

The Milestone Society

Newsletter 39

Summer 2020



MILESTONE SOCIETY COMMITTEE 2019/20

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Specific Roles and Responsibilities

Local Representatives	See Newsletter 38
Database Manager	Mike Faherty
Web Presence Co-ordination	Jan Scrine
Repository Manager	John Armstrong
Editor – <i>Newsletter</i>	Richard Raynsford
Editor – <i>Milestones & Waymarkers</i>	Vacant
Editorial Panel (in addition to above)	Carol Haines, Mike Hallett, David Viner
Heritage & Conservation Agencies Liaison	Jeremy Milln
Milestone and road history heritage Archives	Mervyn Benford, Carol & Alan Haines David Viner dv@milestonesociety.co.uk
Highways Liaison Manager	Alan Reade
Theft & Recovery Liaison	Robert Caldicott
Insurance	Mike Buxton
Canals and Waterways Liaison	David Blackburn
Database co-ordinator (canals)	Mike Hallett

ON THE COVER

Mark & Kay Bradley beside restored milestone, Maltby, S. Yorkshire. See page 31.

Photo: Mark Bradley

Editorial

It has been a difficult time for all of us, but the work of The Milestone Society continues thanks to help from modern technology and the enthusiasm of our members. We have held our first video link committee meeting and intend to go ahead with our AGM planned for the 3rd October at Bristol subject to sufficient relaxation of the lockdown restrictions.

I've been overwhelmed with the amount of contributions to this *Newsletter* which I initially thought would have to be cancelled; perhaps the lockdown has given us all time to reflect on the importance of our environment and in particular our heritage. I've enjoyed watching spring unfold in my locality and have found time to write up a history of the two roads from Bristol to Weymouth (one was included in Ogilby's atlas and the other is a turnpike route). I'm now investigating roads in Somerset which has led me to previously unknown sites such as a delightful bridge at Chew Magna and an old fingerpost (just in Devon).



Crickback Bridge, Chew Magna
Photos: Richard Raynsford



Willtown, Devon

There have been some changes to the Society's organisation with Catherine Hawkins taking on the role of Minutes Secretary and Ian Thompson looking after queries; this has relieved John Atkinson of some of his workload resulting in him deciding to continue in the role of Hon. Sec. for one more year. One loss to our committee has been John V Nicholls, a long serving member who due to health reasons has had to stand down as County Rep. for Essex and Suffolk.

I would like to remind readers of the role of this *Newsletter*, it is to keep you informed of what is happening with the Society and to give you information on matters of interest relating to milestones. The remit is wide and includes other items of street furniture such as fingerposts and boundary stones; it also covers milestones on canals and railways but does not cover other subjects relating to these means of transport. This is because there are other publications and societies that cover those subjects.

Richard Raynsford

Patrick Taylor – Appreciation

Thankfully we have no obituaries in this edition of the Newsletter despite the impact of the Coronavirus; however it is felt that a further appreciation of the work of Patrick Taylor should be published in the form of a checklist of his publications on tollhouses and a photograph of the Bushouse tollhouse at Okehampton which Patrick appreciated for its style. See Mike Halletts obituary note for him in *Newsletter 38*, page 4.



Photograph of Patrick Taylor with Tim Jenkinson



Bushouse tollhouse, Okehampton
Photo: Tim Jenkinson

The Toll-houses series of books, published by Polystar Press

All volumes by Patrick Taylor, with joint authors where shown.

2001 *The Toll-houses of Cornwall*, Federation of Old Cornwall Societies, Truro, 80pp, £7.95. (review in *Newsletter 4*, January 2003, pp.25-6).

2009 *The Toll-houses of Suffolk*, 84pp, £7.95 (review in *Newsletter 18*, January 2010, 26)

2009 *The Toll-houses of Norfolk*, 76pp, £7.95 (review in *Newsletter 19*, July 2010, 27)

2009 with Tim Jenkinson, *The Toll-houses of South Devon*, 120pp, £8.95 (review in *Newsletter 18*, January 2010, 26)

2010 with Tim Jenkinson, *The Toll-houses of North Devon*, 120pp, £8.95

2010 *The Toll-houses of Essex*, 80pp, £7.95 (review in *Newsletter 20*, January 2011, 39)

2011 *The Toll-houses of Cambridgeshire*, 80pp, £7.95 (review in *Newsletter 22*, January 2012, 42-3)

2013 with Janet Dowding, *The Toll-houses of Somerset*, 176pp, £9.95 (review in *Newsletter*, 26 January 2014, 37)

2014 with Tim Jenkinson, *The Toll-houses of Staffordshire*, 148pp, £9.95 (review in *Newsletter*, 28, January 2015, 35).

Membership Secretary's Report

We are grateful to all who have returned their renewal forms or otherwise confirmed (or amended) the information we hold. And of course, we are pleased to acknowledge receipt of renewal subscriptions where needed. For anyone who has not yet renewed their membership for the current year, please note that this is the last mailing that we will send unless we do receive it. If this applies to you, your address label for this mailing will have included the words "Please renew now".

At the end of the 2019-20 subscription year on 31 May 2020 there were 409 Society members, which is 24 fewer than the number of members on 31 May 2019. This total is made up of 267 individual members, 128 joint members, 7 Corporate members and 3 Overseas members (1 single, 2 joint), plus our Patron.

These figures include 30 new memberships started between 1 June 2019 and 31 May 2020; with a further 3 since 1 June this year, our current total of memberships at the time of writing (19 June), is 344; of those, 312 have renewed (or don't need to), and we thank those for their prompt response to our requests. The remainder will be reminded with this newsletter, after which if we don't hear from them, we will regrettably part company.

Payments have been made by cheque (155), BACS transfer (64), PayPal (43) or Standing Order (40), plus one by postal order and one through a Charities Aid Foundation cheque; 5 members had paid previously and needed to make no payment this year.

We would also like to thank those 275 members who have gift aided their subscriptions, and the 65 members (most of whom are also in the 275) who have made donations of £612 over and above their subscription level.

Ken Hawkins

Find out about our information on Geograph.org.uk

The Geograph® project aims to collect geographically-representative photographs and information for every square kilometre of Great Britain and Ireland, and we are part of it. It is superseding our Repository, where the information is progressively getting out of date.

To 'search' on Geograph

There's no need to log in, register or anything else! All the 20,000+ features recorded by The Milestone Society fall under nine distinct classifications, although some of the entries need further refinement.

The keywords are:

"milestone" covers the terms milepost, mile-plate

"guide stone" covers the terms guidepost, stoop

"canal milestone" includes canal milepost, canal milemarker

"fingerpost" includes signpost

"modern waymarker ": post 1950 milestones & other waymarkers and replicas

"aa sign" - AA signs by the wayside, excluding in museums

"cross" – “wayside cross” and town crosses, excluding church crosses or memorials

"boundary marker" includes boundary stone, boundary post, coal tax post, bridge marker & other place markers

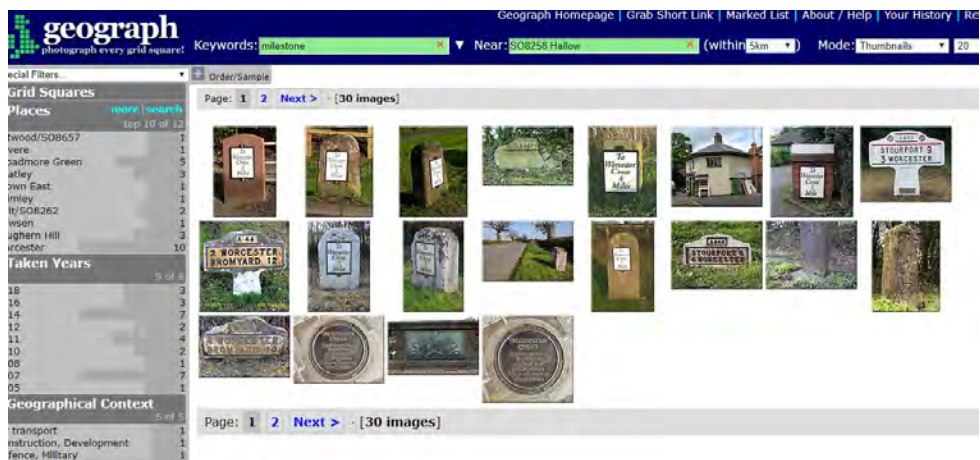
"tollhouse" includes toll house, tollbar, bar-house, tollbooth

There are many ways to search the extensive Geograph site, but the easiest is to go from the homepage to the ‘search’ page and look on the right-hand side in very small print for Geograph’s ‘new browser’ – or just enter this web address in your browser: <https://www.geograph.org.uk/browser/#!start>

Enter the Keyword in which you are interested, eg “milestone”.

If you enter the keyword search term “milestone” alone, you will be shown 20k+ entries – ie all those with “milestone” or “Milestone Society” in their description! So enter a location as well, either as a place or a grid reference, and the site will bring up a grid square in the location box – accept it.

Then you can set the distance around that location in which you wish to search, from a few metres to many miles. The images of all the nominated keyword will appear, including submissions by other people. If you want to restrict your search to those items added by the Milestone Society, you must include that with your keyword search term.



You can view the images on OS maps by clicking on “Maps Thumbnails” in the Mode box on the top RHS; you can find more details for each image by clicking on “Extra Details” in the Mode box. “Map Dots” shows the locations of the images on large scale mapping.

You can also search by the Milestone Society's National ID but use a space instead of the underscore. And there are plenty more options for you to explore – including Advanced Search from the Geograph homepage:

<https://www.geograph.org.uk/search.php?form=text>

We hope you will enjoy exploring the additional wayside information that Geograph provides! And if you have found a new feature or want to add updated information, please use the 'Submit' form on the "Where are Milestones" page of our own website,

www.milestonesociety.co.uk.

Of course, our information is provided by volunteers and physical situations can change. Hence the Milestone Society can accept no liability for any misadventure directly or indirectly caused by relying on the information provided on our related websites.

Jan Scrine and the Databases Team

What shall we do with our archive materials?

The title of this article mirrors that of 'How are we preserving our knowledge for the future?' in *Newsletter* 38 p.29-30, and should be read in partnership with it. There's also a link with an update on Geograph from Jan Scrine above, so enjoy reading them all in sequence!

Archives come in all shapes and sizes. They are essentially accumulated records, in whatever format, which merit consideration for preservation for wider community benefit now and in the future, once the compiler's own period of activity and info-gathering has come to an end. Most of our members will have something that is of interest to someone – the trick is to ensure that it reaches the right place. A key message is: don't assume that somebody else already has what you've gathered together or created yourself. Your own interests, perhaps in one particular part of the country, may be the only record!

So what do we already have as a Society? We've been in existence for twenty years, and now have a good record of our transactions.



Firstly, *published material*: from the very first issue in July 2001, our *Newsletter* has systematically and with considerable success reported on milestone discoveries, conservation and alas far too many calamities and losses up and down the land. As the *Newsletter* is now online from 2001 to 2016 (36 issues in all, which will continue to be added to), this constitutes an excellent record. So too does our journal *Milestones &*

Waymarkers with its definitive articles (also steadily growing on-line) and other Society-supported publications. That adds up to thousands of words of useful data preserved electronically as well as in hard copy, by the efforts of members and others over the years.

Secondly, *digital records*: The Society has developed and made available records of some twenty thousand waymarkers over the same 20-year period; these are now uploaded to the Geograph.org.uk website to ensure their longevity. Follow the guidance notes to see and contribute and so enlarge this resource still further. Our database compilation and sharing over the years has been one of the Society's crowning achievements and we must keep it going.



The Society's own *website* along with our social media presence on Facebook are the means by which much of our information is shared with members and the wider world, as a reflection of our past and present activity. Make good use of it!

I have also been building up a *Cuttings & Notes archive* of press cuttings, local history notes and other paper records, ephemera, some of it anecdotal, the sort of material which always comes together when researching a subject. It's surprising how much info can be gleaned from these sources, secondary as they might be. We're developing this archive in good old-fashioned ring-files using the framework of historic counties covering the entire British Isles. Although this may well contain duplicate material already housed elsewhere, it already promises to become a useful national archive of information.

Alongside that is the Milestone Society's own *business archive*, which is our record of twenty-plus years of existence, creating our *official* record for the future. This is based around our committee, regional and national meetings, a respectable list in themselves, plus projects, policies and correspondence of one kind or another.

Both these accumulations will need to find a permanent home in some suitable national archive, as yet un-confirmed. That may be as a paper-based or as a digital record or perhaps even both. It would help future researchers get to grips with what has been recorded through our members' efforts.





In all of this, the Society is in control of its own decision-making, deciding what is 'worth' saving, where and how. You probably have some material yourself; what should be done with it? Not only photographs, which most people *do* appreciate are important primary evidence and wonder how and where to preserve, but papers, articles, and research notes which you may have been accumulating over the years.

Start with the *Archives & Records policy statement* on the website (see below) which sets out the framework in seven key points. It's formal in tone, but do persevere. The national network of county-based archives is recognised as the most appropriate home for the great majority of material, subject always to it being relevant to their own collecting area policies, which are usually based on traditional county boundaries. So make a list – a catalogue – of the material you hold and help us get in touch with your county archive, to find out what they would want. Don't throw away any of your material (certainly not into the skip!) until you've made an assessment of it and its potential value to someone else.

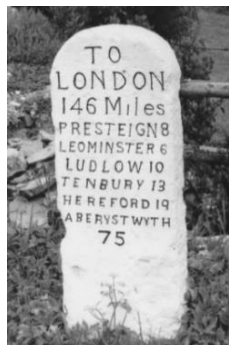
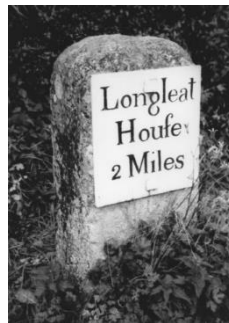
Less easy are major collections of materials which span various counties, if not even further afield. A key decision is always whether to keep a collection together, as the work of one individual or group, or to split it up for other reasons.



The biggest challenge is often what to do with the range of photographs which we all accumulate, whether slides, prints or digital. There is alas little use in a boxful of unlisted images which would take others many hours to check out – and nearly all of which replicate the material we already have on-line, especially those taken in the last thirty years. If you follow our 'searching Geograph' instructions, you (or a grandchild) can easily check whether that milestone is already recorded by us – if not, a scanned image and location details would be appreciated! Some county archives may be willing to take such photographs, others are not. As another option, perhaps your local history society might be interested?

A couple of examples of archives stories have been written up in the 1990s for the *Newsletter*, and more would be welcome. These show how the work of individuals, once safely secured, comes to be valued in later years. Jack Ward, very much a Society precursor, gave his collection of c.450 milestone slides to what is now the Historic England Archive in Swindon; see *Newsletter* no 5 via the website link below.

The Mugeridge family, father and son and prolific photographers mostly of mills, also recorded much road heritage material in and around Kent. This is now in the care of the University of Kent in Canterbury and is available (with a bit of searching) on-line. Universities are another source of good homes. This collection is an example of a non-member's work which is nevertheless very relevant to our interests. Colin Woodward tracked it down for *Newsletter* no 24 (website link below).



All Photos from the Gilson Archive

If any or all of this sounds overwhelming, feel free to get in touch with me as the Society's Archives co-ordinator; my email address is dv@milestonesociety.co.uk.

And in case anybody doubts the community value of the nationwide network of archive centres, maintained despite all the inevitable financial constraints, it's worth noting how many archives have been refurbished or even moved to new premises in recent years. Good examples include Cambridgeshire in Ely, Cornwall in Redruth, Gloucestershire in Gloucester, Northumberland at Woodhorn, and Powys in Llandrindod Wells, amongst others.

Website links:

Milestone Society:

<https://www.milestonesociety.co.uk/>

Archives & Records Policy statement:

<https://www.milestonesociety.co.uk/wp-content/uploads/2019/11/Archives-Policy-Guidance-Note.-Approved-07-Feb-2015.pdf>

Jack Ward archive, see page 12 of:

<https://www.milestonesociety.co.uk/wp-content/uploads/2018/07/NL5.pdf>

Mugeridge Collection, see p.32-3 of:

<https://www.milestonesociety.co.uk/wp-content/uploads/2018/07/NL24.pdf>.

The Ronald Gilson archive presented to the Society in 2016 includes c.350 images from all over the country, from late 1950s onwards. It consists of two albums of images which have now been scanned and (mostly) entered into the Society's database. As always, the archive presents both a record-in-time and a chance to update the story of each milestone or signpost to the present day. Ronald Gilson trained as an engineer, served in the Merchant Navy, became a craft teacher and retired to a small Welsh farm. He had an eye for various forms of industrial archaeology spotted on his travels and camping holidays. Many thanks to Christine Gilson, Pontrobert, for the donation. *David Viner*

Any Questions?

Ian Thompson gave a taste of what was entering his inbox at Milestone Society Enquiries in the February *Newsletter* no. 38. Here he follows up on some of those enquiries and looks at a few more from his mailbag.

Derbyshire Guide Stoops – Philip Wardle had been cycling Derbyshire to find and photograph all the guide stoops in the book - 'Guide Stoops of Derbyshire'. He was one stoop short of the set and asked for help. The Milestone Society network was able to put Phil in touch with the book's author Howard Smith, so that he could find and visit the last guide stoop, which was in a private garden. Phil found that some of the grid references in the book were not quite accurate, so he sent the Society an updated spreadsheet with ten figure gps grid references. He noticed that several of Howard's guide stoops in Derbyshire were not on the Milestone Society map. We checked and updated our records.



Guide stoop found in pig sty. *Photo: Phil Wardle*

In his cycle trips, Phil had found three more guide stoops, not in Howard's book. Early in his travels he came across one near Friden (at SK17510 61395). More recently, he had found a guide stoop beside a cast iron milepost (SK27672 65946) in the parish of Darley Dale. This pair of roadside markers are in plain sight at a viewpoint, so it was surprising that they had not been recorded. Finally, Phil mentioned a newly discovered guide stoop, found in the wall of a pig sty during house renovation. The stone has been re-erected in public view by the property owner (at SK34134 60918).

The Milestone Society gave Phil a little help to find one guide stoop, and in return he told us about a number of other guide stoops not on our records. This was a good deal for the Society!

Hong Kong Milestones – An international enquiry! A post-graduate student at Hong Kong University was researching the history of milestones on Hong Kong Island and asked if the Milestone Society could help. Two of our experts offered advice, but Ian went a little further and engaged in a string of email exchanges and his own research to learn more about this project. Leung Hiu Lun based his study on a surviving granite milestone in the Hong Kong Museum of History, a map of Hong Kong in 1895 showing milestones, and an elegant map of 1846 drawn by Lieutenant Thomas Collinson of the Royal Engineers, shortly after Hong Kong Island was ceded to the British in 1842.



Hong Kong Island milestone in Museum of History. *Photo: Leung Hiu Lun*

Collinson's 1846 map, surveyed in 1845, had Roman numerals at intervals of one mile along several roads on the island. Did the Roman numerals represent milestones erected by the British so soon after they took over the island?

Finding information on the far side of the world is so much easier now in our technologically connected world, but the efforts of Leung and Ian were seriously hampered by the Covid19 lock-down in Hong Kong and then later in Britain.

There were milestones on Hong Kong Island, erected by the British long before the milestones in the New Territories were leased in 1898, but exactly when they were set up and what happened to them is an ongoing investigation. It is hoped that Leung's conclusions will form a report to the Milestone Society in the not too distant future.

Formby Milestones – John Armstrong was contacted by Sefton Highways department who had found a contractor offering to paint three milestones near Formby free of charge! John wanted to make sure he could give the painter the correct painting advice from the Society, but was concerned that one milestone, in Formby itself, was breaking up on the surface and might need more than a lick of paint. Ian contacted new member Geoff Wright in nearby Sefton to see if he could visit the milestones and provide some up to date images. Unfortunately, Geoff was not fit to get out at that time, but he would see if friends could help.



Formby milestone with flaking surface LA_LVSP13
Photo: Vicki Wright

Within a couple of days, Vicki Wright had visited Formby and sent on photographs of the milestones. Then Dave Formby (!) offered to visit Formby to take more detailed photos of the milestone which appeared to be delaminating. It was next to his granddad's house and he knew it well. Having decided that two faces of this milestone would need re-cutting, Dave set about finding a local mason to do the work.

Meanwhile, John had been back to his contact at Sefton Highways with a progress report and now had a quote from the stonemason they normally used, which was very competitive.

It was great to see such enthusiasm to maintain and restore the surviving roadside heritage assets in this corner of Lancashire, and to see Ian in Cornwall, John in Shropshire, local people in the community and the Highways department all working together to achieve this.

Biddulph Milestone for listing – Secretary John Atkinson was contacted by Historic England's Nick Law for further information about a milestone that was proposed for listing. Nick was concerned that the milestone was shown on our database in front of an iron gate, but now it was in front of a brick wall. Had the milestone moved, and did we have a record of the inscription which was difficult to read?

John forwarded Nick's query to the appropriate Society experts and several replied with useful information.



Biddulph milestone ST_NCCO09A in Milestone Society records.

John Turner sorted out the brick wall question:

'Ian Thompson has included me in this query re: ST_NCCO09A

I've looked at Old-maps and Google Streetview, and it seems clear that the milestone has moved just about two metres to the north. The 1971 O.S. map for example shows the milestone right at the end of the black line boundary between the two adjacent properties, which would fit with the

earlier photo showing a typical 1930s (?) iron gateway. The front garden wall of that house has now been cleared away completely, which would have presented a problem if the MS had been left in place just to the left of the boundary wall, and it would have been at risk of being knocked. Immediately to the north of the original location alongside the road there



Biddulph milestone ST_NCCO09A in Milestone Society records.

is a telegraph pole, and beyond that a lamppost, so it had to be moved north by about two metres to the next clear space, which was in front of the stone wall. Old-maps for 1925 have the inscription as: 'Congleton 3½' and 'Newcastle-under-Lyme 9'.

Hope this helps. John Turner'

Howard Price gave details of the inscription from the definitive work on Staffordshire milestones:

'John Higgins Sylloge of Staffordshire Milemarkers 2008 is our main reference and John used his own Staffordshire county reference system for the features.

There are three milestones recorded along the A527 Biddulph to Congleton road and the Cheshire boundary is 2.5 miles from the start of this turnpike- known as the Bosley to Tunstall turnpike.

The stones are first generation and date from c 1770.

The three milestones are recorded as:

ST/BID/02 PRN 51259 Congleton 3 miles; Macclesfield 11; Newcastle 9 (this is the one by metal fence)

ST/BID/03 PRN 51260 Congleton 2; Newcastle 10

ST/BID/04 PRN 51261 Congleton 1; Newcastle 11- NB legend obliterated in 1940.

The Sylloge is available on the internet if you google the title and there is a photographic record of all the milemarkers in the county as well as a valuable commentary on each turnpike. In our view- all three of these features deserve listing –if not already on the system. Hope this helps. Howard Price County Rep.'

There was an issue here, since John Turner had found the milestone recorded with a distance 3½ miles to Congleton, but the Sylloge had a distance of 3 miles to Congleton. Ian Thompson resolved this by working from the geo-referenced 25inch Ordnance Survey map of 1897, which showed a total of 11 milestones on the road between

Congleton and Newcastle-under-Lyme, where now there are only 3. Ian recorded the distances quoted on the OS map and then measured the distances between the milestones either side of the Biddulph stone, using Pythagoras' theorem on the grid references from the map:

'Milestones near Biddulph, Staffordshire from OS 25inch map 1897

North to South: Distance by Pythagoras

SJ 88521 61162 'Congleton 2 Newcastle-under-Lyme 10½' M.S. NCCO11 0.931 miles

SJ 88823 59624 'Congleton 3 Newcastle-under-Lyme 9½' M.S. NCCO10 0.979 miles

SJ 88764 58435 'Congleton 3½ Newcastle-under-Lyme 9' M.S. NCCO9½ 0.744 miles

SJ 88167 57003 'Congleton 4½ Newcastle-under-Lyme 8' M.S. (missing) 0.969 miles

SJ 88012 55429 'Congleton 5½ Newcastle-under-Lyme 7' M.S. (missing) 0.988 miles

SJ 87998 53916 'Congleton 6½ Newcastle-under-Lyme 6' M.P. (missing) 0.945 miles'

This shows that the Biddulph milestone was part of a set of milestones running north from Newcastle-under-Lyme, with an odd half mile on the distance to Congleton, while the other surviving milestones were part of a set running south from Congleton, with an odd half mile on the distance to Newcastle-under-Lyme. While the milestones were all one mile apart, allowing for twists and turns in the road, rather than the straight line given by the Pythagoras calculation, there was an awkward three-quarters of a mile gap between the Biddulph milestone and the next (defaced) survivor to the north.

Ian agreed that all three surviving milestones should be listed, but that the Biddulph milestone was especially important as the only survivor of a set of milestones and distinct from its neighbours to the north.

Sherfield on Loddon – the milestone that moved– Ian Deeprise contacted Membership Secretary Ken Hawkins about painting several milestones and a boundary stone in various states of repair in his parish. They were on the route of the Reading to Basingstoke turnpike (A33) and one had been moved from its historic location. Ian sent some pictures which showed that the milestones and the parish boundary stone were in good condition but with tired paintwork. Painting guidance is given on the Milestone Society website. With some experience of such work, Ian Thompson urged Ian Deeprise to make his own decision about what paint to use:

Dear Ian,

I think you are probably in the best position to decide how to paint your milestones. Whether you choose modern masonry paint like Sandtex which claims to be 'microporous and breathable' and was what was used the last time your stones were painted or try a modern limewash to emulate the original historic finish is, in my opinion, up to you. I do not think either option will cause long term damage to your milestones. I would be interested in the long-term wear of the limewash option and would caution you about the hazardous nature of the paint. But I am sure you can follow the manufacturer's instructions safely.

As for the milestone that had been moved, Ian Thompson praised the wonderful geo-referenced early Ordnance Survey maps from the National Library of Scotland. Not only did they give accurate grid references for the original (1894) position of milestones, but they were overlaid on a modern aerial view, which could be faded in and out to compare 1907 and now – a very powerful tool.



Google earth image of proposed relocation of milestone HA_REBA12. The red dot marks the new position.

The current A33 does not pass through Sherfield on Loddon but runs to the south and east of the village on a by-pass built in 1974. The milestone in question was listed in 2002 with an official map showing it in its original (1894) position, but with the grid reference for its current location on the by-pass half a mile away! This was confusing and misleading.

Ian Thompson wrote:

About the milestone that has moved. Have a look at Sherfield on Loddon on the 1894 25-inch Ordnance Survey map on the National Library of Scotland website. Go to 'map.nls.uk/geo/explore'. Type in Sherfield on Loddon and choose the OS 25-inch map. Now find the milestone you want - the 12 milestone. In the bottom left corner of the screen little numbers will whirr round as you move the cursor to the milestone dot on the map. They give you the grid reference for the milestone - SU6758 5690. This is very different to the SU6798 5729 of the milestone's current location. Now the clever bit! If



Proposed new position for Sherfield on Loddon milestone HA_REBA12 marked by a traffic cone. The old road ran through the gate.

Photo: Ian Deeproze

you alter the 'transparency' of the old OS map, a modern bird's eye view of the area appears - and you can see that the road where the milestone is located on the old map has been by-passed and closed off. This is why the milestone had to be moved. Why it was moved quite so far, I cannot explain or justify, but I am pretty sure it was re-sited when this by-pass road was built.

It seemed like a good idea to have this milestone moved along the A33 by-pass to a safe position as near as possible to its original historic location as shown on

the 1894 map. The project had the support of the Parish Council who helped with a contact name at Hampshire County Highways. Ian Deeprise made a site visit, chose a safe, clearly visible new position for the milestone beside the A33 and took some photographs. They wrote a letter to Hampshire County Highways with as much information as they could find and lots of attachments and now wait for a response.

Ian Thompson

Cornwall (Ian Thompson)

Rosy Hanns' Legacy

When Rosy died suddenly at the start of January this year, she had completed a survey of all the milestones in Cornwall. She had sent reports to Mike Faherty to update the Society's database, to Cornwall's Historic Environment Record and to the Cornwall Archaeological Society. She had started to send images to John Turner to be uploaded to our part of the Geograph website. This was interrupted by her death.

With the co-operation and support of John Hanns, Ian Thompson wanted to complete the upload to Geograph. Rosy had worked through the Cornish parishes alphabetically and John Turner thought he was almost finished as they had reached letter R. Little did he know how many 'Saints' parishes there were in Cornwall! It took until April to ensure he had pictures covering all of Rosy's 656 reports.

The task is done and the Geograph record is complete. When lockdown ends, we can look for any she missed and check if the ones she reported damaged or fallen have been repaired.

Rescuing Harvey's Boundary Stone

In *Newsletter 38* on page 8 we reported that a boundary stone on the Cornish cliffs at Hayle was in danger of falling due to coastal erosion. Since it stood beside the very popular South West Coast Path, it was felt that Cornwall Council would be keen to see this important landmark rescued, but they refused to be involved!

This did not stop the enthusiasts in Hayle. The local Old Cornwall Society gathered together the manpower needed and did the job themselves! Great care was needed to recover the stone since it teetered on the edge of the cliff. A fresh hole was dug on the landward side of the Coast Path and the granite stone was manhandled to its new location. All agreed it was a good day's work.



Hayle boundary stone rescued from the cliff edge



Re-erected further inland



Job done *Photos: Ian Thompson*

Lizard Initiative



SW7719 Maindale in 2019

Photo: Grace Hatton

Locals in St Keverne Parish were keen to see their cast iron fingerposts improved. Grace Hatton, clerk to the parish council, contacted the Milestone Society to ask for a definitive list of their fingerposts, which we were able to supply, based on our survey ten years ago. The parishioners decided to start with the fingerpost at Maindale (SW7719) which had deteriorated considerably in recent years and now had only one intact arm. Comparing the survey



SW7719 34 & F87 Maindale

photograph and a recent image, it looks as if the 'strap' repairs in the earlier photograph have failed and two arms have been lost. The Covid19 lock-down prevented a parish meeting with the Milestone Society to discuss the next move.

Mystery Stone at Penponds

Linda King made the most of her permitted cycle ride to photograph a newly discovered stone at Penponds near Camborne. Set in the base of the hedge at the junction of Boundervean Road and Church Road, the granite stone was inscribed with numbers: 4 above a horizontal line above 15.6.

The Historic Environment Record interactive map for Cornwall (map.cornwall.gov.uk/website/ccmap) had nothing shown at this location on the 'historic' layer. On the Ordnance Survey 25-inch map for 1907 there were numerous 'disused shafts' marked. Including one immediately behind the hedge where the stone was found. This was a very busy mining area, especially in the 19th century. Sheila Harper found two documents about 'Mine Setts' in the area in an on-line search of the Cornwall Record Office – Kresen Kernow, which she was able to study despite the lock-down.

North Dolcoath Mine Sett of 1867 and the Crane Sett of 1868 used stone marker posts to fix the area of the allocated mining area. Unfortunately, none of these marker posts matched the one Linda had found on her cycle ride.

National experts from the Milestone Society were consulted, but no-one knew of a similar stone with this arrangement of numbers.

Mike Hallett made two very interesting comments. He pointed out that the dot between the 15 and the 6 carved on the stone was on the line, whereas a decimal point would be halfway up. Decimal points on the line, he explained, were a new innovation of the later 20th century. Perhaps this was a modern stone.

His second suggestion, 'a little off the wall', was that the arrangement of numbers was like the numbers on a fire hydrant sign. These were usually metal and painted yellow, but maybe this was a stone version, linked with one of the two manhole covers in the road not far away?

All this was passed back to Linda, who had a local contact check out the fire hydrant theory – a long shot. Unfortunately, the measured distance between the stone and the two cast iron covers in the road was 34 feet, and no combination of metres, feet, yards, rods or chains could make this fit with 15.6. Also, the covers had a letter 'W' for Water cast on them, not 'FH' for Fire Hydrant. The mystery remains.



Mystery Stone at Penponds
SW635395 Boundervean Road
Photo: Linda King

Miniature Guidestone in Surrey

While sorting through a pile of rubble in her garden in early May, Amanda Burdon came across a small carved stone object about seven inches long with carvings on four sides relating to places in Cornwall. The faces read - To BOD MIN; To ST COL UMB; To ST AUS TLE; LOST WITH IEL 1776. Amanda lives in Woking, Surrey!



Reperry Cross Photos: Ian Thompson



Reperry Cross miniatures Photos: Amanda Burton

She contacted Roger Smith of the Cornwall Archaeological Society to try to find out what she had uncovered, and Roger copied in Andrew Langdon (the Cornish cross expert) and Ian Thompson as the Cornish milestone's expert.

We could all identify Amanda's find as a miniature replica of the 18th century guide stone at Reperry Cross (grid ref. SX046633) south of Bodmin. This guide stone is unique in Cornwall because it has the date carved on it. The carving on Amanda's replica is set out exactly like the original, and Andrew considered that it was made locally as a souvenir for visitors. He was able to compare it with miniature crosses made for a similar purpose. Amanda thought it could have been brought back from Cornwall by the original owners of her bungalow in the 1920s.

Truro Northern Access Road

John Atkinson forwarded an enquiry from Cornwall Council to the Milestone Society and Ian Thompson replied to Cornwall Council to find out what it was about.

23.4.20

Good Morning Ian

Long time without speaking and I'm glad to see you're still the contact for the Milestone Society in Cornwall. I've moved roles and I am now working on the Truro Northern Access Road and we are preparing a highway design that affects the listed milestone ref MCO48551 situated on the A390 at West Langarth Farm. We are proposing to relocate the milestone and I could do with your views on the proposal.

Many thanks and kind regards

Jeremy Edwards, Principal Consultant, Engineering Design Group, CORMAC Solutions Ltd

25.4.20

Dear Jeremy,

It is good to hear from you again.

I can find few details of the proposed Truro Northern Access Road online.

Tell me what you propose for the 'Four Mile Stone' near West Langarth and I will be more than happy to comment.

With my best wishes, Ian, The Milestone Society, Newquay

30.4.20

Dear Ian

Please find attached a drawing showing the latest overall route of the Northern Access Road and then a more detailed one showing the proposed West Langarth Junction. You will see from drawing CH_0001 that we propose to relocate the milestone to the centre of the roundabout where it will be able to be viewed from both the south cycle path and the southern part of the circulatory part of the roundabout. I'd be interested in your thoughts on our proposal and if you'd like to chat through on the phone, I can give you a ring.

Kind regards, Jeremy

1.5.20 Dear Jeremy,

The 'FROM TRURO 4 MILES' stone is one of a complete surviving set of seven milestones originally set up by the Truro Turnpike Trust, established in 1754.

When the road between Chiverton Cross and Three milestone was re-aligned in the early 1980s, the section near West Langarth was put in a cutting.

Comparing the georeferenced Ordnance Survey 25-inch map of 1907 with a modern map shows that the line of the road moved slightly south at this point, but the milestone remained in its original location, turned round to face the new road. All the 'FROM TRURO' milestones were designed to be on the left side of the road travelling from Truro, in this case the south side. By moving the road, this milestone, without itself moving, crossed to the 'wrong' side of the road.

I would much prefer the four milestone to remain in its original location, as far as possible, following your proposed road development of the Northern Access Road. The plan of the West Langarth Junction which you kindly sent me shows that the current original location of the milestone would be between the westbound road from the roundabout and the line of a footpath. The cross-section A-A, if I interpret it correctly, has the westbound road raised above the current level of the road, while the current road at this point would become the footpath. It would seem possible that the milestone could be raised to be level with the westbound road, while remaining at its current grid reference point on the plan. This would put it back on the correct side of the road from Truro, restoring its original intended purpose.

The proposal to move the milestone to the junction of two footpaths in the centre of the new roundabout would make it an attractive architectural feature of the footpath but would destroy its function as a roadside marker and place it even further on the wrong side of the road.

I would imagine there would need to be some safety fencing beside the westbound exit from the roundabout to protect the much lower line of the footpath, but I would think it possible to re-erect the milestone at its original location behind such safety fencing without obscuring the view of the milestone from passing traffic.

I am sorry I cannot support your proposed re-siting of the milestone, but I hope you will approve my alternative suggestion.

With my best wishes, Ian

4.5.20 Dear Ian

Here's the position of the milestone from the 1907 historic map when it was on the south side of the road.

I have overlaid it with the current position and when the A390 was widened it remained in its original location, now on the north side of the A390.

I've amended the drawing to show the new location as close as practicable to its existing location, so it is on the south side of the circulatory. I've also noted that it should be turned through 180 degrees. I hope this now meets with your approval. Thanks Jeremy

4.5.20

Dear Jeremy,

Many thanks for this neat solution to the issue of the historic Truro Turnpike Trust milestone near the West Langarth junction of the proposed Truro Northern Access Road. In effect, the milestone will stay where it is and will be turned to face the original direction as shown on the 1907 map, and be on the correct, south side of the road FROM Truro, which will agree with the inscription on the milestone - 'FROM TRURO 4 MILES'.

I think it is important that the milestone stays connected with the road, in a safe location, on the same level as the carriageway. The section A-A on the map you kindly sent me shows that you have achieved this in your design.

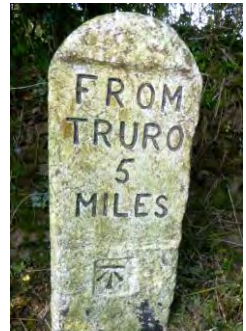
Who should I lobby to get the next milestone - 'FROM TRURO 5 MILES' - brought back to its historic position by the roadside from its current location buried in brambles ten metres too far south? I know this 5 mile stone is outside the area of your current project. It falls outside the area of the proposed A30 improvement at Chiverton Cross as well. But it would be neat if it could be moved.

Many thanks once again, Yours, Ian



The 4 Mile Stone in the right place but on the wrong (north) side of the A390 from Truro, to be re-located in its correct position after Milestone Society representation. SW766457, CW_TOAG04.

As the saying goes, 'if you don't ask, you don't get'. One of Jeremy's colleagues, copied in to the correspondence, picked up on the reference to the '5 mile stone', noting that it lay on the route of a proposed new cycle route between St Agnes and Truro, part of the 'Saints' Trails' scheme, a spin-off from the A30 Chiverton to Carland Cross dual carriageway programme. He gave Ian a contact name. Ian followed this up with an email giving the history of the 5 milestones. A promise was received from the senior engineer on the 'Saints Trails' project to investigate the proposed relocation of the milestone and to give an update in a few months' time. So that was another success.



The 5 Mile Stone in the wrong place but on the right (south) side of the A390 from Truro. Hopefully, to be re-located in its original position as part of the new 'Saints Trails' cycle route project. SW753466, CW_TOAG05

Cumbria (Terry Moore)

Generated and sponsored by Highways England as a goodwill gesture are 3 mileposts on the A66 Turnpike road from PENRITH to APPLEBY which were restored by local contractors including Terry Moore in May. The cast iron cover plates for WE_PRAP 3 (WHINFELL) and WE_PRAP 11 (CRACKENTHORPE) were both missing and replaced with aluminium replicas. WE_PRAP 06 at TEMPLE SOWERBY now by-passed remains in its original location. On completion the parish council were so delighted that they handed to me the cast iron cover plate of WE_PRAP 05 (WINDERWATH), which was missing since 2018. Sadly, the shield plates with mileage and destinations are missing. It is hoped to apply for funding to restore this, which hopefully will coincide with the approved A66 upgrade over the next 2 years.



WE_PRAP 03 WHINFELL backing stone insertion



WE_PRAP 06 TEMPLE SOWERBY

WE_PRAP 03 WHINFELL

WE_PRAP 11 CRACKENTHORPE

Photos: Terry Moore

Devon (Tim Jenkinson)

Okehampton Borough Boundary Stones

In 1886 the West Devon town of Okehampton was granted a charter which changed its civic status from a Corporation to a Municipal Borough. However, the bounds of the borough remained the same and are described at the time as *'the space of halfe a mile from the Crosse in the midst of the (same) town'*. This boundary, which formed a 'circle' around the town, is shown on early editions of the Ordnance Survey maps. That said, later maps show only the western half of the 'circle', with the eastern half somewhat misshapen due to apparent boundary changes. It has long been the custom to erect boundary stones in the County marking the various administrative areas of manors,

towns and parishes. One of the earliest Okehampton boundary stones stands on New Road, to the south-west of the town (present day B3260) at SX 5840 9443, and is inscribed with the words 'The/Bounds/of the/Borough', this stone is thought to date from around the 1880's and has only recently had a long standing crack across its face repaired. An older stone has been reported as being on Old Road (now closed to traffic) at SX 5801 9483, again marking the half mile perimeter around the town and carrying the simpler inscription of a 'B' but this stone has not been seen in recent times. There are possibly other markers still standing on the earlier boundary, but now probably obscured by vegetation. In his book on Dartmoor Boundary Markers, Dave Brewer (2002) advises of a later series of 8 boundary stones, each inscribed O.B.B. / 1935/, which were installed in that year to mark the modern Okehampton Borough Bounds.

Following a recent June 2020 review of the stones using location information supplied by Mark Fenlon, Paul Buck and Tim Jenkinson (TJ) undertook a near ten mile perambulation of the Borough in an anti-clockwise direction around the town and have discovered that six of the eight later stones are still extant albeit with varying degrees of damage to their top edges. One stone on Upcott Hill that had previously been surveyed by TJ back in 2007 and noted to be in a damaged state at the time has since been decapitated by hedge cutting machinery with just a stump now remaining. Another marker in CREDITON ROAD that was seen and photographed by Alan Rosevear in March 2012 has disappeared during recent building works at the site and its whereabouts will need to be investigated. All survivors are granite with distinctive gable tops and whilst the height above ground varies, they have nonetheless been fashioned to a set specification of roughly 26cms in width with a depth of 13.5cms and inscriptions of letters and numbers on each stone at 3cms in height. The recent survey and clearance of vegetation at the sites revealed that some of the stones are certainly further than half of a mile out of the town centre thereby confirming the boundary changes.

Civic officials and residents of Okehampton, regularly hold 'Beating of the Bounds' events, to reaffirm the parish boundary but this mainly takes place on the open moorland section of the boundary. The next ceremony is scheduled for September 2020, but the timing of the event may yet be affected by the Covid 19 outbreak.

OBB 1935 Stones

1. **CREDITON ROAD** (B3215) SX 59794 95837 (missing as at June 2020) was on north side of road in hedge the stone was photographed by Alan Rosevear March 2012 and described as 'Located CREDITON ROAD opposite no 90'.
2. **Chichacott Road** SX 59766 96138 in bank on west side of road to the left of overgrown gate.
3. **Knowle Cross** SX 59347 96307 under finger post in bank on east side of road.
4. **Upcott Hill** SX 57995 95591 on north side of road to the left of drive to Cornhill opposite lay by/parking bay. Only stump of stone remaining.
5. **Tors Road** SX 59010 94030 set well back from road on the south side opposite entrance to Park Farm.

6. **Ball Hill** SX 59716 94625 by the footpath in woodland south side against low wall. Tallest stone at 77cms in height.
7. **Fatherford Lane** SX 59953 95195 to the left of the drive to The Beacon in bank under holly tree on north east side of road.
8. **Exeter Road** (B3260) SX 60094 95422 just to the right of the drive to Trevenn on the grass verge by path. Part sunk with just 38cms above ground



Knowle Cross OBB 1935 stone
Photo: Paul Buck



Tors Road OBB 1935 stone
Photo: Paul Buck

Lancashire (*Duncan Armstrong*)

I received a beautifully written submission from Duncan Armstrong before the start of lockdown. Note: It does stray into Yorkshire – sorry Christine!

Projects Completed

Wiswell

I have been asked to restore all four fingerposts in the village which are Lancashire CC standard types with cast iron posts, wooden arms, embossed aluminium destination plates and a cast iron finial. All the arms had been replaced with standard 'Worboys' examples and all finials were missing.

Junction of Whiteacre Lane/Old Back Lane/ Cunliffe Lane (SD 7455 3768) Sited at the edge of a grassed triangle and vulnerable to passing traffic, the post had been re-sited to the middle of the grassed area by a local resident with lifting equipment free of charge. Restoration was completed in 2019. As an experiment I made the arms from recycled plastic.



Wiswell fingerpost SD 7455 3768
Photo: D Armstrong



Wiswell,
Barrowford
fingerpost *Photo:*
Duncan Armstrong

Barrowford – SD 8589 3962 This is a unique project as far as I know as it is not a signpost. It consists of a stone pillar surmounted by a short cast iron post topped with a round lantern. Later, Lancashire C.C. clamped three standard wooden arms with embossed destination plates to the post. Meanwhile the lantern had long disappeared. I was approached by the Parish Council to fit a new lantern and repaint the post; however, Lancashire C.C. wanted to use it as a signpost. Both are being accommodated. A hexagon lantern over 100 years old was acquired but required major rebuilding whilst arms have been made to a style which was typical in this arrangement. Restoration was completed in 2019.

Hurstwood Lane End - SD 8744 3185 Restoration of a Lancashire C. C. standard finger post. Two arms were standard plated wood, the wood being rotten. The third arm was of 'Worboys' pattern. Two 'Worsthorne' destination plates have been reused but the other two had an inappropriate destination. The post has been repainted and new arms and a finial made and fitted during 2019.



Wiswell, Hurstwood Lane
End fingerpost
Photo: Duncan Armstrong

Burton in Lonsdale - SD 657 724 This is a standard West Riding finger post, two arms are original but broken, one in two places, they have been crudely repaired, the third arm is of a later pattern. All is beyond repair apart from the roundel which has been repainted. The Parish Council are dealing with a new post and I made up arm patterns and arranged for casting of three new arms which were collected in 2019.

Projects in Progress

Padiham (Guide Corner) SD 7924 3498. Together with residents close to the sign, I am restoring a typical Lancashire C.C. boundary post/plate at Guide Corner (Junction of Slade Lane, Higham Rd. and Sabden Rd.) The cast iron plate has been removed from the post and bent straight. The front has been chipped/filed back to bare metal whilst the pitted back needs to be bead blasted.

Chatburn – SD 7678 4406. Present 'Worboys' sign is 'tired' and in need of replacement. A standard redundant Lancashire C.C. cast iron post nearby is to be reused. All new parts are made, and the job will be completed during 2020.

Wiswell Junction of Wiswell Lane/Old back Lane SD 7436 3729. All new parts are finished with restoration to start in Spring 2020. The post will be painted in the 1921-33 colour scheme i.e. white with black base and finial.

Junction of Cunliffe Lane/Back Lane SD 7473 3755. One arm to each of these signposts overhangs the road, so to minimise damage from vehicles I am using a shorter style of arm which were rare in this part of the county though a few still survive around Flyde. They are of cast iron, however due to cost and to stand up better to vehicle contact I have made the arms from steel but to the original cast iron examples. Parts are made with completion in 2020.

Possible Future Projects

Read - Cobcar Nook SD 7609 3526. I have suggested a new finger post here sited in the middle of a grass triangle and a pleasant spot. The present ugly 'Worboys' sign is sited over a wall in a field. An early style all wood example is planned.

Read - Turner Fold SD 7689 3503. Repainting of an existing finger post which employs unusual 6-inch heavy condensed letters. I believe that only three original examples remain, and this is the only complete one. (I have made four replicas to this design.)

Barrowford (Bridge) SD 8623 398. I restored this fingerpost several years ago, however one of the arm brackets was cracked which later disintegrated resulting in the loss of the Colne arm. I have been asked to replace this.

Existing 'Historic' Boundary Stones

Duncan has sent an interesting piece on 'Unusual Lancashire & Yorkshire Railway boundary stones at Barrow nr. Clitheroe' which I think is more suitable for a specialised railway publication, and an amusing piece on a 'Boundary stone at Churn Clough Reservoir, Sabden' SD 7860 3859. This is, as far as Duncan knows, the only example.



Lancashire & Yorkshire Rly. Boundary stone

'A number of years ago I was chatting to the Water Baliff, after a short while he asked if I was a local..."Aye"!..."Do you know a bit about Th'area ?"... "Aye"!..."You may be able to answer a query, up in T' wood there's a stone lettered 'P&HLB'. Do you know its meaning" ?..."Aye"... "Are you going to tell me"? ... "I tell thi what I'll do. There's a cast plate hanging off that wall with one screw, somebody will rive it off and chuck it in't reservoir, it will be lost forever



Church Clough Reservoir, Sabden Boundary Stone
Photos: Duncan Armstrong

which is a pity as its the only one I know, it should be preserved." "Aye, you'r right, tell me what that stone means and you can have T' plate."..."Done". "It stands for Padiham & Hapton Local Board who constructed the reservoir in 1892." Padiham Urban District Council wasn't formed until 1894. The plate is safely stored in the archives room at Padiham Town Hall.

Norfolk (*Carol Haines*)

There has been some further news of NO_WF3 from Wighton, the milepost that was stolen early in 2017 (whoever dug it up left his spade behind), and which was spotted at an auction in Fakenham in January 2020. After spending some time at Fakenham police station, Norfolk Highways were asked if they could remove it to safe storage. As they did not have the resources available, Nigel arranged for the post to be collected by the chairman of Wighton Parish Council who will store it on his farm until work can be done on it.

We were contacted by a resident of Mileham who was keen to clean up the milestone beside the road just outside her front garden. The stone (NO_KLNF18) was mostly sunk in the bank, with only a letter M legible. Having cleared earth away and cleaned the stone, a legend can be read: XXII/Miles from/NORWICH/To LYNN/XIX/1754. This would make it the oldest dated milestone in Norfolk. Mileham, incidentally, means a homestead with a mill.

The road through Mileham was once part of the main coach route between King's Lynn, Norwich and Gt Yarmouth, and is marked on Ogilby's map (1675). He gave the distance to Norwich as just over 41 miles measured from Lynn marketplace. The road never became a turnpike. Early OS maps show milestones along the road between King's Lynn and Bawdeswell, where it joined the 1823 Norwich to Fakenham turnpike. Six milestones survive, of five designs. Two of those designs are NCC Main Road stones, so probably early 20th century. Confusingly, the two NCC stones at Billingford have reduced the distance to Norwich by one mile. Even more confusingly, two other milestones are known, which must have been superseded by the present milestones at Billingford. One had spent many years in a garden near Dereham before being sold at auction a few years ago. The other was found by Nigel in a reclamation yard and is now in his garden.

Somerset (*Janet Dowding*)

In the last year or so three milestones have been found for the first time or rediscovered after a previous survey in Somerset. The first of these was found by member Peter Banks when he was surveying the direction stones in the West Chinnock area. It is a small plaque type on a small stone, saying "VI Yeovil" and stands 125m south-west of the Foxwell Lane junction with the A 30, beside the road, north of Haselbury Plucknett. It is S 540 on the Somerset list and at ST 47711220/S.



S 540 Yeovil VI milestone
Photo: P. Banks



S 544 milestone, Steanbow, Pilton

Photo: R. Raynsford

The second milestone to be found recently is a completely unexpected find (by a non-member). Until now no milestones were known to exist on “Lower Westholme Road” from Dulcote (A 371) to Stean Bow Bridge (A 361). This road was turnpiked in 1764 and dis-turnpiked in 1821. In “Somerset Roads – legacy of the turnpikes Phase 2, section WL/5” it states “Atthill (1971) points out that it was the direct route from the assize town and cathedral city of Wells to SE Somerset, via Parbrook and Lydford. LS/18 (in Phase 1), Langport, Somerton & Castle Cary Trust’s turnpike from Lovington to Hornblotton, would be part of the same route. The

remaining sections are uninviting to traffic today and were probably unspeakable and almost impossible to follow in turnpike days. Other roads connected Wells to all towns of importance, so this little turnpike road quietly died!” The milestone has lost its plate, only the stone surviving, so we do not know what mileage or locations it indicated. It is S 544 on the Somerset list and at ST 577 402.

The third milestone was rediscovered by new member Bruce Ballagher quite recently. It is a cast iron V-shaped post-turnpike design with “C (shield)C 1911” on the top, on the B 3130 Clevedon-Belluton road, north west of Wraxall village. When I did the original survey of this road c.2003, it was not found, probably due to being completely obscured by vegetation. It should read “Bristol 7/ Clevedon 6” although this is not obvious from the present photo. It is S 545 on the Somerset list and at ST 493 718.



S 545 Wraxall milepost

Photo: B. Ballagher

Yorkshire (*Christine Minto*)

Northallerton to Leyburn

In February Hilary Jones reported that the milepost just east of Leeming Bar on the A684 had been moved a short distance from under a hedge and had been repainted [YN_NALB06]. The 3-mile post had been missing when I cycled through Ainderby Steeple in 2013. Hilary found it had been reset and has cleaned it down. The only other remaining post on this road is at 9 miles at the north end of Bedale. Hilary has already cleared away the encroaching vegetation and has had permission to repaint this very rusty specimen [YN_NALB09]. She also intends to repaint one on a dead end piece of road (old A1) at Londonderry south of Leeming Bar [YN_BBCT14]. Neither have much old paint to remove, just rust, so shouldn't take much time to prepare for painting.



YN_BALN06
Photo: Hilary Jones



YN_NALB09
Photo: Hilary Jones



YN_BBCT14
Photo: Hilary Jones



YN_RCLX05
Photo: Christine Minto

York to Malton A64

Over many years this road has been upgraded to cater, mainly, for increased traffic to the East Coast. And that is still ongoing. The mileposts were probably set up in the late 19C and were made by F Mattison of Bedale. The style was that with the pointing hands and they were cast pointing the correct way. On some routes the hands were cast pointing the wrong way and had correct hands fixed on top.

Six posts have been recorded along the 18 miles all with a chequered history. In 2008 the 5-mile post was stolen, rescued from eBay, repaired, repainted by Dave Williams and reset. York 8, having had a home in two gardens was rescued because it was 'listed' and set back in place in 2011. I photographed a rusty York 9 in 2004 but it had disappeared by 2009. The 10-mile post was not listed so although it was 'rescued' in 1973 during roadworks by a milkman, apparently for some milk and a tub of cream. Jan Scrine discovered it in a garden in Gomersal many miles away. The 10-mile post was 'listed'. It was rescued from auction, collected and painted by me before Ryedale District Council set it up about where it should be at a redesigned junction. Now, the sad fate of 14: both Helen Kirk and Dave Williams reported it missing last year. Dave has searched the undergrowth and found a small piece of the casting. It was 'listed' so Dave has informed Ryedale District Council and, hopefully, a new one will be cast. A few years ago, they had some missing posts of the same style recast for the Malton to Helmsley road.

Thirsk to Stokesley A172

When I first cycled along this route at Easter 1968, Doncaster to Saltburn, it was just an ordinary single carriageway road. As Teesside industry expanded it was dualled. There may have been mileposts but I never noticed them. In March only two remained; another style of Mattison with North Riding of Yorkshire, an RDC and arrows. But in May Phil Barber reported that the 2 mile post by the main road had disappeared. However on a by-passed section a local looks after the 7 mile post.



YN_STTK07

Photo: Christine Minto

Kirklees



YW_XKIRgPM

Photo: Christine Minto

In 2003 a scruffy milestone dated 1738 high up at a crossroads above Huddersfield was leaning against the stone wall. In 2011 Jan Scrine had it repainted and reset. By last year it was looking very dilapidated and Kirkburton PC asked the MSS about having it repainted. I volunteered but by the time formalities were completed the wet winter set in. So on the first fine Sunday in March, son and I went to start the work. We cleaned off all the loose old paint and gave it a good coat of breathable masonry paint. A return as lockdown eased and the legends on all four sides were painted on a cold, windy day. Interesting spellings Huddeffield, Hallifax, Barnsley and the mileages are mostly many miles out. The

10 to Barnsley is nearer 16 and it's much less than 6 into Huddersfield.

Update: Phil and I went up into the hills yesterday and finished the post YW_XKIRg.

I may go again when the weather is warmer and titivate the legends. It's very difficult doing the uneven, weathered cuts, but the stone is pretty ancient so it does have an excuse.



YW_XKIRg

Photo: Christine Minto

Tinsley (Sheffield) to Bawtry

This 17 mile stretch of road was given the West Riding style markers in 1893/94. Seven are still by the roadside with one in a private garden and one removed by Rotherham Borough Council in 2010 for repair which hasn't yet been set back. However there are also three pre WRCC, original stones still in situ though I have no concrete record of this road being turnpiked. (Editor: Turnpike created by Public Act 33 Geo II c.55 of 1789). The owner of the house behind the 8 mile post has built his new wall away from the stone and has repainted it with the help of his wife, Rose.



YS_TYBW08 before
Photo: Christine Minto



YS_TYBW08
Photo: Mark Bradley

SCOTLAND *(Christine Minto)*

Borders

A 'new' stone has been discovered at Linton Burnfoot near Morebattle by Robin Webster. This is in an area explored by Iain Davison who found other stones not far away, but missed this one, in spite of some of his ancestors being buried in Linton churchyard about half a mile away!



BD_KSHH07
Photo: Robin Webster

City of Edinburgh

A large housing estate is to be built near Edinburgh airport. Before the airport was enlarged the Turnhouse road connected Edinburgh to Linlithgow and onwards to Glasgow and Stirling. Near the proposed building site are two old stones. One is a guidestone with hands pointing to Glasgow, Stirling and Edinburgh [CE_EDLLGS]. The other is the quadrant style matching others leading out from the city towards Glasgow [CE_EDLL05]. John Riddell has been assured that both are to be uplifted and eventually reset when building work has finished.

John has also found another milestone within the city boundary on Dalkeith Road, the A7 [CE_EDKS01]. This 1 mile stone has a slightly curved front face with four named destinations whereas the next two, at 2 and 4 miles, are set edge on to the road and may have been plated [CE_EDKS02]. The number of milestones still in situ in the city is now 42 with a Roman one in the museum



CE_EDLLGS
Photo: Christine Minto



CE_EDLL05
Photo: C Minto



CE_EDKS01
Photo: John Riddell



CE_EDKS02
Photo: Christine Minto

Dumfries & Galloway



It was once possible to travel by train across Kirkcudbrightshire and Wigtownshire from Dumfries to Stranraer and Portpatrick. The terrain meant that many fairly large settlements were several miles from the railway line. A number of very similar

milestones directed the traveller to the nearest station. For Gatehouse of Fleet the station was 5½ miles away high in the hills at Dromore [DG_GFSTN]



DG_NABW00

Photo: Christine Minto

Milestones were erected along this route although only two remain. New Abbey was served by the station at Killywhan, 5¾ miles away. Alverie Weighill reports that all six milestones along the route survive [DG_NABW02]. The first one is at New Abbey, Killywhan 5¾, [DG_NABW00] with the sixth, Killywhan 1, Newabbey 4¾, just before Beeswing on the A711, once a tollroad belonging to the Dalbeattie Trust, which has to be crossed to reach Killywhan.



DG_NABW02 Photo: Alverie Weighill

East Lothian

In 2014 Adrian Sumner had told me of stones on the A198 from North Berwick towards Edinburgh. I found nothing until the '17 from EDIN' at the edge of the golf course approaching Aberlady. But there should have been stones in Dirleton and Gullane. Then John Riddell reported that the 20 mile stone was at a private house off the main road in Dirleton. Travel restrictions lifted slightly, and his daughter was sent to search. The elderly householder said he had moved it about 1980 [EL_EDNB20]. There was once a tollhouse west of Dirleton which was demolished when the by-pass was built. The 20 and 17 milestones are the same style with the number on the shallow bevel and a level top. The next one nearer the capital, 11, has a rounded top and the legend has completely eroded away. These stones are on the 1853 6" map so are probably toll road stones from the North District Trust of the (East Lothian) Great Post Road established 1750.



EL_EDNB20

Photo: Bethan Riddell



SL_NS7147glassford

Photo: Alverie Weighill

South Lanarkshire

An old fingerpost has been found by Alverie Weighill in South Lanarkshire. There is no maker's name on the post but from its style it was probably cast at the Grangemouth Iron Co. Although missing one finger it could be the only old post still in situ in Lanarkshire.

Canmore Records

Canmore is the on-line catalogue of the National Record of Historic Environment Scotland. Amongst the over 320,000 records of archaeological sites, buildings, industry and maritime heritage there are milestones, mileposts, mileplates and fingerposts. <https://canmore.org.uk>

Aberdeenshire & Angus



AD_FTBN13

Photo: John Sherriff

Some of John Sherriff's work has been recording milestones and fingerposts for Canmore records. Last year he visited the west of Aberdeenshire and recorded three stones on the B974 between Fettercairn and Banchory, one of Scotland's Old Military Roads. In 2008 I had recorded a stone with 6 on it about a mile north of Fettercairn. John has now found the 5, 9 and 13 milestones. However, the mileage is actually to the next village, Edzell. Whilst in the area he went into Angus along an unclassified road to the north west of



AN_EZGE12

Photo: John Sherriff

Edzell, leading 16 miles up Glen Esk to the tarmac end at Invermark. He photographed one of the stones 12 miles from Edzell, I/4 on the left face and E/12 on the right. However, most of the others are still in situ on this dead-end lane to the Invermark estate.



PK_ALGI00

Photo: Christopher Dingwall

Perth & Kinross and Angus

On Canmore John Riddell found a post on the outskirts of Alyth which also showed on Streetview but was not in the database. Christopher Dingwall photographed it for the archives and then checked the rest of the B road up to Dykends. This post is Alyth ½ mile [PK_ALG100]. Iain Davison had found the 1½ and 2½ posts a few years ago and they are still there. However, this road goes into Angus after 3½ miles and the only other post Christopher found still in situ is at 6½ miles. This is of the Angus style made by G Anderson & Co of Arbroath [AN_ALG106].



AN_ALGI06

Photo: Christopher Dingwall

Why Milestones?

Son Jon could never understand my enthusiasm for milestoning as he dutifully ferried people from Bristol Parkway to our South West Spring meeting so in 2016 I wrote to him:

You said you don't 'get' the milestones thing! As dear old Connie says, it's a convenient peg on which to hang all sorts of interesting stuff.

You might remember that I was minutes secretary of Atherstone Arch Soc latterly? There were some 'best kept secret' Roman remains at Mancetter and I found it fascinating, so when I moved to Huddersfield and began to surface from setting up the Farwood Lodge business, I wanted something to get me involved in the local environment. Huddersfield Archaeology Society were doing 'posh' archaeology, digs, overseas, etc, not my thing. Then I saw a small item in *Current Archaeology*, the mag Jo had asked me to get when he was briefly interested in digging. A one-day workshop for those interested in milestones, at the new Black Country Museum. I looked round and there were loads of the things in Yorkshire which I'd never noticed before, all sorts of different materials and vernacular designs, which intrigued me – you know I've always liked construction stuff! They are 'listed buildings' not monuments, so your degree course work on planning later fed into my knowledge and vice versa.

And at the time, David Hodgson was being agreeable and offering to go for a drive for pub Sunday lunches; it seemed very civilised to have a purpose as well, spotting a few artefacts by the wayside and maybe painting one or two eventually.

It was a fun meeting which took place a month after Ed died in 2000, lots of diverse people sharing information and enthusiasms! They decided to set up a Society and formed a steering group. They wanted 'county contacts' too and I offered to do Yorkshire, since few from God's own county had ventured that far south. A few weeks later, I had the phone call in a lilting Irish accent, "You're female, can you type?" Terry later denied saying this but I became Minutes Sec to the Steering Group, then the putative Treasurer (a Tyke) resigned in a strop so I volunteered to do it until the AGM – and did it for 11 years, as well as being Minutes Sec and W Yorks Rep. I got rid of the North and East Ridings eventually! And did two years as Chair too on Terry's death.

So why? Well it gave me something to occupy my brain in the awful circumstances triggered by Ed's death and David Hodgson's activities and it seemed worthwhile to interest other people in our transport history. It also gave me an opportunity to continue to develop my marketing skills and knowledge after closing the call centre in 2002. I wouldn't have had any incentive to learn about Google Earth or Facebook or twitter otherwise and I was able to apply my knowledge of marketing from Farwood Lodge to the Society, too. Most of the others are teachers or tecchies.



☺ May 2016

So it has got me out and about in West Yorks, meeting people and performing my talks to well over 3000 people over the years; I still have £1k in my personal talks kitty for pump priming events. It's more direct than Am Dram and (like you) I enjoy teaching people about something new to them!! And it's given me a topic for poems, a new audience and friends and networks such as Julian's Write Out Loud. Beyond Graffiti and Crossing the Pennines have kept me active in my semi-retirement from paid work with its attached misery of mediating grumpy over-paid people.

It's also been useful professionally. I used to keep up with local football teams (i.e. Leeds United when in Hull) and national cricket, so I could hold conversations with male colleagues. However, Milestones are a neutral topic, much

better when you have to chat to mediatees over a sandwich lunch – it helps to divert the aggro of the day and is a good conversation starter in almost any environment, from different angles. I dragged the Deputy Mayor of Bromyard off to do a bit of spotting around the Young Roots Railway Trail event on Saturday and when the Mayor of Worcester later rocked up, I heard Fred telling him we had been milestoneing!

So not only is it intellectually satisfying, it develops new skills and new networks – what more could one want?!!

Oh, apparently the milestones along the A5 in Warwickshire were all smashed into the ditches when the South – North Telecom's cables were laid in the 1970s.

Update in 2020: In the past four years, after moving to Worcester, I've worked with Finding the Way and its national poetry competition, Teach the Highwayman Educational Resources, the Bromyard Town Heritage Trail and the Worcester Cross re-plating projects, as well as giving talks in Herefordshire and Worcestershire. We've completely re-vamped the websites and the Facebook Group now has 630 members. And I acquired a BEM along the way...

We've had 535 downloads of our Teach the Highwayman educational resources pack from The Times website - that's potentially more than 10,000 children who have heard about milestones even if each is a single use!!

<https://www.teachthehighwayman.co.uk>



Still from 'The Highwayman' video

Jan Scrine

An appreciation of Jan's 'The Highwayman Project'



The Highwayman Project

For The Milestone Society

In 2018, I undertook an educational project with the Milestone Society. The brief was to produce KS2 cross curricular resources to raise awareness of the rich tapestry of history that surrounds the UK countryside.

Jan Scrine was my main contact in the project and we collaborated on how the resources could be woven into the National Curriculum. The Highwayman poem was already a topic for literacy in KS2 and therefore it seemed sensible to create a set of resources that teachers would find useful and pupils would find engaging.

The resources were to be accompanied by a video which was being produced separately but which would complement the lesson plans.

Throughout the project, I found myself undertaking a great deal of research and was amazed at how much new knowledge I gained from undertaking the assignment. I attended a local talk about the Hounslow Heath Highwaymen, interviewed a local historian, and read whatever online material I could find in addition to the resources Jan sent to me.

I also helped to promote the resources through social media and uploading to educational websites.

The resources can be found on the Times Educational Supplement and Teach The Highwayman

<https://www.tes.com/teaching-resource/the-highwayman-8-lesson-plans-overview-11842980>

https://www.teachthehighwayman.co.uk/?fbclid=IwAR27N5CXI3NC4yR3uX_k7W0wIA8KP59Je2Twbq4mg1t6M-KXg10xTazueFk

I am delighted to report that up until the Lockdown period when schools closed, the resources have been downloaded 535 times on the TES website.

I thoroughly enjoyed the challenge of working on this very interesting topic and welcome feedback on the resources.

Thanks to the Milestone Society for allowing me the opportunity to work in partnership with them.

Mairi McLeod

Community Education Consultant

The Boulter Stones

The cover of NL19 (July 2010) shows an illustration by Frank Patterson of a Boulter Stone at Wansford on the Great North Road which is inscribed EB/1708. A note mentions various discrepancies on the history of Boulter Stones, and the editor remarks that members are sure to be able to provide an answer. No answers seem to have been forthcoming, and now Alan Rosevear has come across another mention of these mounting blocks in the 18th-century travel diary of Lord Harley which adds yet more uncertainty.

Edmund Boulter (c.1635-1709) was a successful London merchant and politician. He was a haberdasher but was also involved with The Worshipful Company of Grocers. In 1698 he was elected to parliament for Boston, Lincolnshire. In the 1690s he inherited the estates of Wimpole Hall, Cambridgeshire, and Gawthorpe Hall near Leeds, which obliged him to make frequent journeys, mostly along the Great North Road. The Wikipedia entry says that as Boulter was then in his 70s, "he set up convenient re-mounting posts between Leeds and Cambridge". Paterson's Roads (1786) has the following description: "From Stilton to Grantham, at every Mile, are Blocks made of the famous Ketton Stone, with 3 Steps, which were placed there by Mr. Boulter, for the easy mounting of his Horse, he being a very corpulent Man, and travelled that Road every Week for many Years; each Stone engraved E.B. 1708."



EDMUND BOULTER'S MILESTONE.

Illustration from 'The Great North Road'
by C G Harper

Lord Harley's diary for 10 April 1725 reads: "At twenty minutes past four we left Stilton. I take no notice here of places lying, on or near the road in our way from hence to Stamford because I have noted them in our journey last year to this place and to Peterborough; but I do not remember to have then observed those stones fixed upon the side of the highway which are upon this road; the first is at a mile distance from Stilton, and there are in all twenty of them, at one mile distance from each other, as we proceed northward, and were designed for showing the miles, and for travellers mounting their horses from them. They were all put up by one benefactor, who has set the initial letters of his name upon each of them, viz., T. B., which is to denote Thomas Boulter a grocer of London who I presume made often that use of these stones which he designed for other travellers." Charles Harper mentions the stone near Wansford in his book on the Great North Road (1901), writing that it was an "old milestone and upping block combined" and that it marked the 81st mile from London. In his section on upping blocks, E Mansell (The Wayfarer's Book, 1940) describes the stone standing beside the Great North Road at Wansfield [sic], near Stamford, "marking the eighty-first mile from

London, which bears the date 1708 and the initials E.B. It served in Georgian days both as a milestone and a mounting block, having been one of many such set up at frequent intervals along the Road; but this is the sole survivor.” David Alderton and John Booker (*The Batsford Guide to the Industrial Archaeology of East Anglia*, 1980) also mention the stone and say that as no distances are given it is not a true milestone. The surviving Boulter Stone is by the Sibson Inn, originally a farmhouse dating from 1670, just off the A1 between Water Newton and Wansford.

This does not solve the question of what happened to all the other mounting blocks that Edmund Boulter had installed, exactly which towns they were between, how many there were, and whether they once showed mileages. Once again, can members add to this history?

Carol Haines

Oslo Milestones

We’re mostly in ‘repeat mode’ these days of lockdown and I was looking through some old holiday photos and came across the two attached. I have worked out the provenance pretty accurately. The photos were taken in late May 1989 during our one and only visit to Norway. My interest in MS goes back to the late 70s but was largely dormant in the 80s due to work pressure and I remained a sleeper until the Society was founded in 2001. But obviously these caught my eye. They are now located in one of the parks on the outskirts of Oslo but presumably at least one was on the Drammen to Oslo highway - Christiania in this instance being Oslo’s former name not the town in Denmark. I looked up the modern distance between the two by road which is approximately a marathon, i.e. 26 miles, so the Norwegian mile appears to be something approaching twice as long as the English Statute mile. From web surfing I discovered that the long ‘mil’, (plural ‘mile’) like the English mile is a word still in use for some purposes though distances are officially in kilometres, and when Norway went metric in the 19c century it was fixed at 10km, having previously been a little longer, either way around 6.2 statute miles. There was also a ‘forest mile’ of half that length, so about 3 statute miles. Neither of these matches the distance of the miles on the first milepost. That doesn’t altogether surprise me as miles both in Britain and on the continent varied vastly in length from one county or province to another. Though it is undated, my guess is that it is early or mid-19th century after Norway achieved independence, more or less, from Denmark in 1814, and before 1925 when the name changed to Oslo. The Bugle presumably relates to its position on the former post road between the two towns and the lion rampant brandishing an axe is the national Norwegian emblem.



The second milepost intrigues me more. It is, as the explanatory plaque confirms (interestingly in English as well as Norwegian) a half-milestone. The date of 1731 is surprisingly early. Not that many English milestones for certain of that date or earlier. I presume the legend reads 'C6', six miles to Christiania, or 6 half-miles. The emblem at the top is presumably the royal crown of Denmark as Norway was still part of Denmark in 1731. The plaque refers to 'Christiana V1'. My guess is that V1 is the road designation – i.e. via, and the location now 'Akershus', which is the name of the area around Oslo and the Royal Castle.

Derek Turner

A Unique Yorkshire Milestone and 7 miles of history

A section of the Roman road from Tadcaster (Calcaria) to Aldborough (Isurium) near Boroughbridge became part of the 1750 turnpike from York to Boroughbridge. In the museum in Aldborough is Roman milestone, reused with the secondary text referring to Decius who ruled between 249 and 251. It also has XXC, a rather curious Roman numeral.

This road is now the B6265 from the A59 at Green Hammerton. Just two traditional milestones remain, one complete with its metal plates [YN_BBY006] and one which was lifted, straightened then fitted with replacement plastic plates by Brian Bradley-Smith a few years ago [YN_BBY004]. A plate, Boroughbridge 5, was found over 60 years ago by a fellow cyclist and popped into his saddlebag. In 2009 he gave it to Dave Williams in York who repainted it and it is now displayed in the town centre [YN_YOBB05].



YN_XMUALD

Photo: Christine Minto



YN_BBY006

Photo: Dave Williams



YN_BBY004

Photo: Christine Minto



YN_YOBB05 *Photo: Dave Williams*

However just over the hedge not far from milestone 4 and hidden from the road is a tall stone pillar. This can be accessed by enquiring at the warehouse, which was once a workhouse, in the lane to Great Ouseburn.



YN_XOUS

Photo: Christine Minto

The 12-foot-high column records the source of the River Ouse [YN_XOUS]. There is no water near the pillar but Ouse Gill Beck which becomes the River Ouse when it is joined by the River Ure rises from nearby Ouse Gill Spring. Although of unknown date it is also a milestone recording Boroughbridge 4 miles and York 13 miles on two opposing sides. It must have been visible from the turnpike. The York face would have been seen when travelling southwards towards York and the distance to Boroughbridge when going north.



YN_XOUSS

Photo: Christine Minto

This short stretch of road also features in my personal history. In 1967 I rode my first 12 Hour Cycle Time Trial. I ran my time out as a timekeeper on this road recording 229.65 miles. I never noticed any milestones though!

Christine Minto



Christine Minto 1967

Derbyshire Turnpike Road and Bridge Trusts 1724-1896

Below is a flyer for a new publication by the Derbyshire Records Society, it is available from the Society at 9, Owen Falls Avenue, Chesterfield S41 0FR for £33 including postage and packing or £25 to include one year's subscription to the Record Society. Please send a cheque payable to the 'The Derbyshire Record Society'.

Derbyshire Turnpike Road and Bridge Trusts 1724-1896

Between the early eighteenth century and the mid nineteenth, some sixty turnpike trusts were established to improve main roads in Derbyshire. These included the principal trunk routes through the county, roads radiating from Nottingham, Derby, Chesterfield and smaller towns, and roads used to distribute coal mined in the east of the county to the Peak District.

Three new bridges over the Trent were also built in the same period by trusts established for the purpose: Cavendish Bridge, Harrington Bridge and Willington Bridge.

With the advent of the main-line railway network, turnpike trusts (in Derbyshire as in other counties) suffered from a sharp drop in toll income. From the 1860s local trusts were wound up as their Acts expired and in 1889 main roads became the responsibility of the newly established Derbyshire county council, which also (in conjunction with Leicestershire county council) took over the three trust bridges.

This volume provides for the first time an authoritative guide to Derbyshire turnpike road and bridge trusts, setting out the Acts by which they were created and renewed, details of any surviving archives, and a note of publications (including contemporary parliamentary papers) relating to particular roads. The route of each road is described in detail and shown on a specially drawn set of maps. The book includes a full index of place-names.

As a comprehensive county-wide survey (which has not previously been attempted) this new title will become an essential work of reference for local historians in all parts of Derbyshire, as well as those interested in transport history.

The book (ISBN 978-0-946324-45-3) runs to 272 pages, including 12 pages of maps. It will be produced in the Derbyshire Record Society's established hardback series style, with an illustrated dust jacket.

The book is priced at £30 (plus £3 post and packing), or £20 post free to members of the Derbyshire Record Society.

To order a copy please complete the slip opposite and send it with a cheque payable to the Derbyshire Record Society, 9 Owen Falls Avenue, Chesterfield S41 0FR

The book will be published on Saturday 21 March at a meeting at the Derbyshire Record Office, New Street, Matlock, 10.30 a.m. -12 noon. We look forward to welcoming members on that occasion, when copies will be available for collection.

Another source of information that has been brought to my attention is the Newsletter of the Sussex Industrial Archaeological Society which has a number of articles on milestones; it can be accessed on www.sussexias.co.uk

Annual General Meeting

Papers relating to The Milestone Society Annual General Meeting and Annual Conference will be sent out within the next couple of months subject to the restrictions regarding the Coronavirus being lifted sufficiently to enable the meeting to go ahead.

DEADLINE FOR FEBRUARY 2021 NEWSLETTER

Contributions for inclusions in the Spring *Newsletter* should reach the editor Richard Raynsford by 31st January 2021. Contributions are accepted on the understanding that the editor reserves the right to modify submitted material to achieve a suitable length or style consistent with the overall size, aims and content of the publication. Submission of articles in electronic form using Microsoft Word (*.doc, *.docx or *.rtf) or Open Document Format (*.odt) and pictures in high definition JPEG or PNG format (*.jpg or *.png) is particularly convenient but paper copy is also acceptable. Please note that due to postage costs, material submitted is not normally returned unless specifically requested. E-mail the editor at newsletter@milestonesociety.co.uk or call Richard Raynsford on 01749 890418 for further information and address details

Opinions and statements expressed in this publication are those of the contributing individuals and are not necessarily those of the Milestone Society, its Executive Committee, the editor or general membership. Photographs and drawings are by the contributors except where otherwise stated.

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Back Cover: Still from 'The Highwayman' video

