mixed. And its survival in order to appear on the market at all is often an achievement in itself, the sale-room being one good way to encourage preservation ('every object has a value').

The auction in east Cornwall in June 2017 of a SOMERSET/WILTSHIRE county boundary marker is a good example, and this story too is told here (see pp. 44 - 45). Our policy statement took some trouble in setting out issues of private ownership, and how that must be respected, and this marker might well have been one such example. We will probably never know, not least as its original location remains conjectural.

Other types of objects, especially road signage, fall into this general area of post-use ownership changes, including AA roundel signs mostly from village locations, examples of which crop up periodically for sale via a variety of outlets including internet auction sites. So too the range of 'red triangle' guidance signs such as 'School' and 'Steep Hill'. Whereas the AA roundels technically remained in that company's ownership, they were usually displayed on other people's property, and the distinction could become lost over time. Guidance signs may simply have been disposed of by the highway authorities.

As with the Furniss Collection, there is also the buoyant market in railwayana, with specialist (well-organised and on-line) auction houses dedicated to its cause, and this does draw in examples of roadside heritage too. At Pershore in July various examples were on offer, including a Hampshire circular finial from an East Wellow signpost (lot 503, sold for £170); an enamel RAC direction sign *A30 Yeovil* (lot 514, sold for £280); a couple of standard aluminium signs for a T-junction and a school (sold at £170 each); and not least lot 497, a complete if worn AA yellow and black roundel for Guineaford in north Devon which caught somebody's eye for £190.

Finally, in July 2017 researchers from BBC's Bargain Hunt sought the Society's help in identifying an assumed boundary marker, the inscription being difficult to recognise. Society intelligence suggested it related to Baulking in Oxfordshire. Grateful for that lead, BBC staff nevertheless remained rightly concerned less 'issues' of past ownership might discourage its use in one of the series' auction-based programmes. A productive exchange of information all round.

References

¹ Reports in *Newsletters* 31, p.15; 32, p.18 and 33, p.16-7.

² *Newsletter*, 33, p.19-20.

³ Theft & Loss of Milestones, Mileposts, Fingerposts and other Wayside Markers. See:

<http://www.milestonesociety.co.uk/database.html>

⁴ *Newsletter*, 33, p.9. [Also this edition, pp.46-47]

⁵ *Newsletter*, 33, p.14-5.

Sale of mileplates from Telford's A5 in North Wales: old and new at Cerrigydrudion in Conwy

David Viner

On 11 April 2017 two mileplates from the A5 in North Wales came up for sale at Wingetts auctioneers weekly auction in Wrexham (www.wingetts.co.uk). They were listed as lot 290 (Holyhead 59) and lot 292 (Holyhead 56), both from near Cerrigydrudion in the county of Conwy. Each carried an estimate of £30-40. In the event, lot 290 sold for £200 and lot 292 for only £70, in each case to purchasers unknown.

The full details are:

Lot 290: HOLYHEAD 59, CERNIOGE 5M - 2F, CORWEN 7M - 6F (Fig. 1)¹

Lot 292: HOLYHEAD 56, CERNIOGE 2M - 2F, CORWEN 10M - 6F (Fig. 2)²



Fig. 1. The plate at auction for Holyhead 59. Lot 290.



Fig. 2. The plate at auction for Holyhead 56. Lot 292.

Such items coming up for auction are often spotted by eagle-eyed Society members (on whom much of this really relies – see policy comments below), with a tip-off quickly made; but on this occasion that didn't happen. Instead a concerned member of the public living locally on the A5 had contacted the Society seeking advice on how to proceed.

Ifor Sion of the Owain Glyndwr Hotel in nearby Corwen kindly got in touch via the Society's website to ask whether the auctioneers ought to be asked to withdraw these two plates, and perhaps even seek their reinstatement to their original positions.

Unfortunately, this was less than 48 hours before the lots came up for sale, and the Society had no knowledge of the circumstances of their removal from the A5, when or by whom i.e. were they legitimate items for sale or not? Nor could they be physically examined in time. In the event their sale was not objected to and duly went ahead, although some lessons were learned not least how to improve a collective response to similar short-order notifications in future. For example, shouldn't the Society always and whatever the time-scale contact the auctioneers and express its reservations to the *principle* of sale of such provenanced heritage assets? Wouldn't this helpfully raise the awareness level all round?

Where the Society *does* gain is from its membership putting together, often quite quickly and via the usual email (and now social media) networks a body of evidence-based data as background information to at least understand the circumstances of any one individual item.

For this Welsh section of the A5 route to Holyhead there is of course the definitive survey and publication produced for CADW in 2003³, which quickly allowed a context to emerge. This had been a thorough project using archaeological techniques of what survived at the time of survey, undertaken in 1999-2000.

That survey shows both Holyhead 59 and Holyhead 56 as missing their plates at that time. So incidentally were a run of stones from all of numbers 60 down to 49, other than 57⁴. The inference was for older losses of plates (aka losses of older plates) rather than, say, more recent removals.

The survey had another benefit in that it also led subsequently to a programme of installing replacement plates along the A5 (helpfully with the date 2003 in the casting); so this too had to be taken into account. Significantly, this also helped to clarify reports of plates being recorded by members as both missing and present along this and other stretches of the road.

John V Nicholls spent some time ascertaining to his satisfaction that the two plates in question were 'original', that is not recent replicas. With this knowledge, Ifor Sion kindly re-checked all this on the ground.

Mervyn Benford had reported that his survey undertaken when returning from Holyhead in December 2006 included a plate on Holyhead 56; likewise 55, 53, 52, 51 and 44. John Haynes photographed all the A5 milestones from Conwy Falls cafe to Chirk (on the B5070) in 2011-12. He noted that all the plates were replicas made in 2003 except nos 83, 61, 48 and 47 (Fig. 3).

In passing we should also note that the original plate for no 75 is preserved in Y Felin Yard at the Corn Mill pub & restaurant in Dee Lane, Llangollen (Fig. 4)⁵.



Fig. 3. One of the modern replacement plates on the A5. Photo John Haynes



Fig. 4. The plate preserved and displayed at the Corn Mill in Llangollen.

There are various implications for Society policy which has been in place since adoption at the 2010 AGM⁶. Circulated in leaflet form at meetings since then, it is also now available on the Society's website to encourage a renewed discussion on these matters. It should be noted that the policy does include a clear statement on 'trade and good title' which provides balance against making any untoward assumptions.

Two issues in particular stand out: there should be a standard communication/response to auction houses in particular (and internet auction sites might also be included here) setting out the Society's views and reservations *as soon as* items are identified for auction. Ifor might reasonably have expected us to have such a response in hand on this occasion despite the shortage of time.

Also, the Society's policy is generally speaking not to make purchases itself in the open market whether directly or indirectly (and thereby risking encouraging the market further); but that said it might be asked whether that *was* the right stance here, given that the policy *does* allow acquisition in certain well-defined circumstances in line with its overall aims and objectives. Historical significance is one such, 'original' items being reasonably-well identified, and the potential for restoration in situ or some other form of public display is another. In this case the low sale prices achieved might also be noted (*were* the plates complete and undamaged, one might

wonder?).

Meanwhile the chance, as indeed it was, has been missed to recover nos 59 and 56 and potentially to return two more 'original' plates to the roadside in north Wales. And one must also ask: where are these two plates now?

Acknowledgements

Thanks to all members mentioned above for their input, plus others who contributed. Especial thanks to Ifor Sion of Corwen for alerting the Society in the first instance.

Notes

1. Society database ref DEN_HH59. Grid.ref.SH 96912 46009 (in original location).
2. Society database ref DEN_HH56. Grid ref. SH 94024 49402 (moved from original location).
3. Jamie Quartermaine, Barrie Trinder and Rick Turner, *Thomas Telford's Holyhead Road: the A5 in north Wales*, CBA for CADW, 2003, 182pp (see review in *Milestones & Waymarkers*, vol one, 2004, p.45).
4. *Ibid*, Appendix 3, pp.155-6.
5. Information and image via Alan Reade following a talk given to Oswestry Civic Society in 2016. The database ref. is DEN_HH75a.
6. Theft & Loss of Milestones, Mileposts, Fingerposts and other Wayside Markers, version 4, 06 August 2010. See <http://www.milestonesociety.co.uk/database.html>

A county boundary marker between Somerset and Wiltshire, sold at auction in Cornwall, June 2017

Edited by David Viner with thanks to contributors

Beech Park Auctions at Callington in Cornwall included a fine and intact example of a county boundary marker between SOMERSET and WILTSHIRE in its final auction on 01 June 2017, before ceasing trading on the re-

tirement of the proprietor after a period in business of some four and half years.

This was not a specialist sale but rather more for general household, domestic and sundries, which allowed this particular lot a low profile; otherwise it might have been picked up in good time by Society members or others. However, it was publicised in the *Western Morning News* issue of Saturday 27 May, was spotted by Society member Geoffrey Harding and reported to Devon representative Tim Jenkinson.

What information there was providing historical detail on this post came mostly from the auction house Facebook site which includes the usual hyperbole often associated with this method of communication: "a cracking salvage find for this sale is a fabulous cast boundary marker. Having a triangular profile marked Somerset & Wiltshire to the sides and Boundary 1909 to the top angle. In rusted original white paintwork with black lettering detail...this fabulous piece bears Harris of Chewton Mendip to base angles. Previously listed as of historical importance, it is offered for sale whilst its two sisters remain in a museum; est. £300-500."

From this basic description (and helpful images) date, maker and condition was obtained, which would at least allow it to be given a context in the range of products of this maker and of other known examples of similar boundary markers between these two counties. But nothing more of its history, including more recent ownership, or where it might once have been sited, both are-



Date on the hip face

Maker name G W HARRIS

Location CHEWTON MENDIP

as of considerable interest in arriving at a significance assessment.

The maker

John V Nicholls identifies Harris of Chewton Mendip as Cutler's Green Iron Works, formed in the late 18th century and for a century or so producing agricultural items as well as casting drain covers and road signs. By the turn of the 20th century the business was controlled by C W Harris, trading under the name The Mendip Motor and Engineering Works. Charles Wesley Harris was obviously in a partnership with William Henry Bateman Hope and the company was C W Harris and Co. This partnership was dissolved on 31 December 1912.

The provenance

From where was this sign removed? Mike Faherty identifies three relevant examples on the Society's database:

[1] ref.no. SO_SSWI01cb on the A36 at Midford Brook Viaduct, which is another example of the same design of Somerset/Wiltshire county boundary post.

[2] ref.no. SO_SSWI02cb on the B3092 Frome Road at Maiden Bradley, which is however to a different design. Both are at exposed mid-bridge locations so are unlikely to have been taken.

The more likely candidate is ref.no. SO_SSWI03cb on the A361 at Rode. It is listed (1988 ref no 1194807 at ST 8162 5525) and was photographed for the Images of England [IoE] project in 2002 (314594). A search for it in 2008 was unsuccessful. Richard Raynsford adds that Rode Bridge used to be on the county border until the boundary was changed, which may explain its disappearance from this location. Was it removed and disposed of, later turning up in this sale?

A similar marker from the same maker is (or was) to be found in West Somerset on the A361 at Venn Cross on the A361 marking the boundary between SOMERSET and DEVON, and this is dated 1910¹. It too is listed (ST 03259 24595). The location of both these marker posts needs to be checked and their loss investigated.

Meanwhile it can reasonably be assumed that it was Somerset County Council which commissioned a Somerset maker and erected these boundary markers at the eastern and west extremities of its territory, in 1909 and 1910.

Equally intriguing is the reference to this marker as 'previously listed as of historical importance' which leaves open such questions as: listed where, by whom and why did such a listing not prevent this marker from coming to sale by auction in the open market? By its very function, a boundary marker between two county authorities must originally and throughout its functioning life have been in the ownership of a local authority? These questions currently remain unresolved.

Related in this case is the statement that the marker 'is offered for sale whilst its two sisters remain in a museum'. Which museum, where and is this a publicly or privately-owned museum/collection? Are these other two secure from being sold off too, one might ask? And where did they come from originally? Finally and not least, where is this post now, having been sold at Callington for a hammer price of £500?

The Society's role

The Society's response to items coming up for sale, whether by auction or elsewhere through the world of antiques generally, including via internet sites, is well laid down in its guidance statement² and is also discussed in another article in this issue³, so is not repeated here. But the key points made there apply here too – the need for an early warning system to overcome the shortage of time between notification/discovery and auction; and the Society's capacity, willingness and indeed policy authority for acquisition as one positive means of object preservation/presentation.

In this case, circumstances militated against the speedy response required and any sort of pre-sale intervention. Indeed, they reached a reflective conclusion in that the phone message left for Tim 'even more poignantly came from my great friend Geoffrey Harding who has helped so much with all my talks in Devon over the past 10 years who has since passed away very suddenly just four days after leaving the message. It's very sad.'

Tim adds, and this summary report promotes, that 'if we could just remind the auctioneers about checking ownership of what they are selling that would be a good testament to Geoff and his great contribution to the Society.'

Notes

1. J.B. Bentley and B.J. Murless 1985. *Somerset Roads: the legacy of the turnpikes. Phase 1 – Eastern Somerset*, p.53 and 99
2. Theft & Loss of Milestones, Mileposts, Fingerposts and other Wayside Markers, version 4, 06 August 2010. See <http://www.milestonesociety.co.uk/database.html>
3. 'Sale of mileplates from Telford's A5 in North Wales: old and new at Cerrigydrudion in Conwy', by David Viner in *Milestones & Waymarkers* vol 10 for 2017 (page 43 of this issue).



BM.SO_SSWI01cb on the Bath-Warminster boundary.

Photo courtesy Mike Faherty

Theft and Recovery – a Cornish story

Ian Thompson

As an individual member, it is not always easy to see just how powerful an organisation the Milestone Society can be. Sometimes it appears that there are very few of us and that we can do very little to protect and preserve our wonderful milestones. But sometimes we do work very effectively. Here is a story to illustrate what can be done.

Lost mileplates replaced

Ian Thompson's book, *Cornish Milestones*, records that milestones were set up on B3302, the Helston to Hayle road, and B3303, the Helston to Camborne road, in the 1890s when these roads were to be handed over from the District Highway Boards to the then new Cornwall County Council as Main Roads. The handovers were advertised by public notices in the local paper, the *Royal Cornwall Gazette*. Comparing the first and second editions of the large-scale Ordnance Survey map for the area, it can be seen that milestones appeared along both roads between 1880 (first edition) and 1907 (second edition). On the ground, Ian found that most of the milestones on these roads were still there, but that almost all of them had lost their cast iron plates.

Research in the Courtney Library in the Royal Cornwall Museum in Truro uncovered photographs of two milestones, one on each road, with their cast iron plates intact in 1969-70. A note with the photographs read – 'Many plates torn off July 1972'.

Terry Keegan was a founder member of the Milestone Society, an expert and enthusiast on all things to do with milestones. Sadly, Terry is no longer with us, but his photographic archive for Cornwall was passed to the Milestone Society's Cornwall representative by his widow. Terry had a photograph of one of the milestones on B3302 with its plates intact in August 1988. They had not been torn off in 1972, but had disappeared since August 1988.

Milestones without their metal plates are blank and without meaning. During the last two years, Ian arranged funding from Cornwall Council and their agents Cormac Solutions to have replica cast iron plates made and fitted. He made patterns based on the old photographs and had new plates cast by Irons Brothers of Wadebridge, Cornwall. Ian painted them and he and Milestone Society colleague Pete Goodchild began fitting the replica plates to the milestones. Wooden plugs were made to fit into the original holes drilled in the granite milestones. Brass screws were used, as it was felt the original plates were stolen when the steel screws used to fix them rusted through. A modern silicone adhesive was used on the back of the plates and the edges were sealed with cement mortar. It was felt that the mortar was the main fixing agent and would prevent the plates being levered off in an attempted theft.

Stolen mileplates recovered

Ian and Pete had completed their restoration work on B3302 and were working on the milestones on B3303 when a circular email was sent out by a Milestone Society member in Essex. John V Nicholls had spotted two mileplates advertised for sale by auction on Facebook and shared images of the plates with his Milestone Soci-

ety contacts via email on 29 April 2017. Ian recognised them as Cornish plates, one from B3302 and one from B3303. One was clearly from the milestone in Terry Keegan's photograph. It could be seen that the holes drilled in the plate were offset to one side, just like the one in Terry's photo. Ian contacted John and it was agreed that Ian would follow up the advertisement with the auctioneer.

The Milestone Society is a powerful organisation, but we don't own the milestones beside our roads. They are owned by the highway authority, which in Cornwall is Cornwall Council. Ian knew that Cornwall Council had never sold a milestone or mile plate, and that one coming up for auction was taken unlawfully – stolen. It is still the property of Cornwall Council and could not be sold at auction.

Ian contacted Cormac Solutions Network Manager, Peter Tatlow, passing on the information about the two stolen mileplates. Peter emailed the auctioneers in Nottinghamshire on behalf of the mileplates' owners, Cornwall Council. The auctioneers agreed to remove the plates from their sale, which was due to take place in Somerset in a few days' time.

Discussions began on how best to return the plates to Cornwall. Once again, the Milestone Society showed its strength. Somerset Milestone Society member, Peter Banks lives near the auction site and it was arranged for him to meet the auctioneers van when it arrived from Nottinghamshire on Friday evening 12 May. He would hand over a letter of authorisation from Cornwall Council and collect the two mileplates. The day after the handover, Peter and his wife were due to begin their holiday in Devon! Peter would bring the plates from Somerset to Devon and meet Ian in a car park in Totnes on Sunday.

Original mileplates back in place

On Monday Ian delivered the mileplates to Cormac Solutions Network Manager, Peter Tatlow, who promptly handed them back to Ian because the Milestone Society had the expertise to fit the plates on behalf of Cornwall Council.

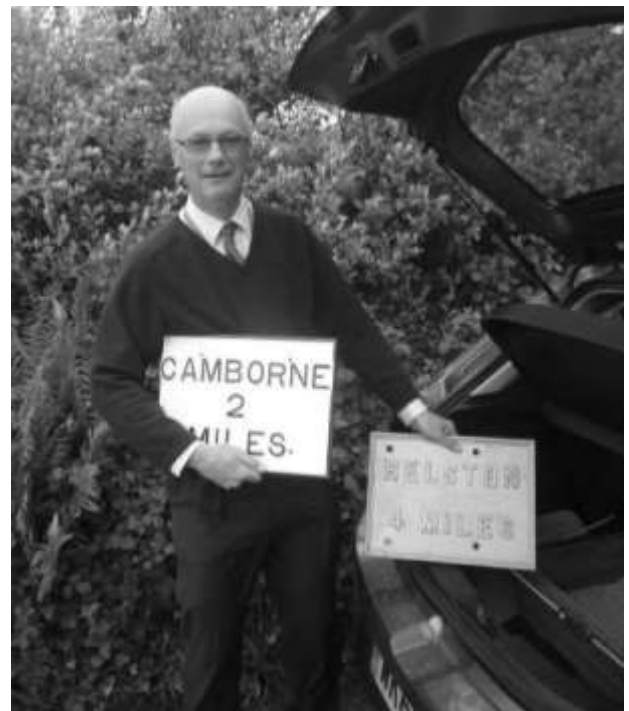
The first plate, CAMBORNE 2 MILES, was fitted to the milestone (CW_HLCA05) at Botetoe Bridge (SW 6386 3475) on B3303, together with a replica mile plate on the other face of the stone on 1 June 2017.

When replica mileplates had been fitted to the other milestone (CW_HLHY04 at SW 6227 3195), on B3302 in 2016, negotiations with Breage Parish Council had arranged for parish councillor, Simon Cadick to keep an eye on the milestone and keep it clear of weeds. Not wanting Simon to call the police when two old men in fluorescent waistcoats were seen by his milestone, he was brought up to date with the situation and was delighted that the original plate had been found and recovered and was due to be fitted to its milestone again.

First, Pete Goodchild removed the replica plate. It was found that the brass plated steel screws used to fix it last year were badly rusted. The cement mortar held firm and needed a cold chisel and hammer to remove, but the



Stolen mileplates recovered back to Cornwall. Peter Banks delivers them at Totnes.



Peter Tatlow receives them at Scorrier on behalf of Cornwall Council (but gave them back to Ian).

silicone adhesive just peeled off with very little effort. Conclusions – use brass screws and cement mortar. Don't bother with the silicone adhesive.

The original mileplate on B3302 had very large fixing holes and no suitable brass screws could be obtained. Pete tracked down some large hexagon headed, galvanised steel screws which were a good fit. On 1 August, the hardwood plugs in the milestone were drilled to take the large screws and the mileplate was fixed in place with cement mortar. The hexagon heads were recessed in the plate, so the holes could be filled with two-part plastic filler to prevent removal.

Conclusions

The Milestone Society is a brilliant national team, but don't wait for them to do what needs doing. You need to join in.

It is reasonable to assume that a roadside milestone,

or the metal plate from a roadside milestone advertised for private sale has somewhere along the line not been acquired legally. It is the property of the highway authority. A reputable auctioneer will know this and be willing to co-operate in returning it to its owners, the highway authority.

If you know a different story in your county, write to the Milestone Society and tell us about it!

The right contact at county hall can make all the difference. You need to know who to call to get things done.

The local community and the parish council will help you look after milestones. Don't ask too much; tell them what you have done; thank them for their help.

Replica mileplates are good, but original mileplates are better.



Left: The first plate, CAMBORNE 2 MILES, ready for fitting to milestone CW_HLCA05 at Botetoe Bridge, Crowan (SW 6386 3475) .

Right: Milestone CW_HLHY04 at Breage (SW 6227 3195), on B3302 with the HELSTON 4 plate in place.



Pride of place for Feckenham's AA sign in Worcestershire

David Viner

Introduction

Projects to 'rescue and restore' milestones, mileposts, finger-posts and other heritage road signs are invariably challenging, often bureaucratic and not always free of dispute, so it is a pleasure to record one particular project which seemed to have both good luck and a heavy dose of serendipity on its side throughout. Thanks are due to a good number of people for making that happen.

The project began with the chance discovery at auction in October 2014 of one of the two original AA 'roundel' village signs from Feckenham in Worcestershire (a village where amazingly a second sign also survives in preservation), followed by its acquisition resulting from a determined local effort, and finally its appropriate restoration as a public feature at the community's main focal point, its village hall. The whole process took no more than a year from start to finish, an achievement in itself.

As well as providing a project record now, this article and the methodologies followed will hopefully offer encouragement to others faced with similar restoration challenges and opportunities.

The AA's village signs

The Automobile Association, founded in 1905, has a long and continuing history of road sign provision, these days almost entirely for special events or temporary traffic arrangements. But in its earlier years it was a provider of some permanent road signs, a role subsequently absorbed by the highway authorities (traditionally the county councils) who progressively provided the main network. So not surprisingly, the range of AA signs, mostly produced in the period from 1907 up until the late 1930s, form a very distinctive chapter in the company's history, none more so than the circular (or roundel) village signs in the company's much admired yellow and black livery, which the AA erected at the approaches to villages and small towns around the UK road network.



Fig 1. The sign from the western end of Feckenham now housed in Graham Stanton's collection in Bromsgrove. Photo: James Weightman).

Frequently, these were the first boundary signs advising the traveller of arrival in any one place; they also acted as local promotion, and so were popular on both counts.

It is estimated that although more than thirty thousand such signs were erected, very few have survived with (according to Passmore) 'fewer than one hundred still in situ'.¹ A large number were removed for scrap during the invasion scare at the beginning of the Second World War. Some so removed were retained locally, if only for local pride (and subsequently no doubt collector interest) and this seems to have been the most likely route to preservation for the two from Feckenham.

It is especially remarkable that *both* village signs have survived and that *both* remain in Worcestershire i.e. the sign under discussion now and the second which is preserved in the Traffic Signs of Yesteryear: Roadside Heritage Collection in Bromsgrove. This private collection, not normally open to the public except by prior arrangement, is owned by Graham Stanton (Fig 1).

Location in Feckenham

The AA's Area Secretary at any one time was responsible for recommending which village should have a sign and where each might be sited. The whole cost was borne by the AA itself, and most were manufactured by Franco Signs of London. They were positioned usually at village approaches, on a suitable building or sometimes a tree, although other examples were sited on a village garage or public house.

The standard design, as with these two, showed the place name as the main feature (FECKENHAM) with the two main destinations on the given route in either direction. As these were on the present day B4090 through Feckenham, an old road with Roman origins linking Droitwich and Alcester, these were the two named places and distances were given to each. In this case, the variation between the two signs was only one quarter of a mile (i.e. ALCESTER 6¼ and 6½), which still makes sense on the ground today.

These places are also listed in the direction of travel, above or below the main place name. The remainder of each sign consists of the Association's own name and logo (the AA and MU joined forces in 1910/11), the distance to LONDON (a common theme throughout the system) and a clear SAFETY FIRST warning. This last was added from the 1920s onwards, which helps to date the two Feckenham signs. We can reasonably assume that they were always a pair and provided and installed at the same time.

The sign now in the Bromsgrove collection was clearly at the western end of Feckenham, and a couple of photographs show it still in situ in November 1983 fixed on the facing gable end of a timber and stone barn in the village street just east of the bridge. The precise location of the sign under discussion here at the eastern end is less clear. But its recent history helps.

Retained in private ownership, it was displayed in an unobtrusive way within a door recess at Yew Tree House, 41 Alcester Road, at that stage a private house but between 1864 and 1938 the Yew Tree Inn. This was

clearly not its original position, but equally it has not travelled far since it went out of active use. Perhaps the link with the former inn *is* significant? (Figs 2 and 3).



Fig. 2. Yew Tree House in Alcester Road, Feckenham in 2014. Former location of the AA sign arrowed. Photo: Kathy Gee



Fig. 3. The sign preserved at Yew Tree House. Photo: Christine Minto, 2013.

Discovery, recovery and funding

Change of ownership and house clearance at this property during 2014 brought the sign to auction, at Moore Allen & Innocent of Cirencester², from where it was acquired into sympathetic hands keen to see the sign returned to Feckenham and in some suitable way made available for community enjoyment. This stage of the process might have been more difficult than proved to be the case.

There was for example no issue regarding the legitimacy of disposal, which for milestones in particular (and especially their plates) has always to be an early consideration. The serendipity of the chosen auction house being in the same town as the writer of this article's home (and indeed his frequent stamping ground) is obvious, as is a good link with friend and fellow heritage professional Kathy Gee who lives in Feckenham.

The hammer price was reasonable and represents a very good-value purchase given the sign's condition and rarity value, the bonus being its added value to Feckenham. At 30 inches across as a roundel, it had survived in remarkable condition and without the damage which can often be seen on other surviving examples. At a more specialist auction of motoring memorabilia it would un-

doubtedly have attracted a higher hammer price – more serendipity.

A plan devised locally moved through stages to achieve an acceptable result. David Viner made the purchase at auction, Kathy Gee very generously agreed to be the interim project sponsor pending a final home and new permanent owner, and Christine Minto contributed from her knowledge a valuable wider context and significance for these 'Feckenham two'.

The village hall, initially suggested as the obvious solution, proved via various lively discussions to be the chosen location. An Historic & Cultural Significance Assessment prepared by the writer was made available to all interested parties and earned its keep in knowledge-sharing and awareness-raising. As part of a campaign tool-kit, this approach is certainly recommended.

The village Entertainments Committee, lively and regular users of the village hall and represented by Ian Bellion, resolved the funding issue by refunding purchase costs and made the sign the property of the village hall, a registered charity, which for the long term is the correct decision.³

Gaining permission

Location decided, an interesting next issue was the gaining of the necessary planning approval. Here contemporary planning guidance and an historic object initially proved to be out of kilter, in that Redditch borough council determined that advertisement consent for installation would be required. This was based on the assessment – new location and heritage purpose notwithstanding – that the sign nevertheless would continue to 'promote' a private (and well-known) company still very much in existence, trading in its original field and under its original name. This much was unexpected!

After representations, a result was found and advertisement consent granted, and helpfully at a much-reduced fee reflecting the particular 'advertisement' circumstances of this heritage sign and its location.

Installation at its new home

The final lap was achieved with yet more serendipity, a finely-shaped hardwood mount being created by Redditch Joinery (especially the 'highly recommended' Wayne when installing new doors for the village hall, with installation by Phil Tricklebank and other friends of



Fig. 4. The sign now on permanent display on Feckenham village hall. Photo: Linda Viner.

the hall. Lew Bennett carefully repainted the inevitable rust blemishes and Worcestershire Group member Neville Billington's guidance on the correct anti-rust and security fittings proved invaluable [Figs 4 and 5].



Fig. 5. Proudly displayed on the front wall of Feckenham village hall. Photo: John Smith.

Although what might have been a jolly launch party beneath the sign and a group photograph for the record never materialised, the result continues to be enjoyed by hall users every day since then, plus of course the many passers-by along Feckenham's High Street.

Writing in the village newsletter, Ian Bellion summarised it all as a 'great community effort for a true community asset'. Indeed it is and that's praise enough ⁴.

Acknowledgements

In addition to thanks already shared above, Alan Jones and Ian Bellion are thanked for their efforts in arriving at the best solution for Feckenham. The greatest thanks go to Kathy Gee for showing determination to return the sign to Feckenham in the right conservation and heritage circumstances, and in acting as a catalyst to achieve the final outcome.

Notes & References

1. David Keir and Bryan Morgan (eds): *Golden Milestone: 50 Years of the AA* (1955) and Michael Passmore: *The AA: history, badges and memorabilia* (Shire Books, 2003).
2. Lot 191 of 17 October 2014 sale; hammer price £240, with on-costs £292.
3. 'A new village landmark' in *Feckenham News*, November 2015, p.6 and front cover (also reproduced as a rear cover for *Milestone Society Newsletter* no 30, February 2016).
4. See reports in *Milestone Society Newsletter* no 28, January 2015, pp.20-1.

AA village signs

Christine Minto



On the White Hart Inn in St Teath, Cornwall, Ian Thompson spotted the AA sign displayed in a frame. [CW_STTEATH. Photo: Ian Thompson] But the one high on a wall in Mevagissey has disappeared. Another Cornish sign is in the museum in Helston. It is for Ashton about 5 miles to the west on the A394. I came to know of this one when making enquiries about the newly painted mileages on the ex White Hart Hotel in Retford. The curator at Bassetlaw Museum had recently moved from a similar job in Helston and her surname is Ashton. It is displayed in the cycling section. [CW_ASHTON. Photo courtesy of Helston Museum]



John Smith has been checking some of the known signs in Herefordshire. It is good to know the current status of the signs displayed in public view and in museums. Enquiries at the Lakeland Motor Museum in Ulverston revealed that they have Ford in Gloucestershire, Bowness in Cumbria and Great Barugh in Yorkshire. Also, these signs appear on eBay, at auctions or are spotted on television programmes. Bronwen Parr spotted one for Handcross in a building there just off the A23 in West Sussex.

The St Teath sign indicates 232½ miles from London. An extra ¼ mile after all those miles! But the record must be held by a Scottish sign for Laggan Bridge on the A82 between Spean Bridge and Invergarry. That is 570½ miles from London although it now resides much further north at Talmine on the Kyle of Tongue north of the A838.

Christine Minto would welcome any reports of new finds, movements or AA signs for sale. Contact Christine at frankminto@talktalk.net



Troubles in Ashdown Forest, East Sussex

The 'To London swirl' mileposts – lost, found and lost again

John V Nicholls

This is a tale of unresolved concerns that goes back to the early 1970s - a story of probable thefts, replacements, mistaken identities, recoveries and losses.



The Westerham and Edenbridge Trust was enacted in 1767 (7 Geo. II c.86) and ran from Farnborough, Kent south into Sussex where it is terminated just north of Duddeswell. The section in Sussex ran for approximately seven miles through Ashdown Forest – milemarkers 31 to 37 indicated miles to London. Surviving mileposts suggest that the entire route was marked with iron plates that the Milestone Society has given the type name 'Westerham marker' for those in Kent and 'To London swirl' for the Sussex examples. Sadly, only one of at least 16 of the Westerham markers is known to survive in Kent. It is KE_LSX15 on the A223 in Bromley (pictured

left). The mileplates were mounted on wooden posts in the same manner as the well-known 'Bow Bells' series.

Around 1972 the Sussex Industrial Archaeology Study Group (that was soon to become the Sussex Industrial Archaeological Society and hereafter referred to as SIAS in this article) carried out a survey of East Sussex milestones. All of the 'To London swirl' posts were located with the exception of London 33. The report published in issue no 5 for 1972-73 of *Sussex Industrial History* (pp. 2-13) said that '...posts on the East Sussex side of the county border are well maintained ... a strong contrast to the dilapidated state of the few remaining in Kent'.

In issue No. 7 of *Sussex Industrial History* (Spring 1976) it was reported that a replacement post for the missing 33 had been cast by Foundry & Engineering of Lewes and erected in May 1974. Replicas were also cast with miles 38, 39 and 40 to continue the series down as far as the A22. These were for aesthetic reasons because those three miles were actually part of the Tunbridge Wells – Maresfield Trust of 1766 (6 Geo II c.56).

Now jump forwards to 2002. Janet Dowding, the Milestone Society's county representative for Somerset and Surrey, carried out a survey of the London swirl mileposts in East Sussex south from Hartfield to Maresfield alongside the B2026. She was only able to locate 33 (SX_LEBX33), 36 (SX_LEBX33), 37 (SX_LEBX33) and 39 (SX_LEBX33). Michael Worman, the East Sussex representative had also photographed the mileposts a little earlier but although he also recorded 36, 37 and 39, he did not get 33 but did find 34 (SX_LEBX34). And from then on it was 'let sleeping dogs lie' until 2010.



The surviving 'London swirls' of East Sussex as photographed by Janet Dowding during her 2002 survey.

The next event in this tale of woe can be summarised from a report in *On the Ground* No.7 (2010) p.30. In 2010 Society member Mike Davies informed me that he had seen two To London swirl mileposts being offered for sale on eBay. Mike Faherty, who handled the database for East Sussex at the time, was notified. Mike contacted East Sussex County Council (ESCC) who put Guy Guyton, Licensing and Enforcement Officer at ESCC on the case. He contacted the vendor direct and referred to Sec22 of the Theft Act. The plates, To London swirls 31 and 33, were duly withdrawn from sale and recovered to the ESCC Highways depot at Ringmer. Michael Worman, the East Sussex rep, photographed the plates at the depot soon after the recovery. But now the first of many queries were to arise.



The two London swirls mileposts as shown for sale on eBay in 2010. Photos via Mike Faherty.



After recovery they were photographed by Michael Worman at the Highways depot at Ringmer.

The first question concerns 33. Was the one recovered in 2010 the original that was lost before 1972 or was it the 1974 replacement as photographed by Janet Dowding in 2002? This question will arise again later.

Secondly, what is the history of the 31? As can be seen from the photos, it has a different style of numerals. The original 31 was still in place after 1974 but not found in 2002. Was a replacement made, erected and stolen between those dates or was it made and lost between 2002 and 2010?

Soon after the recovery I took a drive down to Sussex to carry out a survey of any remaining London swirl mileposts. Only two were located; London 37 (original casting) and London 39 (a 1974 casting) although the 37 was in the position where 38 should have been.

Evidently there was some attempt to have the recovered mileposts put back by the roadside as there was correspondence on the matter between ESCC and the SIAS. This from 2011, for example from ESCC...

"The reduction in public sector spending has required us to carefully consider how we spend our limited resources. Milestones are no longer used by the general travelling public as an aid to movement ... We have adopted an asset management approach to the maintenance of our highway network prioritising funding to those sites most in need of repair. This does place the reinstating of the milestones very low on our priorities. However we are keen to try and accommodate the aims of the Sussex Industrial Archaeology Society. I estimate that due to traffic management costs on a B road, the mileposts could be replaced for £500 if the Archaeology Society is able to fund this."

The SIAS was unable to fund the proposal so there could be no further progress. And so, it was assumed, that the mileposts would be safely housed at Ringmer until better times. Of which more later...

In early May 2016 Society member Richard Raynsford noticed a milepost for sale in an antique shop in Rotherfield, East Sussex. On enquiring it transpired that the shop also had another available that turned out to be a 'Bow Bells' mileplate. Richard passed on what he had discovered to Colin Woodward who in turn passed it on to me; possibly as a potential newsworthy item for *Milestones & Waymarkers/On the Ground*.

For a few days things moved slowly and then all hell broke loose. Emails were flying in and out from every direction. Colin Woodward managed to stay in the loop and Robert Caldicott, committee member with responsibility for Theft and Recovery Liaison, also became involved. Robert decided to contact the East Sussex Historic Environment Record (HER) Officer, Sophie Unger who in turn got the police involved. Now things moved quickly and PC Richard Waters was the officer given the job of sorting matters out and a crime number was logged. The problem was that with so many people involved and so much crossing over of emails things were getting complicated. (With my memory not being as active as it was I had to copy the whole email trail into a Word document to aid the writing of this article. It was 52 pages long!) In fact, John Atkinson, the Milestone Society Secretary got dragged in as So-

phie Unger had sent him an unrelated email concerning locations of certain 'Bow Bells' posts. Even so, within a few days the two mileposts had been recovered by PC Waters.



The two mileposts recovered from Rotherfield in 2016. On the left, the 'Bow Bells 34' looks a bit sorry for itself. Photos: Richard Waters

PC Waters was keen to find out as much as possible about the background of the recovered posts. The mileposts were being sold on a commission basis for a third party. Needless to say, the person from whom they were taken was aggrieved that he had bought them innocently at a car boot sale or similar and was therefore out of pocket.

Photos of the two mileposts arrived. The Bow Bells 34 was not of immediate interest to me but the To London swirl was. It bore many similarities to the 33 that was recovered in 2010.

In the intervening days I was in contact with Sophie regarding her query about the Bow Bells mileposts. It transpired, when I asked about details of the London swirl mileposts, that the East Sussex HER was very deficient in milestone records. I obtained the full Milestone Society database for Sussex and sent it to her. I also updated the grid references for all the London swirl mileposts to ten place references as the originals were only recorded to six places. All rather time consuming:

checking locations on old large scale OS mapping – plot the position on Google Maps – get grid references using <http://www.gridreferencefinder.com/> By now I was wondering how I got so wrapped up in East Sussex matters!

During this aside PC Waters was still on the case and trying to determine the true ownership of the mileposts. The initial response from ESCC was not very encouraging when they stated...

Thank you for your email, I have spoken to a number of my colleagues regarding these milestones and we do not think that they are ours.

While they will be the property of the highways authority, in this case we think they will have been situated on the trunk road network and therefore they will be the responsibility of the Highways Agency (Highways England).

While we can't speak for Highways England it would be extremely unlikely that we would have sold off any excess stock as a Highways Authority.

Huh? No! The London swirls came from the B2026. And the underlining is mine.

My next task was to find as many photos of London swirl mileposts to make comparisons between the 2010 and 2016 recoveries. Janet Dowding supplied those she had taken, Michael Worman those of various dates and Michael Faherty (who was looking after Sussex database) still had copies of the eBay pictures from 2010. By now I was certain that the 2016 recovery was the same one recovered in 2010.

Michael Worman went to the East Sussex CC Highways depot at Ringmer and enquired about the mileposts that were recovered in 2010 ('To London swirls' 31 and 33). He was told that they do not work on milestones 'because of health and safety concerns'. The bad news was that the two To London swirl mileposts were apparently disposed of and no longer on site.

It was now well into June 2016 and Casper Johnson, County Archaeologist with ESCC took over from Sophie Unger in the dialogue with ESCC Highways Assets team. On 28 June he emailed me..

By way of an update I just wanted to say that I have met with Peter Sutton (ESCC Asset Technician) this afternoon and am delighted to report the following progress:

ESCC will be:

- *taking back the two posts that have been held by Sussex Police following their work to safeguard them*

- *looking to reinstate the two posts in their correct positions once highways safety issues have been satisfied*
- *managing/maintaining as appropriate the milestone/milepost ‘assets’ on our highway network ‘going forward’*
- *scanning the Milestone Society’s photographs of these assets which are with the Highways team at Ringmer so that a digital copy can be linked to the Historic Environment Record (HER) and a copy held with the Highways team. The originals can then be returned to the Milestone Society if that would be appropriate or kept by the East Sussex Record Office at the Keep if the society would prefer).*

Can I thank you all for your help and assistance. I think this will be a good outcome for local communities in East Sussex and for these particularly characterful heritage assets. We will provide a further update to the bullet points above to confirm progress in due course.

The references to ‘the Milestone Society’s photographs’ were still a mystery as this article was being completed in August 2017. The email trail went quiet throughout the remainder of June and early July. Then on 28 July Casper notified me that...

Peter in Highways is picking up the two milestones from Richard [Waters]. My understanding is that there are no milestone[s] presently in store with ESCC so I am uncertain where those recovered in 2010 are now. So we can check if as you say the 2010 recovered ‘33’ is one of those recovered this year.

This is where the story ended or rather was left open-ended. There was nothing to add by the summer of 2017. There are so many unanswered questions such as what happened to the 2010 recoveries that should have been in the ESCC Highways Ringmer depot? Were they disposed of (scrapped, sold or given away) as unwanted assets or were they stolen from the depot? And if the To London swirl 33 recovered in 2016 is the same as the one saved in 2010, then what was its story in the intervening years? And what happened to the 31?

During the information exchanges with ESCC Archaeology Section - Environment Team I was informed that the ESCC Highways held two donated albums containing almost 350 photos, mostly of Sussex milestones. These were scanned for me but they throw little light on dates of losses, etc. as they are undated. 27 show London swirl mileposts including the 35 in a workshop (perhaps the workshop of the Conservators of Ashdown Forest who carried out restorations of mileposts in the Ashdown Forest area). The photos below are undated and sadly all lost before 2000.



Although undated the first five photos above might date to around the 1972 period. What is missing? The 33 - the main subject in the article. What is worthy of note is the way that most of the posts are set into stone blocks rather than attached to supporting timber backing. The photo on the extreme right shows 35 in a workshop, possibly used by the Conservators of Ashdown Forest. Against the wall are two Bow Bells plus buckle and two Bow Bell continuation plates awaiting restoration. Perhaps late 1990s.



Bow Bells footnote

I have left out the recovered Bow Bells 34 in this piece but there is certainly a need for a complete resurvey of the Bow Bells series. How many Bow Bells (original or replacements) are missing? How many are in need of urgent restoration, with special attention to the timber backing posts? One such loss appears to be the 56 mile Bow Bells continuation (the type with just a mileage on them) one south of Hailsham. With identification SX_LLE56, it was reported as ‘missing’ in June 2015. This was the last surviving original of the Hailsham to Eastbourne continuation series. 57 to 61 were replacements made by Foundry and Engineering Ltd of Lewes and erected in 1973. Regrettably the past 45 years have been unkind to them and only the 59 (SX_LLE59) at Westham has survived.

Left: Bow Bells 34 in happier days complete with a garland of ivy. Photo: Michael Worman

Feedback, Updates and Queries

Road Signage Removal, Norfolk 1940

Keith Lawrence's article in *Milestones & Waymarkers* vol 7, 2014, gives a good background to the government orders for the removal of road signs during the invasion scare of 1940 in order to make it harder for enemy parachutists to find their way around the country should they land.¹ An update to this article by David Viner in 2016 notes several stories of the measures taken in different areas.² David comments that more could be learned from studies of local authority archives, and the following are Divisional Surveyors' Circulars found in the Norfolk Record Office.³ Their avuncular style can often make amusing reading.

29 May 1940: Circular. The telephone instructions today are confirmed, viz: to remove all direction arms, approach signs, RAC signs and AA signs giving directions to any place and wherever situated on any public highway. The only exception is in built-up areas of towns, and here you must use discretion – if there is a direction arm in a town pointing say to Norwich or King's Lynn and so on, you had better have it removed. The whole idea is to make it as difficult as possible for the enemy to find their way about.

30 May 1940: Circular 2607. Removal of Directions Signs etc.

In several references to my message of yesterday regarding the taking down of direction signs, you will please add the following instructions:

If the name of the parish is painted on the post you will take steps to black it out with black paint.

In some of the Divisions there are signs pointing to the Castle Hotel – Norwich so many miles. These are to be taken down and when you get a chance let Mr Harry Pointer have them. Do not worry about this yet. i.e. letting Pointer have them.

All milestones are to be dug up and buried, or alternatively, soil is to be heaped over them so they cannot be seen. The burying idea seems the best if you have time.

It has now been decided that all signs, even in built-up areas of towns are to be taken down.

Take down all those round signs in villages, etc., belonging to the RAC and AA which give the name of the place and the mileage to the next places backwards and forwards.

You will not take down yet any advertisements standing on private ground which have got the mileage to Norwich or Lynn or other places marked on them. The Ministry of Transport will give us further instructions about these also.

P.S. No 5 & 7 Division only: you will take down Messrs. Bullard's sign at Taverham which points to the four public houses.

1 June 1940: Circular 2613. I am informed today that some milestones are being taken up but others

are still being painted. This is very likely due to the fact that routine painting was in progress before you had the instructions that milestones were to be rendered unusable.

A Divisional Surveyor has tried blacking out with black paint the parish name on the direction post and it is not successful as the name shows through afterwards. If you cannot get it out by painting, then scrape it off entirely. This can easily be done with a painter's scraper. If you have not got a painter's scraper get some, or improvise, but get it off somehow or other.

On Monday morning at about 10 o'clock, ring through to the above office and make a verbal report on the position of affairs with regard to taking down the direction signs, milestones etc., and if you have not completed the taking down by then, let me know how far you have got so far, and when you estimate that you will have the job completely finished in your Division.

If necessary, keep the men on overtime, as the days are long now.

3 June 1940: Circular 2616. Take steps to remove all parish boundary posts.

3 June 1940: Circular 2618. Take down all Railway Company signs pointing to railway stations attached to direction posts or telephone poles. Take down any signs pointing to Houses, Halls etc., even if on private property. Approach the owner or occupier and explain to him.

8 June 1940: Circular 2625. Removal of Direction Signs etc.

I have had further instructions from the Ministry of Transport that signs bearing route numbers without place names should be removed. You have probably done this, but if you have not, please do so.

Also, signs on bridle roads or footpaths which bear place names should be removed, or the names obliterated. You have possibly done this; if not, do so.

Street name plates bearing the names of towns are not to be removed or obliterated. This covers cases where, say in Aylsham for instance, there is a board up showing Norwich Road – you do not take such signs as these down.

12 June 1940: Circular 2630. Re: Disposal of Direction Arms from Direction Posts etc.

I have had complaints from the Police that in several cases it is observed that the direction arms from the direction posts have been taken off and laid over the hedge, and it is pointed out that by fitting these back again anybody could make use of the post.

This has got this Department into a great deal of discredit, and you must immediately take steps to have all these direction post arms gathered up wherever they may be and taken away at once to store.

I cannot say that the incident happened in any partic-

ular division because I was not informed of that, but definitely you have got to deal with this matter promptly and effectively. The incident has not only brought us into discredit from the point of view of common sense, but it has even given rise to doubts about the loyalty of those who were responsible for this.

Apart from a short paragraph outlining Sir John Reith's order in Parliament for the removal of direction signs, there was little mention in the local press about these measures. On 1 June the *Eastern Daily Press* pointed out that there were many milestones around the country and that "to uproot and hide them all would be a prolonged business, but there is sound wisdom in a suggestion made to us that they should be defaced." This clearly happened to a milestone in Pulham St Mary (NO_HNIP02). It was found a few years ago and moved to the centre of the village. A metal plate was attached giving its original location and its former mile-ages of Harleston 2, Norwich 17.

There is good anecdotal evidence, however, that many other milestones in the county were buried, and some are still being recovered (e.g. NO_WF7b in Gt Snoring, found in 2015 and re-instated in 2017). The fingerpost pointing to Bullards' pubs seems to have been returned later and stood by the Fakenham road (A1067) until about the mid-1960s. Bullards was taken over by Watneys in 1966.

References

1. Keith Lawrence: "Emergency Powers and the Milestones." *Milestones & Waymarkers* vol 7, 2014, pp.3-6.
2. David Viner: "Emergency Powers and the mile-stones – further examples come to light." *Milestones & Waymarkers* vol 9, 2016, pp.49-50.
3. Norfolk Record Office: C/SR 7/22 Divisional Surveyors' Circulars 1940.

Carol Haines.



Left: Defaced NO_HNIP02 (Pulham St Mary) with explanatory plaque.

Centre: Milepost NO_WF7b (Gt Snoring). Found and exhumed by Ben Skillings.

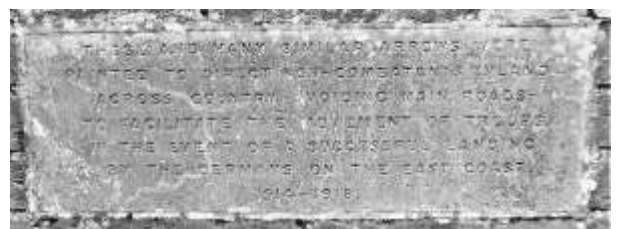
Right: Bullards fingerpost, Taverham before it was removed in the mid-1960s.

The First World War—100 years on (continued)

While researching the popularly misquoted Essex village of Ugley I came across this commemorative stone and thought it might be a useful follow up to my article in *Milestones & Waymarkers*, vol 9, 2016, p.47. Its size is 27 inches by 9 inches and it is clearly visible in Pound Lane at TL 51694 27129. It commemorates the WWI Essex Evacuation Plan which would have seen the county's civilian population to the east of the GHQ Defence Line walking to Oxfordshire; a forlorn hope and an aspiration that was soon abandoned. Date of installation is unknown but it replaces the painted arrow which is long since faded. Thanks to Mike Rayner it now has the reference EX_UGLEY01cm. The text reads...

**THESE AND MANY SIMILAR ARROWS WERE
PAINTED TO DIRECT NON-COMBATANTS INLAND
ACROSS COUNTRY—AVOIDING MAIN ROADS -
TO FACILITATE THE MOVEMENT OF TROOPS
IN THE EVENT OF A SUCCESSFUL LANDING
BY GERMANS ON THE EAST COAST.
1914—1918**

Mike Bardell



Saddleworth boundary stone identified

In *Milestones & Waymarkers*, vol 7, 2016, p.49 we appealed for information about an unidentified and defaced boundary stone included in our survey of examples of wartime 'Emergency powers and the milestones', being an example of a thorough defacing job leaving the stone's location unrecorded – the original purpose of this WW2 exercise of course.

The response was prompt with replies from three members with considerable local knowledge of the Saddleworth area, which is now administratively within Oldham Metropolitan Borough but formerly was part of historic Yorkshire. The milestones, tollhouses and road network of this area were very well studied by our late member Chris Marcus and the Society has access to what survives of his records and files, including papers published in the Saddleworth Historical Society *Bulletin*.

Appeal responses came from David Garside, who contributed a very relevant short study on Saddleworth Boundary Stones to our *Newsletter* (26, pp.26-7), and Richard Heywood, both of whom identified this as one of at least four erected by the borough of Mossley (now in Tameside, Greater Manchester), probably when it became a borough in 1885. At this same time it also took in little bits of Cheshire and Saddleworth from the West Riding.

The one pictured in 2016 is on the A670 on the boundary with Yorkshire (pictured far right). It presumably says: (left face) County of Lancashire/Lancaster, Salford Hundred, Borough of Mossley; and (right face): County of Yorkshire West Riding. The others are at the other end of the A670, where it borders Ashton-under-Lyne, and at each end of the A635 where it borders Saddleworth again and Stalybridge.

David added some more detail about the significance of the hundred as an administrative division, which by



1885 was of course something of an anachronism. Salford Hundred in Lancashire county was one such area, historically loosely based the number of hides - usually 100 to the hundred. In simplest terms a hide was around 120 acres, sufficient to sustain a family. As Yorkshire was within the Danelaw a thousand years ago, equivalent divisions west of the Pennines were called Wapentakes with Saddleworth being part of Agbrigg, an administrative division that was still in use in the 19th century. This roughly covered Pontefract, Wakefield, Huddersfield and Saddleworth.

Brian Davey, from Wheatley, Halifax and one of the Society's founding members, confirmed the above from the evidence of his own extensive wanderings in the area and added another example of defacement, this one in Calderdale on the B6113 Greetland to Ripponden road. Thanks are due to all three contributors for providing information.

Examples of this group of Mossley Borough boundary markers in the Quick and Dacres areas along Saddleworth's southern boundaries, as described in David's article, can be seen via the Repository on the Society's database as follows: YW_SADMOS01cb to YW_SADMOS04cb.

David Viner



Above left. YW_SADMOS01cb on the A365 (Manchester Road) at grid reference SD 98334 03637. Above right. SADMOS03cb on the A670 (Mossley Road) at SD 97710 03739.

Photos: David Garside.

Far left. YW_SADMOS02cb on the A6050 (Stockport Road) at SD 97534 03702. Left. YW_SADMOS04cb on the B6175 (Huddersfield Road) at grid reference 4 SD 98457 03540.

Photos: Richard Heywood.

Essex recovery

Milestone EX_BITF02 was reported missing in 2016 (see *Milestones & Waymarkers* vol 9, 2016 p.19). It was rediscovered early in 2017 after the adjacent overgrown hedge was cut back and layered.

John V Nicholls has taken home the battered remains and plans to reface it (thereby removing the HILL DROP house name) before cutting in the original BILLERICAY / 7 / TILBURY / 7 legends as shown on old OS maps. If the bottom of the stone cannot be found then a concrete base will be added to give extra height.

The stone is one of three survivors from the Hadleigh Trust (1793. 33 Geo. III. c.149). The Trust made no attempt to renew the Act after the first term of 21 years.

John V Nicholls





The Fingerposts Column

POINTING THE WAYS

Fingerpost News from Devon

Tim Jenkinson

A well-known wooden finger post from Crediton in Mid Devon has been repainted, repaired and repositioned at Forches Cross (SS 819080) near the town. It is one of the relatively few wooden posts now remaining in the area with the distinctive 'wavy' arm design that is accredited to Joe Mitchell a carpenter from Knowle who was employed by Devon County Council for 43 years from 1929 to make and maintain all finger posts for miles around. The posts are made of oak and the arms of pine and were painted white with raised numbers and letters picked out in black. The one at Forches Cross with its unusual five arms shows directions and mileage to twelve destinations including Tiverton at 12 and a half miles, Exeter at 8 and a quarter, Crediton Station at one mile and Okehampton at 18.

Other posts of this design are known to survive at Red Cross Hill (SS 841008), another stands in Newton St Cyres on the A377, there is one in the village of Yeoford (SX 783988), another outside the Portsmouth Arms in Chawleigh (SS 711124) and one as far away as Chawleigh Week Cross (SS 683131) some 14 miles from Crediton. Apparently, Mr Mitchell used to cycle to the various locations and carried out much of his work with hand tools at the roadside. Together they are a remarkable collection of hand crafted posts. He died in 1993 at the age of 85 years.

A cast iron finger post in the centre of Ipplepen in South Devon has received a much-needed renovation, and has been repositioned by the war memorial in Fore Street at the crossroads in the village. This post shows directions to various towns and villages and had stood redundant against a nearby wall for many years slowly falling into disrepair. The restoration has been especially pleasing to county representative Tim Jenkinson who wrote to the Torquay based *Herald Express* some ten years ago about the condition of the post and the need to renovate before further deterioration. At last something has been done to restore it to its former glory.



Crediton Mitchell Post at Forches Cross.



Ipplepen fingerpost after repainting in 2017.

Free Publicity in Cornwall *Ian Thompson*

A fingerpost restored by the Milestone Society and Cornwall Council featured on a publicity postcard given out this year by Warrens Bakery, the West Country chain of pasty makers – 'The oldest Cornish pasty maker in the World' (established 1860).

The fingerpost at Trewellard, St Just in Penwith (SW376336) was in a sad condition when Elaine Baker,

the Clerk of St Just Town Council, approached the Milestone Society in January 2011. It was rusty, with two arms missing and was located at the road edge where it was in danger of damage from passing traffic.

A name plate on the base of the fingerpost column said it was made by Holman and Sons of Penzance. The elaborate design dates from the very early years of the 20th century. Each arm features a pointing hand. The column has a spiral twist pattern like a barber's pole on

the upper half, while the lower half is fluted. Most cast iron fingerposts have the arms mounted on a sleeve dropped over the column, but this one had arms fixed to a horizontal disc in a design unique to Cornwall.

With finance from the town council, the Milestone Society had two new arms cast, stripped and repainted the two surviving arms and arranged for the column of the fingerpost to be shot blasted and repainted by JW Engineering of Camborne.

The Highways Service of Cornwall Council worked

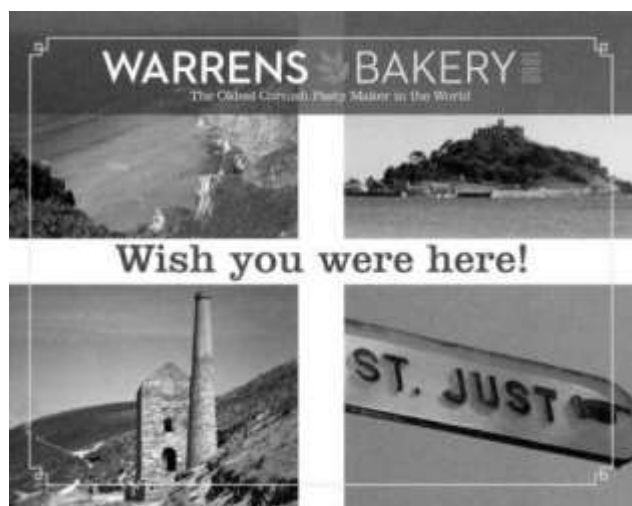


The restored fingerpost at Trewellard.

with the landlady of the Trewellard Arms to relocate the fingerpost slightly further back from the road, making it a feature of the pub car park.

The refurbished fingerpost was inaugurated by the Mayor of St Just on 26 September 2011.

Warrens Bakery knew nothing of this! They chose the fingerpost arm with the pointing hand because it was a Cornish icon, like the other icons featured on their postcard.



The Warrens Bakery publicity postcard.

An Essex arm repair *John V Nicholls*

A few years ago the short 3 foot 6 inch fingerpost in the village of Rickling Green suffered a vehicle strike that broke off its single arm. Having read about the restoration of the posts in Braintree (see *Milestones & Waymarkers* vol 9, 2016, pp.42-5) the parish were keen to have the arm on their post replaced. But with funds being tight I suggested that a repair would be a cheaper alternative than the casting of a new arm. There might even be enough money left in the pot to have a couple of conical finials made to replace those missing from the village's two posts.



Before and after. When the arm was broken the upper shaft was also bent back by several degrees. This prevented the removal of the top assembly in one piece as the shaft was jammed firmly into the top of the carrier housed within the top of the pillar.

After lengthy deliberation the repair decision was made. The break was clean and so welding would be feasible. It was only during the difficult removal of the

arm's hub that a further crack was detected that meant two welds would have to be undertaken.



The arm parts ready to go off to the blacksmith for welding.

After welding the arm required a bit of fettling before rust removal; priming and painting completed the repair. The replacement of the arm to the pillar was certainly an easier job than the dismantling.

New conical metal cone finials will be pricey so it has been proposed to produce fibreglass replicas.



A fingerpost listing anomaly in Ashleworth, Gloucestershire

David Viner

Listed building legislation is often thought of as a mine-field of conditions and apparent hurdles to be overcome when seeking to add this additional level of protection to any particular structure. One of the particular issues but also an opportunity for milestones and other waymarkers is the group value (or otherwise) of any given sequence and the challenges which any breaks or losses within that sequence can create.

Another is the issue of replica replacements and whether they in their turn should be protected as part of a particular run. Recent work on the Judges Road in Cornwall might provide one such example¹.

There is also the date cut-off to be considered, which is relevant to this story. Since 1987 no building newer than 1939 has been eligible for listing, other than some of the most exceptional modern buildings. So an example of a finger-post in Gloucestershire where this seems to have been overlooked (or perhaps insufficiently researched?) provides an interesting anomaly.

Ashleworth is a Severn-side parish only seven miles north of Gloucester, probably best known for its fifteenth-century tithe barn (National Trust) and the nearby riverside Boat Inn. En route to either most visitors would pass a very rural road junction known as Bricklow, in

the centre of which stands a 'period' fingerpost (SO 815254).

This is a distinctive design, in so many ways characteristic of the style of wooden finger posts once common in the county, of which few if any still remain in any form of 'original' (a key word) condition. Those features include the size and shaping of the post, the matching design of the solid block timber finial and the striking black and white horizontal banding of the painting scheme.

Especially eye-catching on this post are the three short arms with directions (but not distances) to Gloucester, Hasfield and (Ashleworth) Quay. These are attractively framed and with supports to match, giving the post a pleasing and special finish. It is easy to assume therefore (as I've always tended to do) that this is a period piece with some historical significance. Indeed, that must have been the basis on which it was designated as a listed structure, Grade II, in November 1986, when it was described as 'probably early C20'².

Not so, apparently; it is a replica or replacement or whatever is the appropriate word, albeit maintaining what must be assumed was the style it replaced, and therefore its special character. A true replica, perhaps?

This much was discovered by John Chandler, who in his role as Gloucestershire editor for the Victoria County History, examined the Ashleworth Parish Council minutes whilst researching the latest volume in the VCH county series, and in so doing revealed that the post was erected in 1972 as a replica of an earlier post it replaced³.

Following a suggestion made at the Council's meeting on 16 June 1971 that 'something should be done concerning the condition of the sign post, the following January's meeting (18 Jan 1972) considered a letter from Gloucestershire County Council 'saying that it was too far gone for repair, but in view of local opinion they were having a replica made at approx. cost of £120. Both Dr Barnes and Mr Chamberlayne considered it as something of integral value from the past and it was proposed the P.C. contribute £20 towards the cost. This was accepted.'

That was evidently proceeded with and at the 24 May 1972 meeting the Council noted that 'the replica had now been erected', and so authorised its own financial contribution.

By 1986 therefore when it was listed the signpost was a mere fourteen years old, and was as John Chandler remarked 'almost certainly (and illegally) the youngest construction ever listed up to that date'. It had joined a



pantheon of outstanding modern buildings such as Coventry Cathedral, Centre Point and the first Severn motorway bridge – and it's younger than all of them!

For the Milestone Society's interests, the significance lies in the fact that repair and replacement (presumed to be usually like for like) of wooden fingerposts must have been the norm in highway maintenance, for purely functional reasons, so that the concept of a designation as 'replica' is a modern term imposed upon this process.

Given that process, what matters surely is the degree to which the present-day sign has faithfully replicated what has gone before, with all its peculiarities and in this case what might be a local style surviving here as one of the last, if not the last, functioning example in the county. Its listed status helps to preserve that too, the 'original' being long out of reach.

As a postscript to this story, the listing of the 1972 replica was reported via the recently introduced 'Enriching The List' initiative from Historic England⁴, despite as John put it the 'danger of delisting, and therefore of losing the protection it currently enjoys' and which he hoped would continue.

As an outcome, a more formal submission for re-listing was not pursued, largely for this very reason, and

as far as is known no further action was taken. The listing remains in place⁵.

Acknowledgement

With many thanks to John Chandler, who as editor for the Victoria County History in Gloucestershire, 'discovered' this anomaly, wrote about it in the *VCH Gloucestershire Academy News*⁶, and kindly encouraged this story to be further developed here. Ashleworth is included in Volume XIII of the Victoria County History Gloucestershire series (Severn and Leadon Valleys), published in September 2016.

References

1. see *Milestones & Waymarkers* vol 6, 2013 pp.16-7.
2. National Heritage List for England, List Entry: 1171086.
3. Glos Archives, GA, P20a PC 1/2, Ashleworth Parish Council minute book, Sept 1960 – Feb 1980.
4. see <https://historicengland.org.uk/listing/enrich-the-list/>
5. A photograph of the predecessor signpost was published in *Glos Countryside* for January 1986 p.8. A similar post, with a cast iron cap, stood until 1923 on the cross base at the Green, recorded in a photograph in *Ashleworth: a Severnside Village* (c.1997), p.90.
6. Issue 4, January 2016, pp.7-8. See <https://tinyurl.com/yaanbdo4>

All images by David Viner on 13 May 2006.



WE NEED YOU!



The Newsletter and Milestones & Waymarkers...

... needs your contributions. We have some material in hand for both of our publications but more is always welcomed.

Shorter articles and county news should be sent for inclusion in the *Newsletter* at newsletter@milestonesociety.com

Longer articles or those that are heavily illustrated should be submitted for inclusion in *Milestones & Waymarkers* at jv@milestonesociety.com

Thanks in advance from the Editorial Panel.

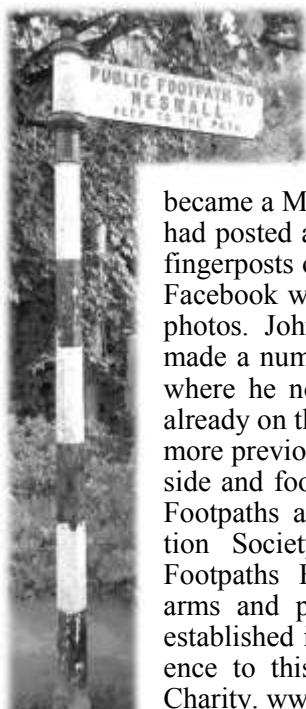
Footpath Fingerposts

Cast iron on the Wirral and traditional wood in Essex

John V Nicholls

Anyone studying fingerposts on the Google Earth layers will be presented with a nationwide sea of brown markers and a further check on the fingerpost spreadsheet will reveal that over 4,200 (as at mid-2017) are now on the record. There are some questionable entries; mostly because they are 'too new'. The general rule is that they should be pre-war or after the war up to the age of Worboys where they are of special interest.

About 25 fingerposts for the Wirral (formerly in Cheshire) show up on the database. Among them are a number of footpath posts. Normally footpath fingerposts have been excluded from the data (many may look old, especially wooden examples that are generally of an ephemeral nature like Triggers' broom - original even though it had had 'seventeen new heads and fourteen new handles...') but the cast iron Wirral posts are a notable exception. Their inclusion is certainly permissible because (a) most are well over 100 years old and (b) many are Grade II Listed. I noted that many of these posts did not have photographs in the repository, just links to Images of England entries. I had the intention of one day of heading from Essex to Cheshire and carry out a new survey but it never happened. Then our Facebook presence came to the rescue.



John Turner was a 'Facebooker' and had posted numerous photos to the page, both current and photos he had taken in times past. He eventually became a Milestone Society member. I had posted a list of the Wirral footpath fingerposts on the Society's database to Facebook with a request for up to date photos. John took up my challenge and made a number of forays to the Wirral where he not only surveyed the posts already on the database but found many more previously unrecorded, both road-side and footpath examples. The Wirral Footpaths and Open Spaces Preservation Society (abbreviated to Wirral Footpaths Etc Society on fingerpost arms and pillars as appropriate) was established in 1888 and is still in existence to this day and is a Registered Charity. www.wirralfootpaths.org.uk

Although the name of the maker could not be detected on every post they can, almost without exception, be attributed to W H Smith of Whitchurch, Shropshire. Characteristic features are the tapering pillars with an octagonal section and surmounted with a pawn finial. The arms are also of the shape usually associated with Smith fingerposts - rectangular with nibbled corners. All are attached to a top shaft via a full height boss. It is the arms that have

four different styles. The reason for the changes has not been determined but it may have been on the basis of cost or perhaps some of the simpler examples were replacements for broken arms.



On west side of unclassified Landican Lane, Storeton - Grid reference SJ 3027 8460. This arm with raised legends with the WIRRAL FOOTPATHS ETC SOCIETY heading is probably one from the early period of the Society. The pillar of this one bears an inscription but it faces away from the road and was covered in ivy. It likely reads WIRRAL FOOTPATHS ETC PRESERVATION SOCIETY BY PERMISSION OF THE COUNCIL.



Thurlaston. SJ 2485 8397. This style no longer has a reference to the footpaths society. However, the pillar does bear the inscription in plain raised lettering. WIRRAL FOOTPATHS ETC. PRESERVATION SOCIETY BY PERMISSION OF THE COUNCIL.



Walden Drive junction with Parkgate Road, Puddington. SJ 3500 7391. Cast with only PUBLIC FOOTPATH in raised lettering and flat space below for hand painted or sticker legends below. Such arms would be cheaper to create using a standard pattern. The painted legend used to read TO WELSH ROAD but had completely disappeared by 2016. The pillar bears the legend . ERECTED BY THE WIRRAL [sic] FOOTPATHS SOCIETY BY CONSENT OF THE COUNTY COUNCIL PLEASE KEEP TO THE FOOTPATH .



Bottom of opposite page. On B5140, Montgomery Hill, Frankby. SJ 2424 8610. This type is a plain without cast lettering. The legends would have been hand painted or in this case by the application of transfer or sticker lettering. A full boss is still in position that suggests an original arm was broken off and the plain one affixed with clamps was a replacement.



Heath Road, Little Bebbington. SJ 3297 8419. This example was broken (top shaft and finial missing) and adapted to fit of the top of the pillar. All vestiges of painted or stickered lettering long since lost as is the case with most of the flat castings.

All of the Wirral photos and comments by John Turner.

Wooden footpath fingerposts in Essex

As a child in the late 1940s I recall that footpath posts in my part of Essex were mainly wooden with stylised finger-shaped arms. They were all painted green with, if memory serves me correctly, yellow painted legends indicating destinations or simply public footpath. In the case of the latter there would be no need to take them down in 1940 due to the invasion scare so there is every likelihood that they were original pre-war posts. During my searches for fingerposts in the 'Noughties' I was surprised to find one of these posts extant in Theydon Bois, near Epping. I spoke with an elderly passer-by who said that the post had 'always been there'. However, 2016 revealed that there are more survivors of the type although not all as old as they appeared.



The not so unique surviving early wooden post found in Theydon Bois. Photo: John V Nicholls.

When Mike Bardell of Braintree joined the Milestone Society in 2016 I happened to mention old wooden posts during one of our conversations. I had briefly seen one of the old style posts when passing through the parish of Black Notley, south of Braintree. Mike informed me that what I had seen was actually fairly new and supplied the following.

Black Notley painted footpath fingerposts

Notes from farmer John Cousins, Dagnets Farm

(now Crossing Lodge) – 26 August 2015.

In 1993 farmer John and others persuaded the Parish Council to join the Parish Paths Partnership and set in place plans to restore parish fingerposts in the style he could remember before WW2 and which had all disappeared thanks to the fear of invasion and spies.

With Eddie Groombridge and Chris Fell he set about opening up all the paths (a major task and resented by some landowners who feared loss of privacy) and listing each post. It was decided to add pub names to the wording where appropriate to aid walkers find refreshment.

The oak posts were to replicate the originals, faithfully including stopped chamfers on all four corners of the posts; joints were mortised, tenoned and doweled.

Funding was secured with the help of Black Notley Parish Council, sign writing was carried out by a man called Day from Hedingham and erection was by John and other farmers. The posts were set in lean mix concrete. Some went up in the late 1990s but most around 2003/4.

Twelve of the new posts were manufactured and erected. The table below derived from the original location instructions.

Junction of Snakey Lane and lane to Hazeltontop(?) Bungalow.	TL7552 1952
Where John Ray Walk (JRW) crosses Snakey Lane.	TL7656 1986
Snakey Lane towards Batemans Farm, footpath entrance to Ranks Green.	TL7491 1878
Notley Hall/Church	TL7608 2072
Where JRW leaves bypass footpath to cross Hayeswood Drive.	TL7576 2140
Baker's Lane, next to pond and near Ratcliffs.	TL7550 2085
Near John Ray Cottage on Baker's Lane.	TL7575 2091
Dewlands Road, where footpath starts on R/H side.	TL7666 2049
Snakey Lane/Witham Road, Black Notley.	TL7698 2007
Baker's Lane (Row Green) entrance to Martin's. On grass island.	TL7480 2044
Friar's Farm Junction of bridleway to Dagnets Lane.	TL7427 1970
Baker's Lane, start of footpath opposite 'Tom Church' cottages.	TL7490 2058



Guard your pockets in Black Notley if on your way down this footpath! Photo: Mike Bardell.

Article concludes on page 68.

From the Archives

A unique fingerpost survivor in Essex

John V Nicholls

The internet is an amazing place that can throw up the most unexpected leads. While searching for information about a strange (lost since 2006) cast iron marker in the Essex village of Fyfield I opened up a website of stock photos. One of the images showed the upper part of an old fingerpost. There was no information other than 'Norwood End, Fyfield' and that the photo was taken in 2010. Norwood End is a country lane with a number of side turnings that all terminate out in the fields. It is a location that certainly would not merit the erection of a fingerpost. The single arm looked familiar so I drove out to Fyfield, a few miles north of Chipping Ongar on the B184 to see if it was still there. The post was easily located on the verge and was being utilised, with the addition of an extra arm, as a house name. Upon seeing the post in its entirety confirmed why it was familiar. I had a copy of a postcard dating from the late 19th or early 20th century that showed the same post.

Below and right: The newly discovered fingerpost in Fyfield.



Above: Undated postcard showing the post in original location.

In the late 1960s John Brooker was researching for his book *Essex and the Industrial Revolution* (Essex Record Office, 1974). In the book (page 120) he had noted the post on the edge of Upminster Common (now called Tylers Common) had one remaining arm with the legend BRENTWOOD on one side and BROOK STREET on the reverse. He attributed the post to Wedlake of Hornchurch and perhaps manufactured as early as the 1840s.

There is more research to be done such as when the post was taken down after c.1970 and when it ended up in private ownership. It seems to be a unique survivor. The only other known Wedlake fingerpost (probably dating from the late 19th century) is housed in the Tithe Barn Museum, Upminster, London Borough of Havering.



This post of the same type stood at Chase Cross, north of Romford. The photo dates after the early 1920s as one arm has a road number attached.



From an old postcard. Same type but different arms. This is Mountnessing, Essex between Brentwood and Ingatestone. Would later be the A12.



The later type of Wedlake fingerpost. Rescued from a Brentwood Council depot and now displayed in the Tithe Barn Museum, Upminster.

There's milestones on the Dover Road...

The London to Dover milestones

Colin Woodward

The 71 mile long route from London to Dover has been important from the earliest times, originally forming the south-eastern stretch of Watling Street. (Fig 1) Today's main route, the A2, bypasses the original road in a number of places. In addition, the former turnpike roads where surviving milestones can be seen do not always follow the line of Watling Street, notably the stretch between Dartford and Strood.

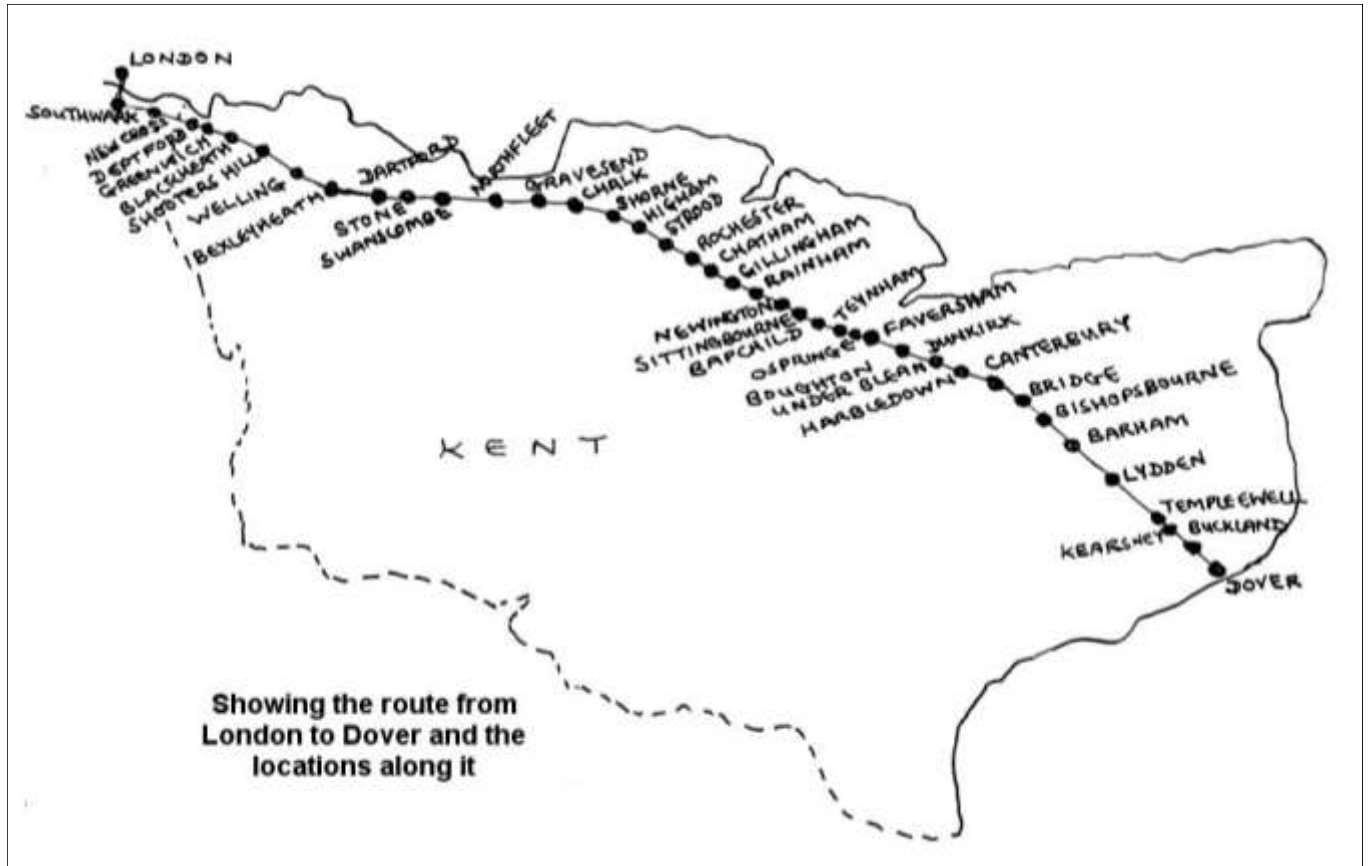


Fig. 1.

One Roman milestone still survives, which can be viewed at Maidstone Museum. It is the only known surviving Roman milestone to have been found in Kent. This milestone was reused in modern times and had the inscription 'THE WARREN / SHORNE'. One has to look carefully to see the original Roman inscription, which reads: 'DDNN / (F)LAVAL / SEVEROET / GALVALM / AXMIN / ONOBL'. This refers to two emperors, Severus II (306 – 307 AD) and Maximus II Daia (309 – 313 AD). The milestone was probably a sarsen stone. It is interesting to note that the milestone has survived these short lived emperors by more than 1700 years! [Fig. 2]

Apart from this, the earliest milestones were erected between Canterbury and Dover as long ago as 1633. None is now to have survived. It was not until the 18th century that systematic efforts were made to improve the route with the establishment of turnpike roads.

According to James Carley's work *The Turnpike Roads of Kent* as many as seven turnpike trusts were involved, as follows:

- 1711 Chalk Trust (Northfleet – Chalk - Strood)
- 1718 New Cross (Southwark – Lewisham – Blackheath)
- 1730 Chatham and Canterbury (Chatham – Gillingham – Sittingbourne – Faversham – Canterbury)
- 1738 New Cross (Blackheath – Bexley – Dartford)
- 1738 Dartford and Strood (Dartford – Northfleet)
- 1753 Dover to Barham Downs (Dover – Kearsney – Barham Downs)
- 1791 Canterbury and Barnham (Canterbury – Barham Downs)

The dates given above relate to the passing of the Turnpike Acts, and the actual turnpike operations may not have commenced until several years after these dates,

By 1770 it was possible to travel in one day from London to Dover in an express coach service called 'The Dover Flyer' and a regular mail coach service was introduced in 1786. By 1800 there were two coaches a day travelling between London and Dover.

In many instances surviving milestones typically are plated. These plates are thought to be dated from the 19th century although some are later. Inspection of other milestone faces will often reveal traces of earlier inscriptions and sometimes entire inscriptions. In many cases the plates have been removed but the holes for the retaining screws can be detected and occasionally broken remnants of plates around the screw holes. It is often believed that the plates were removed in World War Two and not put back, but in many instances the plates were in fact reinstalled by Kent CC after the war. Significant losses later in the 20th century have been the result of theft by unscrupulous 'collectors'. Approximately half of the original stones survive along the route albeit in very contrasting states of preservation.

No milestones survive on the route between London and Blackheath. Some of those lost may have been due to the rapid urbanisation east and south-east from London Bridge and Southwark throughout the 19th century. Further stones may have been removed when tram-lines for horse drawn buses were laid in the later part of the 19th century. The first milestone from London Bridge was at the start of Old Kent Road/Great Dover Street now covered by the Bricklayers Arms flyover at the junction of the A2 and A201/A100 in Southwark. A milestone 2 miles from London Bridge can be seen at the Mayflower public house in Rotherhithe. [Fig. 3] However, this is not on the main route. It is the last survivor of milestones which were placed every half mile on the road around the Rotherhithe peninsula.

With no illustrations so far found it is not known what the London milestones looked like. One, in Deptford, with typical Victorian precision, read 'Deptford Broadway 3 furlongs 176 yards' and 'London Bridge 5 miles', also 'Charing Cross 4 miles 7 furlongs 217 yards' according to large scale Ordnance Survey maps.



Fig. 2. The only remaining Roman milestone in Kent is now displayed in Maidstone Museum.



Fig. 3. 2 miles from London Bridge at the Mayflower public house in Rotherhithe. This is KE_LD02 on database.



Fig. 4. With distance plates to London and Dartford still in place, this is KE_LD06 at Blackheath.



Fig. 5. KE_LD12 has been well sited at Bexleyheath even though the plates are missing.



Fig. 6. The Grade II listed KE_LD14 in Dartford still has visible Roman numerals on its left face.

Today, the first milestone on the route which can be seen is at Blackheath [Fig. 4] and is a typical example of a plated Kent milestone with distances to London (6 miles) and Dartford (9 miles). From here the route goes to Shooters Hill (A207) where in the grounds of Christ Church can be seen a famous milestone which also gives the mileage to Ypres (see *Milestones & Waymarkers* vol 7, 2014, p.37 for an article). Milestones in Welling no longer survive but there is an example of a boundary stone. The next extant milestone is at Bexleyheath (Broadway). This milestone has had its plates removed and there was no underlying inscription. [Fig. 5]

There are no milestones remaining at Crayford but at Dartford is a Grade II listed example from the 18th century [Fig. 6] and another interesting milestone can be seen outside the Victoria and Bull Hotel in Dartford High Street. [Fig. 7] From here to Swanscombe (A226) examples can be seen regularly but are not always in good condition. At Gravesend the road splits, with the Old Dover Road passing to the south of the town (B261) and the main road passing through the centre (A226). Unfortunately no



Fig. 7. KE_LD15, Dartford.

milestones survive on either route and there are only a couple of examples left on the route to Rochester.

Rochester. Rochester often features in the works of Charles Dickens, who lived in Chatham as a boy and later lived at Gad's Hill, Higham. Rochester Bridge features in *The Pickwick Papers* (1836) and in *Little Dorritt* (1853), Mr. F's aunt exclaims (Book 1, Chapter 23) "There's milestones on the Dover Road." In *The Uncommercial Traveller* (1860), Chapter 24 (An Old Stage-Coaching House) describes the demise of stage-coach travel, coaching inns and turnpikes as a result of competition from the railways. The impoverished turnpike-keeper is forced to work as a cobbler to make ends meet.

At Rochester an interesting milestone, renovated in 2006, can be seen above a shop in the High Street (see article in *On the Ground* No.6, 2009, p.12). In Chatham, milestones are all missing but they do reappear in Gillingham where a good plated example can be seen near the Will Adams Memorial. [Fig. 8] Other examples can be seen at Rainham and Newington. At Sittingbourne mileplates 40 miles from London and 15 miles from Canterbury can be seen in a wall. [Fig. 9]



Fig. 8. Plated and well cared for KE_LD32 in Gillingham.



Fig. 9. KE_LD40 plates set in a wall in Sittingbourne.



Fig. 10. KE_LD46 now without plates at Faversham.



Fig. 11. KE_LD46 c.2000 with plates [Photo: late TEK]



Fig. 12. Well cared for KE_LD53 Canterbury 2 at Upper Harbledown.



Fig. 13. Dated 1744, this is milestone KE_LD54 at Harbledown.

Between Sittingbourne and Harbledown is the most complete series of stones on the Dover Road running from the 41 miles to the 54 miles from London with just the 44 miles stone missing. Unfortunately the plates from the 41 miles from London have recently (summer 2017) been removed. At Faversham there are four successive stones without plates. [Fig. 10] The late Terry Keegan photographed one of them before the loss of its plates. [Fig. 11] At Boughton-under-Blean inscriptions have been renewed by the parish council (see *Newsletter* 21, July 2011, p.8). In Harbledown there are two attractive examples, one dated 1744. [Figs. 12 and 13] The milestone 54 miles from London reads 55 on the back so it might be a milestone relocated from Canterbury, now missing. In Canterbury, on the bridge over the River Stour, there is stone commemorating the widening of the bridge in 1769, 55 miles 6 furlongs from London. [Fig. 14]

At the southern edge of Canterbury was another milestone that was discovered by Archaeology South-East during a dig at

Kings Mead Park (see article in *On the Ground* No.7, 2010, p.14). This read 57 / MILES / TO / LONDON / 1 / MILE / TO / CANTERBURY and 14 / MILES / TO . DOVER. It is believed that this milestone is now held in Canterbury Museum.

The next surviving milestone along the route is at Bridge, 59 miles from London and 3 from Canterbury. This one is easily accessible as the A2 now bypasses Bridge. [Fig. 15] A mile south of Bridge the A2 returns to the line of Watling Street and here at Bishopsbourne is the next stone, set into the eastern verge of the dual carriageway. Its legend reads DOVER / 11 and CANTERBURY / 4 / LONDON / 60. On other



Fig. 14. Combined commemorative bridge stone with mile marking in High Street, Canterbury. Full legend reads:

FOR THE GREATER SAFETY / AND CONVENIENCE / OF PASSENGERS / THIS BRIDGE WAS WIDENED / 10 FEET IN THE YEAR 1769 / JOSEPH ROYAL ESQ. / BEING MAYOR. THE EXPENSE / WAS SUPPLIED BY / VOLUNTARY CONTRIBUTIONS / FROM THIS CITY / AND ITS NEIGHBOURHOOD / 55 MILES 6 FURLONGS / FROM LONDON BRIDGE.

elevations the number 60 appears without reference to London. This suggests that the milestones were originally erected with the distance from London only without destination name. The 61 to London is likewise set up on the east side of the A2 at Barham. Both the 60 and 61 may no longer be visible from the road due to encroaching shrubs and undergrowth. 62 to 65 miles are all missing.

The ‘new’ A2 veers away from the old road again at Lydden Hill. Here the original route becomes the B2060 and the stones 66, 67 and 68 miles survive. Although rather weather-beaten significant remains of their inscriptions are



Fig. 15. Ivy, the scourge of milestones. This is KE_LD59 at Bridge.



Figs 16a and 16b. Along the B2060 (former A2) can be found the 68 miles to London (KE_LD68) at Temple Ewell. 16a as it was in 2001. 16b shows the 68 on the rear right face.



Fig. 17. The mile plates (KE_LD70) at Buckland on the outskirts of Dover.

still legible. [Figs 16a and 16b]

The last milestone on the route, 70 miles from London and 1 mile to Dover, can be seen in London Road, the A256, affixed to the front wall of the Spar grocery shop. Only the mileplates survive. [Fig. 17] The Dover plate is unusual because of its spelling: DOVOR. Although now regarded as an error, it was a recognised spelling when the plate was made. The plates originally stood outside The Milestone public house. When the building was demolished the plates were removed and kept by a local resident. They were cleaned, repainted and installed in 2005.

The whole series of these milestones, including some not referred to above, can be viewed on the Society’s repository or Google Earth layers.

Bibliography

The Dover Road, Charles G Harper (1895 1st edition) . *The Turnpike Roads of Kent*, James Carley (1970).
Chronicle of the Roman Emperors, Chris Scarre (1995). *Marking the Miles*, Carol Haines (2000)

Footpath fingerposts continued from page 63.



Twin and single arm examples of the Black Notley posts. The latter with the all-important direction to the Green Dragon public house. Photos: Mike Bardell.

A further five of the original old style wooden posts have been located by Mike in the north of Essex during 2016-17 (at Bocking, Stisted, Gosfield and two in Wormingford), but two (Gosfield and Stisted) were devoid of paint so it is not known if the legends were simply ‘public footpath’ or to a particular destination. Unfortunately the Stisted one was removed/destroyed

and replaced with a new sign by mid-2017. However, the one at Bocking, if a little worse for wear, is still perfectly legible with white ‘public footpath’ on a green ground. The two in Wormingford are in fairly good condition although the stencilled legends to Colchester Road and Bures Road are fading.



Left: The recently list Stisted post. Top right: Bocking. Lower right: One of the two survivors at Wormingford. Photos: Mike Bardell

Butterdon rifle range markers on South Dartmoor, Devon

Mark Fenlon and Tim Jenkinson

And now for something completely different. Distance markers tend to come in all shapes and sizes in Devon. This is rather an unusual account of a series of surveys that were undertaken by two Society members of a fascinating collection of small Victorian stones inscribed with numbers measuring distances in yards from a set of now defunct range targets on Dartmoor. Well I never, whatever next?

Following on from their recent successful collaboration with the Ivybridge Heritage and Archive Group (IHAAG) in August 2016 that led to the raising and rescue of three boundary stones and the repainting of two cast iron mileposts along a section of the old A38 in South Devon, Mark Fenlon and Tim Jenkinson have agreed to help with another project.

The purpose of this 'new' venture is to survey the surviving mid-19th century rifle range markers at Butterdon on Harford Moor (SX 65 59/60), approximately three miles to the north of the town. These small and most often rectangular granite slabs were set flat in the ground during the month of May 1861 during a rather short lived military venture on the open moor and measured varying distances to targets at 50-yard intervals and between 100 and 900 yards away. Every stone has a number carved into its upper surface to represent its distance from the target.

However, we learn from Nigel Stainer's report of 2014¹ that due to vociferous opposition from local people, the range had been abandoned by early July 1861, but it seems that most of the markers were left in place. The IHAAG have been keen to log details of all the surviving stones as a record of military presence in the town at that time.

Since beginning their own survey of the area in August 2016 and completing it one year later, Mark and Tim have been able to locate the full total of all surviving markers with the intention of sending a report complete with location details and close-up and contextual photographs of each stone to the Heritage Group.

A relatively detailed record of the Butterdon Rifle Range and its markers, first came to light in 1996 following the publication of a short article in *Dartmoor*

*Magazine*² by Dave Brewer, the noted authority on inscribed stones on Dartmoor. Acting on information he had received from fellow enthusiast Ted Fitch, Dave was able to locate a total of 86 markers in the area and plotted them onto a helpful diagram that was included in his article. This showed the markers to be arranged in a series of eight lanes that the author labelled as A1, A2, B1, B2, C1, C2, D1 and D2 emanating from the remains of four observation pits.

Subsequent research by Nigel Stainer published for the Dartmoor National Park Authority in 2014 revealed some inaccuracies in Dave Brewer's assessment in both the arrangement and length of the lanes and the actual number of stones surviving which was increased to 102. In addition, Nigel complemented his work with the inclusion of useful 10 figure grid references for each of the stones. He used a combination of specialist Global Positioning Systems (GPS) which included Survey Grade GPS equipment of Saltash Heritage Group for plotting the perimeter lines of stones and Navigation Grade GPS equipment for the internal lines which we are advised is 'ordinarily accurate to within a metre'. The list of markers discovered by Nigel was then plotted using Arc GIS software and as a result he has produced a most thorough and quite remarkable assessment of the area which has stimulated the current review. He was however unable to locate five stones in the series and the same number missing from the same sites has been confirmed in the latest 2017 assessment reported here.

Whilst it is acknowledged that Nigel's technique has undoubtedly allowed for much greater accuracy in the mapping of the layout of the stones, enabling a revision of Dave's earlier work on the pattern of the lanes, the quoted GRs in his report have proven to be a rather frustrating distraction to the current survey where hand-held Garmin Etrex 10 GPS models were used (see photo). As a result, the surveyors were often taken some distance away from the actual location of the markers, up to 8 metres in some instances. This discrepancy highlights what is the apparent and problematic inconsistency of readings between the use of different GPS models.

As it seems that many people now use the popular

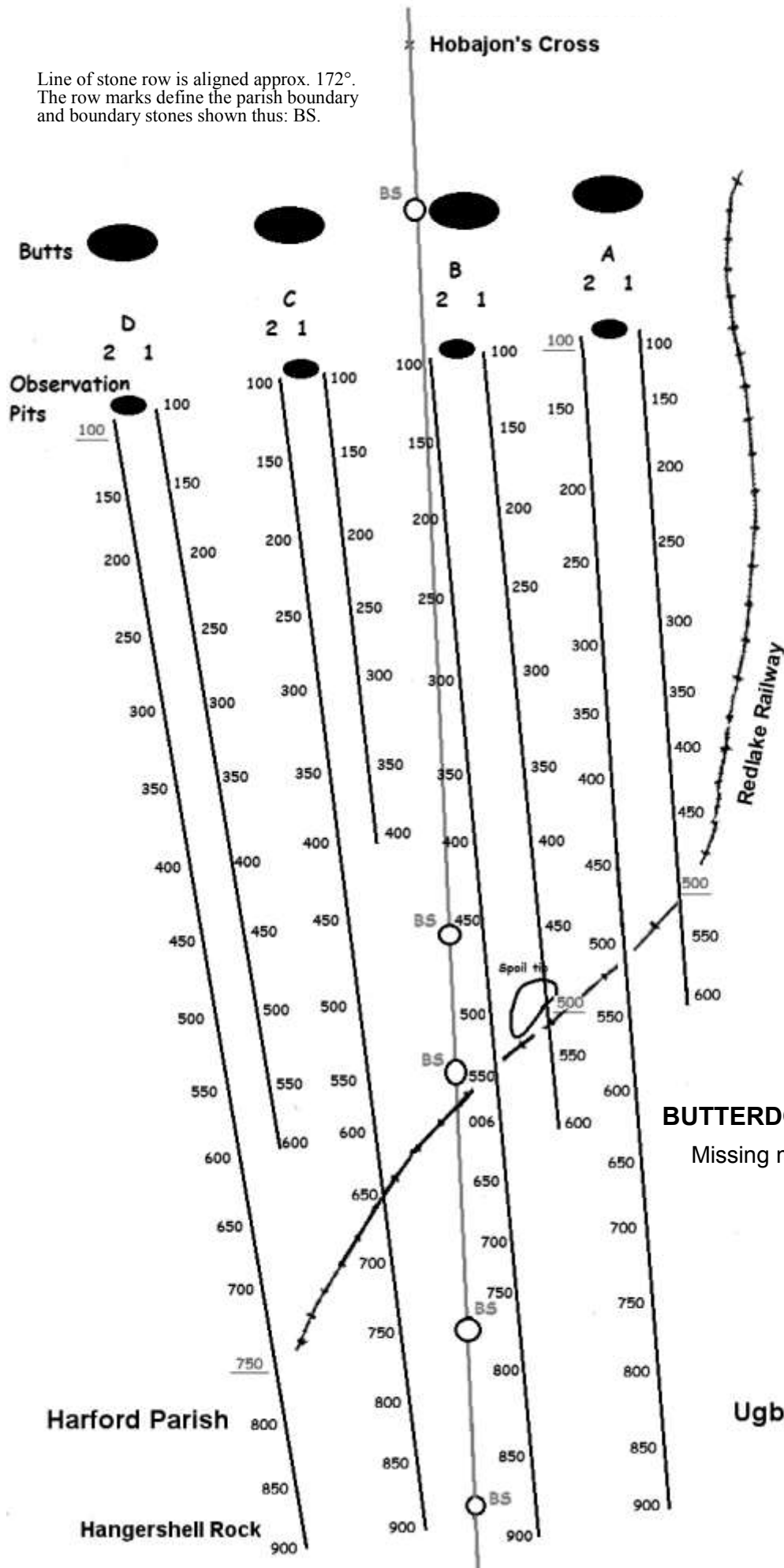


Mark Fenlon in surveying mode on Harford Moor.



Tim Jenkinson at B2 800 marker number 102 in the series.

Line of stone row is aligned approx. 172°. The row marks define the parish boundary and boundary stones shown thus: BS.



BUTTERDON RANGE PLAN

Missing markers underlined

Garmin Etrex models to navigate their way around the moor as they are freely available and affordable in hiking shops, it was decided to revise Nigel's GPS fixings to reflect this, with nothing more than the intention of assisting people to locate the markers for the future. This approach has already proven successful with subsequent visits to Harford Moor by the current surveyors who have been able to match their original GE readings with considerable accuracy from one survey to the next.

A total of seven visits were made to the area throughout the rest of 2016 and into July and August 2017 with Mark and Tim choosing to go when the light was good and the days were at their longest not only to allow for maximum search time (6 hours) but also to get the best photo opportunities. On the down side however, this time of year means that grass and gorse growth is at its most luxuriant and this sometimes complicated and prolonged some of the searches where a few stones had succumbed to the overgrowth of vegetation. Each stone when located was brushed clean and if needed cleared of surrounding gorse or grass to improve its visibility.

As Nigel had supplied no actual location details other than the 10-figure grid references the decision was made to add brief descriptions on the condition of the stones and to take bearings with a Silva sighting compass from each one looking out to prominent features in the landscape such as Hangershell Rock and Ugborough Beacon Rocks or in some cases a standing stone if visible. Where possible paces to nearby boulders, mounds or paths were included to help with locating the markers, transferable skills that Mark and Tim had used from their previous work with both the Milestone Society and the Plotting Plymouth's Past project (started in May 2012) and through their shared hobby of Dartmoor Letterboxing where clues, bearings and paces are an essential component.

Therefore, a typical extract from the notebook would read something like:

'Lane A1: 100-yard marker: SX 65657 60263

The marker is 12 paces on 090 degrees from the centre of the observation pit ruin (a jumble of rocks)'

or:

'Lane C1: 900-yard marker: SX 65597 59433

Flat in grass. Hangershell Rock bears 231 degrees and is approximately 100 paces away. Lowest large rock in group bears 174 degrees and is 23 paces away.'

It is hoped that by adding clues in this way that they will serve to complement the grid references which should, if using a compatible Garmin GPS model, take the searcher into the general vicinity of the marker stone.

Many of the stones discovered were in remarkably good condition given their duration on the moor (156 years) with their numbers clearly legible. The use of a tall marker pole and tape to measure between the stones helped greatly with the location of the 20 or so stubborn markers that since Nigel's survey had become well hidden under vegetation in difficult moorland terrain. Measured at around 150 feet apart and on a bearing of 169 degrees (as recommended by Nigel) the obscured stones were gradually and systemically located.

In conclusion, Harford Moor on Southern Dartmoor retains a remarkable collection of 102 surviving Victorian granite rifle range markers that were set up in May 1861 to assist military personnel with their firing practice. However, the range was quickly shut down following protests about its legality and the right to be there and whilst the visible target butts and other military paraphernalia was dismantled most of the markers were left in place.

We are indebted to the detailed and methodical work that Nigel Stainer undertook in 2012-14 culminating in his report, and the current survey of 2017 owes much to his efforts and largely concurs with his findings. But it has the added information on the condition and position of the markers in relation to other features in the landscape that should be of use to those in the future who are wishing to find the stones.

In the main the grid references supplied by Nigel did take the current surveyors into the vicinity of the markers but the readings were not as precise as one might have expected and then for several involved a search of some minutes to locate. For some of the more difficult stones hidden in grass or gorse this necessitated a second visit. As all the stones are small and set flat in the ground this further complicates their discovery and over time some have been dislodged onto their side by cattle standing on them.

It is hoped that members of IHAAG will be able to use the extra location details and photographs to help keep the marker stones visible for others to enjoy for decades to come, but there will be a definite need to cut back vegetation for those markers that are especially vulnerable to the perennial encroachment of vegetation.

References:

1. Stainer N (2014) *An Archaeological Investigation of the Victorian Military Rifle Range at Butter Brook, Dartmoor* Devon & Dartmoor HER SDV357635
2. Brewer D (1996) The Butterdon Rifle Range *Dartmoor Magazine* number 45 Winter pp 10-11.



A1 200 at SX 65674 60171



A2 850 at SX 65764 59576



D1 150 at SX 65403 60076



D2 400 at SX 65421 59838

Above are four examples of the marker stones. The captions give lane, distance (yards) and grid reference.

Camberley (Surrey) replica installation and unveiling

The unfortunate destruction of the front face of the milestone in Camberley was reported in *Milestones & Waymarkers* vol 8, 2015, p.18.



Before and after... A reminder from the 2015 destruction

The remnants of the stone were saved and removed to Surrey Heath Museum but unfortunately the damage was so extensive it meant that a repair was not going to be an option. The loss of the stone had certainly ruffled many feathers locally and it was decided that a replacement replica be made and installed.

After much public support and funding from Surrey Heath Local History Club, Surrey Built Heritage Trust, The Milestone Society, Camberley Glass and Windows, and some private donors, the £1,800 to replace the historic landmark was raised. The new stone was ordered from Haven Memorials of Fleet, Hampshire. The company had already carried out restoration works on the war memorials in the Borough. The new stone is pictured right.



During installation of the milestone on 30 March 2017, a time capsule was inserted into one of the bricks with information on the stagecoach industry locally, a new style £5 note, historic photos of York Town, a memory stick of the journals of the Surrey Heath Local History Society, and press coverage of the removal of the stone, and the successful 'hug-a-milestone' campaign run by Surrey Heath Museum in 2016. There is also information on Camberley Glass and Windows, and Alfred Elliott, greengrocer, fruiterer and florist who ran a shop on the other side of the entrance to Camberley Glass from 1920s to 1980s.

The new stone was unveiled on 31 March 2017. In



30 March 2017. Installation day. Photos: Mike Hillman

attendance were Cllr John Winterton, the Mayor of Surrey Heath; Gillian Barnes-Riding, the curator of Surrey Heath Museum and the Rev Bruce Nicole of St Michael's Church, Camberley. Also present were Rob Predgen, the owner of Camberley Glass and Windows, and of course, Janet Dowding who represented the Milestone Society.



Cllr John Winterton, Rev Bruce Nicole and Gillian Barnes-Riding prepare for the unveiling. Photo: still taken from video presentation by Tim Dodds.



Janet Dowding, the Milestone Society's Surrey rep gets a photo for the record. Photo: still taken from video presentation by Tim Dodds.

As a final touch Camberley Glass and Windows kindly organised light refreshments (and a magnificent milestone cake) in their showroom that was followed by a blessing by the Rev Bruce Nicole.

See the Lightwater blog authored by Society member Tim Dodds for more about Surrey Heath milestones.

<https://lightwater.wordpress.com/tag/milestones/>

Cleaning and painting nine historic milestones in Surrey Heath

Tim Dodds

In Surrey Heath Borough Council area, the Exeter Road (A30) has seven milestones, and the Portsmouth Road (A325) has three. Apart from one recently replaced with a replica in Camberley, all were in need of refurbishment; some more in need than others. At the instigation of Surrey Heath Museum (no doubt spurred on after the installation of the replacement Camberley stone), museum volunteer Reg Davis and Tim Dodds spent two weeks cleaning and repainting the milestones.

Sixteen Portland stone milestones on the A30, six feet high and one and a half feet wide, were ordered by the Bedford and Bagshot Turnpike Trust in 1743 from Chertsey mason Stephen, at a cost of £2 10s 0d each.



Tim Dodds poses by SY_LE24 after initial cleaning. This stone, 24 miles from Hyde Park Corner is on the A30 in the parish of Windlesham.



SY_LE29 on the A30 in Camberley before painting. Note how the lower edge has eroded. This has possibly been caused by excess moisture and winter salt thrown up from the hard path fronting the stone. See front cover image after painting.

Reg and Tim tackled the task by firstly cutting back encroaching vegetation where appropriate, followed by scrubbing them all with a mild detergent. They next applied weed killer around their bases and, after painting, added a geotextile membrane that was covered with Portland stone chippings. White masonry paint was the chosen medium, following up by picking out all the letters in black masonry paint.

Wearing their high visibility safety clothing Reg and Tim were approached by many people stopping to talk to them and cheer them on. They even received a visit from a Police patrol car, with the officer approaching them saying, "We've had reports of people stealing a milestone." It certainly generated a laugh.



Reg Davies persuades the police officer that he is not attempting to steal three quarters of a ton of milestone from the roadside. This is SY_LE26 on the A30 in Windlesham



SY_LE24 - before and after. The stone was fairly green as it stands beneath trees. It also had an encroachment of ivy that hopefully will have been eradicated since the application of weed killer prior to laying a weed suppressant membrane.

It shouldn't be ignored that, apart from an odd dissenting voice, the completed works were widely admired, adding to the sense of community and civic pride. For more details see Tim Dodds' Lightwater blog at...

<https://lightwater.wordpress.com/tag/milestones/>

Announcements

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 dviner@waitrose.com, or by post at 8, Tower Street, Cirencester, Glos, GL7 1EF, or leave a message on 01285 651513.

Meetings Diary for 2018

Saturday 17th March 2018

At Frenchay Village Hall, Beckspool Road, Frenchay, Bristol BS16 1NU.

Doors open 10am for refreshments and a 10.30 start, meeting ends 3.30.

Topics include Tim Jenkinson's tour of the Channel Islands and Village Signs of the South West with Brian King.

Sunday 15th April 2018

At Hebden Village Hall Ibbotson Institute Hebden BS23 5DE

Doors open 10am for refreshments and a 10.30 start, meeting ends 3.30.

Our guest speaker will be Edgar Holroyd-Doveton on Turnpike Roads, plus the usual banter from our customary contributors

Saturday 12th May 2018

At Bradley House Club, Uttoxeter, Staffs ST14 7QA

Doors open 10am for refreshments and a 10.30 start, meeting ends 3.30.

The theme will be the development of transport around an English market town, covering local highways, canals and railways.

Saturday 6th October 2018 AGM and Annual Conference

At All Saints' Church Hall, 87 The Causeway, Marlow SL7 2AA, Bucks

Full details to follow.

New finds and updates for the national databases

Know your database managers

If you have located a previously unrecorded marker or noticed significant changes in a known one then it should be reported to the database managers. Since Alan Rosevear stood down the databases have been taken over by Mike Faherty and Mike Rayner. Thanks to Alan his many years of dedication to this task.

Mike Faherty. Milestones and guide stones. Contact: mf@milestonesociety.co.uk

Mike Rayner. Fingerposts, boundary markers and crosses. Contact: blencathra2847@btinternet.com

You can also use the Milestone Society online upload facilities until further notice.

For photo upload go to <http://www.msocrepository.co.uk/submit-a-photograph>

To report a change go to <http://www.msocrepository.co.uk/report-a-change>

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.

NOTES FOR AUTHORS

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

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

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

Submission of articles in electronic form is preferred but paper copy is acceptable. If possible, please use Microsoft Word (*.doc, *.docx or *.rtf) with pictures in JPEG format (*.jpegs). Please also send a print-out of the article (including tables etc) in case characters such as fractions fail to convert. Please label all discs with your name and contact details (phone number, postal and/or e-mail address) in case of query. The editor may add such contact details to your published article, usually postal and/or email address, but only with permission.

Do not use excessive layout stylings, or options such as automatic word breaking or automatic reference and footnote numbering, as footnote numbering once 'lost'

can be difficult to replicate, in a complex paper. However, do use bold face, italic, superscript etc.

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

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

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



Completion of the Cerne Abbas, Dorset milestone project

Local Cerne resident Terry Cox, a former sign writer, completes the restoration of DO_SBDO11 in Duck Street, Cerne Abbas. Full story on page 23.



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