

The Milestone Society

Newsletter 33

August 2017



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Web Presence Co-ordination	Jan Scrine
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Editor, <i>Newsletter</i>	Mike Hallett
Editor, <i>Milestones & Waymarkers</i>	John V Nicholls
Editorial Panel (in addition to above)	Carol Haines, Richard Raynsford, David Viner
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Milestone & road history & heritage	Mervyn Benford, Carol & Alan Haines David Viner
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

Workers from RMInstallations install one of the six renovated 'gas lamp' mileposts watched by Mervyn Benford and Rob Caldicott (see the article on page 4)

Photo: Mike Buxton

A NEW GRANT FUNDING OPPORTUNITY SUPPORTED BY THE MILESTONE SOCIETY: THE LOCAL HERITAGE INITIATIVE

Between 2005 and 2012 the Society ran a Pump Priming Grant scheme, with rolling £2K funding, to promote conservation work by members and others around the UK, and a number of projects were successfully supported.

In introducing a new grant fund from 1 April 2017, the aim is to continue that support so that the Society's limited funds may best be used to promote valid projects, and at the same time to help lever funding from other public and private bodies to aid milestone and waymarker conservation and interpretation. Plural funding of this kind has become a very common means of project fund-raising.

Called *Local Heritage Initiative* [or LHI for short], each supported project should contribute significantly to delivering the Society's Aim and Objectives, and enhance either the individual or group heritage contribution of milestones and waymarkers in the landscape. Bids may include not only conservation and restoration but wider interpretation, community engagement, education and promotion.

LHI has a starting fund allocation of £5,000 from available resources. A maximum of £500 as a Society cash contribution is set per project, the aim being leverage from other donors totalling (it is suggested) at least four times the requested amount, per project. As a minimum, the Society's funding contribution should at least be match-funded and grants will be conditional upon such matched funding being obtained.

There is no time limit to the life of the fund and for bids to it, provided that funding is available, and it is a requirement that the Society's conservation guidance is followed.

All enquiries and applications should in the first instance be addressed to John Atkinson, the Society's Hon Sec. (email to honsec@milestonesociety.co.uk) and full LHI terms & conditions and its conservation guidance are available on the Society's website at www.milestonesociety.co.uk.

David Viner

NEWSLETTER EDITOR

As your *Newsletter* editor for the last seven years and fourteen issues, I've very much enjoyed pulling together everyone's contributions and turning them into one of the Society's two publications. It's a record just pipped by Alan and Carol Haines who were editors for eight years.

My other commitments have been increasing and the village in which I live has just decided to produce a Neighbourhood Plan which will only add further to my workload. The time has come therefore to hand over the editorship of the *Newsletter*.

Please extend a warm welcome to Richard Raynsford who will be taking over from me to produce the February 2018 edition of the *Newsletter*.

Mike Hallett

FINDING THE WAY 2017 PROGRESS

All six mileposts have been sent to Derbyshire for restoration by Leander; hopefully they will have been reinstated with ceremony by the time this *Newsletter* appears. A seventh has been discovered, but on private property.



Mike Buxton, Ted McAvoy of Leander and Robert Caldicott with two of the gas lamp posts

Exhibitions were planned for the Long Compton Village Fete on 1 July and then for Shipston museum and the Stratford toll-house. You can find out how these progressed and what else is happening from our website, www.findingtheway.org.uk

Mike Buxton has devised a couple of interesting walks along the route (in Shakespeare Country!) and drafts of these appear on the website too. Hopefully local rambling groups will test them out!

The national Poetry Competition has closed for entries and shortlisting is taking place; the judge is Brian Patten, of Liverpool Poets fame, and author of children's books. The prizes are generous - £500 for the winner with runners up prizes and one specially for the best Under 16 entry. We will hear all about it at our Annual Conference in October, along with readings of the winning entries.

The really serious part of the development of the educational resource is now complete; consultant Mairi McLeod has been very creative as well as very thorough – her sternest critic is her 9 year old daughter! She has been working within Key Stage 2/3 of the National Curriculum, linking a range of lesson plans to The Highwayman poem, including in geography, local history, maths and design. We filmed our splendid Highwayman enactor Paul Macintosh in early April, in the Yorkshire Colne Valley; the film has been produced by Kyle Warwick of Kirklees Local TV, who did such an excellent job on the Grand Opening of the Crossing the Pennines Trail. The film and Mairi's work are being uploaded to various teachers' resource websites, to help those who demonstrably struggle with teaching this violent narrative, though apparently much enjoyed by their young charges (must be those gory details!)

Our Annual Conference on 7 October will be held at Long Compton Village Hall, so you will be able to see for yourselves some of the restored mileposts, as well as hear about their history at the meeting. Continuing the theme of 'travel', Ann King will tell us about Postal History.

So to keep up to date with our progress and events as the year goes on, look on our project website, www.FindingtheWay.org.uk or join our Facebook Group, findingtheway.org.uk.

Jan Scrine

IS THIS YOUR LAST NEWSLETTER?

We hope you enjoy reading the *Newsletter* and *Milestones & Waymarkers*. Membership renewals fell due on 1 June and most members have already renewed. Unfortunately, if you have not yet renewed, this is the last Society publication that you will receive. You can use the renewal form that was sent with the Spring mailing or you can go to the Society website and follow the procedure in the 'Join Us' pages.

Brian Barrow

THE SOCIETY'S PUBLICATIONS – A RICH STORE!

A good back-stock of copies is available for sale of virtually all Society publications produced over the last sixteen years. 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! Only a few issues are now out of print or the stock reserved.

We have all the *Milestones & Waymarkers* from Vol One (2004) to Vol Nine (2016) at £3.00 each, except Vol Four (2011) which is 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 out of print. These are £2.00 each. And there is a good run of the *Newsletters* from our very early days, from issue no 1 in July 2001 right through to the latest issue No 32 in February 2017. Some are low stocks, some are plentiful. These are £1 each.

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

David Viner

A THOUSAND MISSING PICTURES

Please don't forget to take your camera and the list of missing milestone photos when you go out. Your photos are still needed to fill the gaps in the Society's database.

Mike Hallett

JAN SCRINE RECEIVES THE BRITISH EMPIRE MEDAL

Both Herefordshire and Worcestershire were represented when the Lord Lieutenant of Worcestershire presented Jan Scrine with a British Empire Medal awarded in the New Year's Honours List 'for services to roadside heritage as a founder

member of The Milestone Society'. Jan was nominated for the award by Society members in Yorkshire, for her commitment in devising and delivering the 'Beyond Graffiti' stone carving project and the 'Crossing the Pennines' Heritage Trail in particular.

Jan is the current Mayoress of Bromyard and the Society's Herefordshire Representative, although she lives in Worcestershire. The Mayor of Bromyard Councillor Fred Clark, the Mayor of Worcester Councillor Paul Denham and the Mayoress Councillor Lynne Denham (Jan's neighbours) were Jan's personal guests at the ceremony, along with John Atkinson Hon Secretary of the Society and his wife Lois.

The ceremony took place at Worcester Shire Hall in March. As Her Majesty's representative, the Lord Lieutenant Lt Col Patrick Holcroft said that the Queen took a keen interest in volunteering and Jan noted that Prince Charles himself had assisted in restoring a milestone on the Sandringham Estate! Jan presented the Lord Lieutenant with copies of Carol Haines' book *Marking the Miles and Worcestershire Turnpikes*, kindly donated by their authors, before all headed for tea and cake at Worcester Museum, where there is a Roman milestone/honorific pillar on display.

PETER LEIGH 1935-2017

It is with sadness that I report the recent departure to that large HALT-sign factory in the sky of member no 702 Peter Leigh.

Peter spent 35 years from 1965 in the road sign industry, and was Technical Representative of the Association of Road Traffic Sign Manufacturers Association at the British Standards Institution for over 20 years, contributing to both UK and European standards on many subjects related to the industry.

Following retirement in 2000, he was persuaded by his former work colleagues to use his unique knowledge to produce a paper detailing the history of the Traffic Sign Makers, a thorough and most interesting document which runs to 63 pages (a copy of which he later presented to the Milestone Society archive).

His main hobby was historical research for his local Albrighton & District Historical Society and he joined the Milestone Society in 2009 after reading an article in the Shropshire Magazine about the Society and the saga of a replacement milestone near Bridgnorth.

Peter's depth of knowledge in finger-posts and road signs was very helpful to the Society in the dating and manufacture of 20th century road signs, and he enthusiastically carried out a programme of milestone painting in his local area.

He made a valuable contribution to our knowledge of roadside heritage assets and will be missed.

Alan Reade

ENGLAND**Berkshire**

Windsor and Maidenhead Council has, granted listed building consent to Keir Highways to carry out refurbishment of a milepost on the A404 at Bisham. The works comprise rust removal, repainting and removal of vegetation so that the milepost will become more visible from the highway. The milepost (DBE_MWBR03) reads: 'HATFIELD/39/Reading 11/London 40' and 'Marlow 3'.

Colin Woodward

Cornwall (*Ian Thompson*)Bodmin Guidestone

In mid-Cornwall there is a group of guidestones of an unusual design, consisting of a tall granite pillar with a granite capstone with destinations inscribed on the sides of the capstone. One such guidestone stands at the junction of Priors Barn Road and Launceston Road on the east side of Bodmin (SX 076 667). The triangular capstone is inscribed 'LANSON' on one face and 'LISKEARD' on another. These are the two main turnpike road destinations to the east of Bodmin. On the column has been added a pointing hand and the inscription 'TO STATION'. The broad gauge Bodmin Road station (now Bodmin Parkway station) opened in 1859, so the guidestone had to be altered to include this extra information.



In July 2015, in NL29 p6, we reported that this guidestone, damaged in a traffic accident, had been repaired and reinstated.

In February 2016, in NL30 p9, we reported that the Society had been consulted about the relocation of this Grade II listed guidestone, because a new roundabout was to be built as part of a major road scheme in Bodmin. The Society objected to the original relocation, at the roadside, and proposed a better location on ground between the two diverging roads. This modification was accepted and shown on the plans for the junction.

Today it can be reported that the guidestone has been relocated as the Society recommended. Ian Thompson was invited to visit the site and repaint the inscriptions on the guidestone with a little black paint to make them more legible.

Monument Watch

In August 2016, Brian Oldham contacted Ian Thompson to seek help in locating a unique boundary stone on Bodmin Moor. Brian explained that he was a volunteer for Cornwall Council's Monument Watch and they checked the condition of

objects recorded on the Council's Historic Environment Record (HER). A party of eight volunteers had been searching the moor for the stone which marked the boundary of the short-lived Bolventor parish, which was created from parts of the neighbouring parishes in 1848, but they had failed to find it.

The guidestone stands beside the westbound carriageway of the A30 trunk road on the brow of the hill before the steep descent to Palmersbridge and Jamaica Inn, marking the boundary between Altarnun and Bolventor. Ian was able to give Brian detailed directions to find it, including a safe place to park beside this very busy road.

This was the only boundary stone known to survive. The parish was reabsorbed by its neighbours in the early 20th century.

In April 2017, Brian again contacted Ian about a 'signpost at risk'. A granite post, which Brian identified as a guidepost was at risk of being engulfed by a farmer's dung heap. Ian suggested that this was not a guidepost, but another Bolventor parish boundary stone, since it was inscribed 'BOLVE' on one face and 'ST NEOT', the next parish to the south west, on another face. Brian was delighted to learn that he had discovered a second Bolventor boundary stone, sending a full report to Cornwall Council's HER office.

Four Milestones and a Bridge Stone

In 2016, Chris Jackson of Cornwall Council gave Ian Thompson a disc of 3500 images of roadside features he had recorded during his survey work for the Council between 2008 and 2010. Ian was able to identify fingerposts from their cast lettering, but the granite stones, which might be milestones, were only shown in close-up, so it was very difficult to identify the location of any which might be new to the Society. However, in February this year, Chris very kindly provided a spreadsheet of the 600 roadside stones which he had identified as milestones, including grid references.

Ian was able to compare the grid references with those on his copy of the Society database. It was no surprise that the two lists agreed very closely. The Society had a number of milestones not on Chris's list and details of these were passed to him. Ian found 20 stones on Chris's list which were not on the Society database and has been working through site visits to check out each of these. Some turned out to be private boundary stones, one was a Cornish cross, slipped in by mistake, but so far four new milestones and a county bridge stone have been added to the Society's records:

1 At SW 769 350 on the outskirts of Penryn is a triangular granite milestone of the Helston Turnpike Trust. Sadly, the inscription on this milestone has been chiselled off, probably in the early years of the Second World War. This fate befell several but not all the milestones on this turnpike road.

2 At SW 563 359 Chris found a milestone that Ian thought had been destroyed by traffic some years ago. In fact, it was set back further from the road edge

than he thought and had become buried in vegetation. This is one of a series of granite milestones with missing cast iron plates.

3 At SW 720 400 on the outskirts of Lanner a milestone was found on the Penryn to Redruth road. It was set at the back of the pavement, but was clear to see. How was it missed before?

4 At SW 728 346 is a milestone giving the distance to Tregothnan House. Four other milestones exist in this series, but this one is on a branch lane which leads to the banks of the Tresillian River where there used to be a ferry to Malpas and the Truro Turnpike road to Truro. The ferry has long since ceased to run, but the milestone still remains.

5 At SW 868 465, sitting low on the verge hidden by long grass, was a triangular granite stone with no inscription. Ian recognised the shape and style of stone, having reported something similar in *Milestones & Waymarkers* 2016 p58. This new stone was about 100 yards from the county bridge at Tresillian and marked the limit of the county's responsibility for the bridge approach road. Beyond the stone the road was the responsibility of the Truro Turnpike Trust. Like the county bridge stone pictured in last year's *Milestones & Waymarkers*, this would have had the legends 'COUNTY' and 'TURNPIKE' painted but not carved vertically on two of its faces.



The Lanner milestone

Stolen Cast Iron Mileplates Recovered

The vast majority of Cornish milestones are large blocks of granite with lettering carved on their surfaces in a rich variety of styles. A small number of Cornish milestones, mainly from the late 19th century, had cast iron mileplates to carry the inscriptions. Many of these cast iron mileplates went missing in the 1970s or 1980s. It may be that the steel screws used to fix the plates to the stones rusted through, the plates simply fell off and were taken. In whatever way the plates came to be detached from the milestones, they were never legitimately sold by their owner, Cornwall County Council.

When two cast iron Cornish mileplates were advertised for sale by auction, the Society contacted a representative from Cornwall Council who emailed the auctioneer in Nottinghamshire. The auctioneer agreed to remove the mileplates from the auction, and, with the help of the Society, returned them to Cornwall. There is more to this story and it is hoped to give a fuller account in the next edition of the *Milestones & Waymarkers*.

Cumbria (Terry Moore)

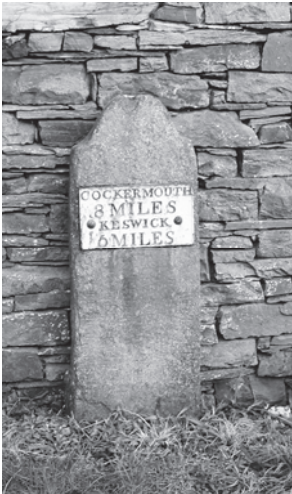
It was a productive winter with a total of 8 new finds on 3 different routes between Cockermouth and Keswick. While these are new to the repository most are known to local people.



CU_CMKW02 after restoration

CU_CMKW02 near Embleton was found buried in the bank at NY 1516 3043 one mile west of Embleton. It was in excellent condition and worthy of restoration. The parish council were notified who quickly approved work to start in the spring. John Haynes assisted Terry Moore in the restoration work when visiting him in Carlisle to deliver two new cast plates for CU_CMKW11 & 12.

Other new finds were CU_CMKW09 at NY 22298 25869 at the entrance to The Hollins, a private residence in Thorneythwaite. This was relocated some 30 years ago during road maintenance.



CU_CMKW06

like CU_CMKW08 at Woodend Farm was saved and relocated by the farmer. New find CU_CMKW10 at NY 22982 24549 remains at its original location set in a hedge 1 mile further south near Braithwaite. Terry Moore spoke with local people and the parish council keen to see them all restored. A programme of restoration is scheduled this summer. New find CU_CMKW06 at NY 20763 30333 is located on a steep bank on the north bound carriageway of the A66 west of Bassenthwaite Lake. Access could only be gained through the woods as the road was closed due to road maintenance with contractors landscaping and stabilising the steep ground with concrete piles. It is located next to crash barriers with its plate missing.

CU_CMKW11 near to Newlands Beck Bridge at NY 2400 2367 east of Braithwaite was a new find and in good condition, but with its plate missing. Like its neighbour one mile east near Postinscale foot bridge

CU_CMKW12 was also missing its plate. This has been vandalised since last reported on the MS database. New plates were sought from the foundry at Blists Hill, Ironbridge by Terry Moore and Jan Scrine and joint funding was approved from the local parishes and the Society. These are currently being restored.

On the B5292 over Winlatter Pass (close to Osprey country) two new finds revealed milestones with incised numerals. One at NY 2268 2392 above Braithwaite hidden under trees on the east side of the road on a steep bank, and

one on the west side of the pass at NY 1861 2480 on the south side of the road west of Swineside House behind a fence. The latter was in good condition but the former less so. One existing milestone on this road recorded in the MS repository was CU_KWCM02 located on the grass verge near to Winlatter Forest Park at NY 2163 2458. After cleaning it numerals of 8 and 4 were revealed, which highlighted an error with the MS referencing entry. It should have an 8 or 4 in the reference. This and referencing for the two new finds on this road is being investigated.

On the A591 between Keswick and Bothel a new find revealed CU_KWCM02. This slate milestone covered in ivy at NY 2540 2577 near Millbeck with number 2 incised on its face is one of four on this road. This reference is duplicated in the repository for the Winlatter milestone quoted above.

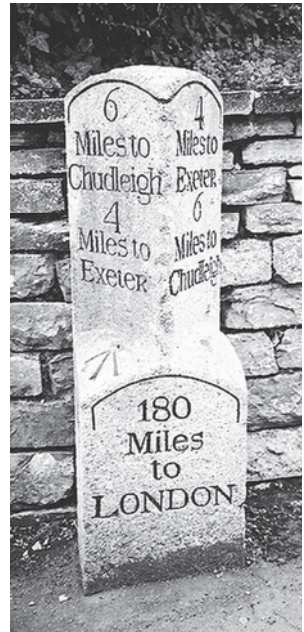
Devon *(Tim Jenkinson)*

In February 2017 John Atkinson was contacted by Historic England (HE) regarding their intention to seek Grade II listed status for a series of six granite milestones along the route from Exeter through the villages of Alphington and Kennford as far as Chudleigh (the old A38) and whether the Society would like to contribute any information to the process. It was apparently the first time that the Society had been contacted in this way by HE and members of the Committee considered it a great step forward in the acknowledgement of the Society's role and status as the noted authority on the wayside markers of the United Kingdom.

It was also of great importance to us locally as the request for information involved some of Devon's roadside heritage and the details of the stones had been taken from the Heritage Gateway section of the Historic Environment Record for the County that the Society has been supplying locally to County Archaeologist Bill Horner at County Hall since 2004. At the time of writing HE is preparing its report to send to the Minister for Culture, Media and Sport who will



Near Swineside House



Kennford milestone

make the final decision.

The milestone DV_TVAS03 at Pork Hill on the north side of the B3357 on Dartmoor at SX 529 752 that had perished at its base and could not be repaired has been replaced as promised by the National Park with a replica. Noted to be in place in February it is in pristine condition with a freshly cut inscription that shows distances of 3 miles to Tavistock and 17 to Moretonhampstead.

We have received reports of a new milestone find by Steve Mason on a minor road in West Devon on Bowden Down near to the village of Brentor (SX 467 819). Steve was a member of the Festival of British Archaeology walking party that visited several inscribed markers across Whitchurch Down in July 2010, so it is very good to see his enthusiasm for discovering wayside heritage continues. The small rough-hewn granite stone is inscribed with a large 'T' and a '5' indicating 5 miles to/from Tavistock. It retains some paint cover and is most probably a pre-turnpike stone that was related to the nearby packhorse road that used to run down from the common here through the forest to join the present-day road near to Liddaton. Information from Mark Fenlon reveals that it is marked as a 'stone' on old Ordnance Survey maps. Well done to Steve for this unusual discovery.



Patteson's Cross

A well-known Grade II listed monument in East Devon on a section of the old A30 (now B3177) near to the town of Ottery St Mary has received a welcome makeover from the local Heritage Society. Patteson's Cross is found at SY 095 976 and was originally commissioned in the 1870s to commemorate the work and life of John Coleridge Patteson who was ordained at Exeter in 1853 before going to work as a missionary in the South Pacific where he became the first Bishop of Melanesia. He was mistakenly killed by fearful islanders on a visit to Nakupa in the Solomon Islands in 1871.

The cross is unusual in so much that the names of four places Exeter (south facing), Honiton (north facing), Ottery St Mary (east facing) and Feniton (west facing) are inscribed on its sides along with various religious verses. The work to re-cut some of the letters and repaint the various inscriptions was undertaken in September 2016 after a successful fund-raising campaign to meet the costs. The cross was rededicated on 9 February 2017 by two Anglican Bishops who had travelled 10,000 miles to pay their respects. It was badly damaged by a vehicle in 1991

and it was subsequently repaired and moved to its current position by Devon County Council in 1993 and this is recorded on the base of the monument. The cross had gradually fallen into disrepair since then but now looks in excellent condition.

Alan Rosevear has discovered a mileage stone in the town centre of South Molton in North Devon. The stone is inscribed with the words 'MILEAGE/CENTRE/S^oMOLTON/' and can be found in The Square in Broad Street at SS 714 258. It is on a pillar at the front of the Grade I listed Town Hall and would have been the point from where all mileage along the Turnpike Trust's network of roads would have been measured. The South Molton Turnpike Trust was founded in 1759 and managed around 22 miles of road. Very few milestones or plates seem to survive from this time so this is a fascinating artefact.



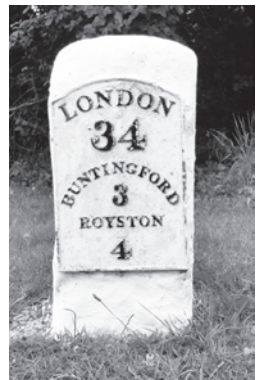
In February the Society's Facebook page received a comment from a Mr Patrick Fluker now residing in Australia who remembered when living as a child in West Devon in 1965 the laying of a new concrete ford on the River Lyd on the old packhorse road leading to Longham Farm near to Liddaton at SX 474 833. He recounted the apparent uprooting and burial of a Roman milestone by the workers and provided the following description of where it was *'on the upper side of the ford in the middle of the river, face down and part protruding below the surface of the ford'*. The thought of a surviving Roman marker in Devon caused quite a stir within the Society's membership.

However, following a visit to the ford on 11 March 2017 by Tim and Ann Jenkinson, they were unable to locate the milestone but did discover a previously unrecorded parish boundary stone that is inscribed with a 'B' for Brentor on one side and a 'C' for Coryton on the other, the river here forming a natural boundary between the two parishes.

Further correspondence with Patrick revealed that the inscription on the stone reads 'London/CLXXXIX/Miles' (189 miles) and that it is actually buried under the water about $\frac{3}{4}$ of it under the ford. It looks like another visit to the area will be needed at some point in the future to confirm and Ian Thompson of Cornwall has already offered his help with this task.

Hertfordshire (Mike Hallett)

Buckland and Chipping Parish Council has relocated the milestone HE_LK34 that used to be in Buckland Bury to a location by the roadside at TL 3559 3358. Although some distance from its historic location, it is close to Buckland



HE_LK34

Bury where it was listed.

Member Peter Andrew notes that all the milestones on the A10 between Royston and Buntingford have recently been painted by an unknown hand.



Smeeth milestone

Kent (*Colin Woodward*)

The milestone at Smeeth on the A20 (see M&W8 p15) has now been fully restored and reinstalled by Kent C.C. Highways. It includes a new mileplate reading 'ASHFORD/5/HYPHE/7'.

Member Brenda Jones reports that a milestone on the A28 at Upstreet, Chislet (KE_RGCY10) has been repeatedly damaged by verge cutting machinery. The Society has written to Chislet Parish Council requesting that the grass surrounding the milestone should be cut by hand, or alternatively a hard surface provided, and suggesting that the stone should be restored. As a temporary measure a post with the word 'milestone' could be installed next to the stone to alert the verge cutting operator.

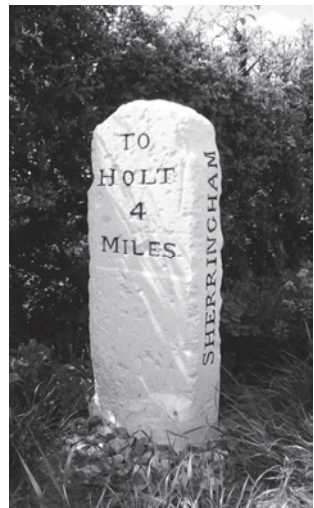
The milestone at Lenham (KE_LF44), which is in poor condition and was almost buried has been taken in by a local farmer who hopes to arrange for the stone to

be restored and reinstalled back in its original position.

Norfolk (*Carol Haines*)

The milestone NO_CH5 at TG 1465 4103 in Upper Sheringham is back in place after an absence of over 20 years. It had been knocked over and had become buried in the verge but was located in December 2015 by Ben Skillings, and was taken to Sheringham Primary School to show to the children. The bottom half of the stone could not be found so it was given a new concrete base. An old mason's repair was noted, and the parish name is spelled with two Rs. It was re-installed in March 2017.

A Norfolk milestone came up for auction at Gaze's in Diss in April. We were alerted by John Nicholls, but there was nothing suspicious about this sale. This stone first came up for auction in 2007 and we investigated its provenance at the time, with helpful information from the auctioneer. It had come from a garden just south of Dereham. The owner had died and



NO_CH5

his property was being disposed of. The owner had lived there for 60 years and the milestone was thought to have been there all that time. From the mileages 'NORWICH 15/LYNN 25' it must have come from Billingford on the B1145, but there is another Norfolk County Council stone NO_KLNF25 at this spot. Nigel Ford found a 'NORWICH 16/LYNN 24' stone, of a slightly different design, in a reclamation yard earlier this year, and again there is now an NCC stone NO_KLNF24 at this location. As these probably date from the late 19th/early 20th century, it is assumed the earlier ones were replaced and their predecessors disposed of but somehow survived. The 'NORWICH 15' stone didn't sell at the 2007 auction and was taken by one of the auctioneers and put in his garden in Diss. We visited him and took details of the milestone. At the auction this year the stone sold for £340, which seems a high price for a milestone only 46 cm high, but the auctioneers would not divulge where it had gone.



NO_KLNF25

Nigel Ford's milestone adoption scheme is gaining momentum and several stones now have people signed up to look after them, mainly by cleaning them and clearing vegetation. The adopters are given a formal notice signed by the county representative and the head of the heritage service at Norfolk County Council.

There has, however, been one loss. When Nigel went to retrieve the milepost NO_WF3 at Wighton to start restoration work on it, it was missing and is presumed stolen. It was last seen about the beginning of this year. It was reported to the police who issued a crime reference number, and details and photo were then sent to Robert Caldicott, the Society's theft liaison contact. It is now on the Salvo theft website. The cast iron post was made in 1834 for the Wells-Fakenham Turnpike. Originally plates were attached showing destinations and mileages but the bolts had corroded and they had become detached. Several were found in the surrounding verge using a metal detector, and these are stored safely elsewhere. Otherwise the basic post was undamaged and the original bolt holes could be seen.

Nigel writes 'I've found the loss of the Egmere milepost (NO_WF3) to be quite upsetting. Set back in a hedge, beside the B1105, its loss was only recently noticed.

The aim had been to renovate 14 cast mileposts as part of a major locally funded project. All are believed to have been cast by Thomas Brown of Burnham Market. The attached plates had been removed earlier and the 62"

chassis can be identified by its bolt holes.

Egmere is one of Norfolk's 'lost villages'. The remains of the church, partly demolished in Henry VIII's time, help to make this one of our county's most peaceful and secluded settings.' 'Hopefully a happy ending may still be possible if it's found.'

Northumberland (*Iain Davison*)

Recently a member of the public took an interest in the milestones in and around Morpeth and contacted the County Council about the possibility of re-siting and painting the milestone NB_NCMP 13 that had been damaged by a hedge cutting flail. The distance plate to Morpeth was damaged and is now missing. Following contact with the Society, a meeting was arranged with the member of the public at which several others were inspected and found to be in need of some Tender Loving Care. During the site visit NB_MPAN 04 could not be found and will require further investigation. Another milestone on the Great North Road, NB_NCMP 05 sited on the boundary between Newcastle and North Tyneside has been lost following major road improvements.



In Co Durham, again a member of the public reported a Grade 2 listed boundary stone missing from the A177 by Houghall College, Durham City. The stone has been missing for some time; it was originally reported last Christmas. An extensive search was carried out by the Council's Conservation Officer and enquiries made to the council's ground maintenance section, all to no avail. It has now been recorded and added to the ongoing Heritage At Risk Survey and will be reported to Historic England

In view of the foregoing losses it may be prudent to carry out a re-survey of the listed milestones to determine how many more may have been lost

Staffordshire (*Howard Price*)

A historic mile marker has been returned to its original location after it was stolen over 30 years ago. The milestone near Morridge Top on the A53 in Flash was recovered by Staffordshire Police and the Society after being seen on an auction website.

The mile marker was reinstalled on 14 June by Staffordshire County Council's

Highways team (see back page picture), following its restoration by the Society with funding from the Peak District National Park and the Moorlands Partnership.

The restored 'LEEK 6 MILES', 'BUXTON 6 MILES' post is a listed structure of historic importance and is made of cast iron. This particular 'bobbin' style is distinctive to the North Staffordshire and South and West Derbyshire area.

Mark Deaville, Highways Chief at Staffordshire County Council said: "It's nice to see the mile marker returned to its former glory and put back where it belongs. They are part of our heritage and a distinctive feature along our highways."

Howard Price said: "The alleged stolen milestone was spotted on an auction site by John Nicholls and Mike Faherty of the Society. The auction was held in June 2016 and it was withdrawn from the auction with the help of the Staffordshire Police. Our member David Wright accompanied the police to Sheffield to collect the post, and since then the Society's Staffordshire group has successfully applied for grant aid to reinstate the post in its rightful location. This has been a great collaborative effort to bring the post home to Staffordshire."

Surrey (*Janet Dowding*)

The Surrey Group met on Saturday 13 May 2017 at Send Manor. A couple of newspaper articles were passed round concerning a buried Norfolk milestone recently reinstated and a finger post in Somerset. Also shown was an old newspaper article from 1991 telling the story of how several fingerposts in Gloucestershire had had an arm removed (by the county council at the request of the police) because the arms in question pointed the way to Nether Lypiatt near Stroud. This was then home to Princess Michael of Kent and it was thought it might have been done for security reasons but the article actually states 'The signposts move is the latest in a number of privacy measures by Princess Michael'. It left several signposts near the hamlet sporting stumps where the Nether Lypiatt 'finger' used to be. Local folk were angry and demanded a full explanation from the county council. It is not known whether the hamlet name arms have since been reinstated. Maybe a Society member knows?

We had two presentations, the first being a short video made by Tim Dodds of the unveiling ceremony in Camberley of the new milestone which had replaced the one smashed by a sledge-



David and Janet Dowding with the new Camberley milestone

hammer in the course of construction work. It was attended by Gill Barnes-Riding from Surrey Heath Museum which had organised the making of the new milestone; the Vicar of St. Michael's, Camberley, Bruce Nicole who gave a blessing; the Mayor of Surrey Heath, Cllr. John Winterton and his wife; the owner of Camberley Glass & Windows outside of which the milestone stands; his staff; David and Janet Dowding and Tim Dodds of the Society and various interested people. After the Mayor's speech and unveiling, an excellent buffet lunch was provided by Camberley Glass & Windows which included a large cake decorated with an image of the new milestone. It was a very enjoyable and unusual occasion.

The second presentation was another showing of about 30 photos from Paul Smith's street name collection. Paul had done some interesting background research and provided explanations for the names of quite a few of the signs. These ranged across several counties and included one made of ceramic tiles with an elaborate surround — 'To the Grove' in Tunbridge Wells. 'Hobson Street' in Cambridge is made of cast iron and is associated with the legend 'Hobson's Choice'. Also in Cambridgeshire was 'Cuckolds Row', and 'Mandeville', the latter after the first Earl of Essex who fought a battle in King Stephen's reign (both in Burwell).

Nearer home, there is 'Beechings' in Henfield, Sussex, on the site of the station closed in Dr. Beeching's time. Some unusual street signs were 'Bloggs Way', 'Slip of Wood', and 'Acres Platt' (the last relates to fields), all in Cranleigh; 'Bacon Lane' (Frensham Pond), 'Spook Hill' Holmwood, and 'Trig Street' Newdigate, all in Surrey. Paul explained that 'Tunnel Road' in Redhill is on the site of Britain's first road tunnel which had tolls on it and was closed to traffic in the 1970s. So while a lot of street names are common or don't have a meaning, quite a few do have interesting stories behind them or are connected with specific things such as 'Pippin Link' near Crawley, a modern white and mauve sign signifying apples, or have distances on them such as 'Straight Half Mile' in Maresfield, Sussex. Our next meeting will be in the autumn (Sep/Oct).

Worcestershire (*Alan Scaplehorn*)

A further two Martley Rural District Council cast iron mile markers have been found in a farm yard at Alfrick where they have apparently been for some 30 to 40 years. They were installed at the end of the nineteenth century and this



local authority is the only one in Worcestershire to have these triangular markers. The parish name is on the top face and beneath a hand and pointing finger on the vertical ones are the distances to Worcester Cross on one side, and to Suckley and Alfrick on the other. Lower down are the foundry details M & W

Grazebrook of Dudley and the date 1898 and on the other face Martley Rural District Council 1898.

Reference to the National Library of Scotland collection of old six inch OS maps show the markers were originally on the north side of the unclassified road from Bransford along the south side of Leigh Brook through Smith End Green and Stitchins Hill to Alfrick and were only a mile or two from where they are now.

Yorkshire (*Christine Minto*)

Another 'new' milestone has been found and recorded 5 miles from Sheffield. Christine was told about it by Howard Smith who gave the talk at Chesterfield about the Snake Road, the route between Sheffield and Glossop in Derbyshire. Howard is now researching the 'Long Causeway' an ancient route from Sheffield into the Hope Valley. The 'Barncliff Stoop' at 3 miles from Sheffield is a tall stone with a replica incised top stone [YS_XSHEFa]. The original top is in Weston Park Museum in the city. The line of the route now goes through the Redmires reservoirs to the high point at Stanedge Pole, the county boundary. The exposed wooden pole has to be replaced every few years. When the



top reservoir was drained in 2007 a submerged milestone [YS_XSHEFc] showed itself. Since the reservoir was built in 1894 the stone has only been seen twice before in 1911 and 1947. Photographs taken after a rather tricky and perhaps foolhardy visit show the clear legend 'From Sheffield 6 m'. The new find is being used as a gatepost and has 'From Sheffield 5m' in exactly the same script. Rusty barbed wire, an old and a new gate had to be moved to get a decent photograph but it was put back as found! Almost. Howard has found that these stones date from 1738. The line of the track went through the field south of the gatepost so it was probably not moved very far to be recycled.

The 'rescued from auction' milepost which is 'listed' and belongs on the A64



Photo: Dave Williams

York to Malton road is now with Ryedale Council. It should be back in place shortly.

Dave Williams has tackled this Beningbrough fingerpost north of York. Hopefully the National Trust and their visitors will appreciate his efforts.

Late last year a WRCC milestone [YW_HUNH07] on New Hey Road, the A614 from Huddersfield over the hills into Lancashire, was reported missing. On a beautiful sunny but windy day Christine went to search for it. She eventually found a remnant of the metal attachment so either the snow plough or an errant motorist has collided with it.

SCOTLAND

Angus *(Christine Minto)*

New member Paul Hornby who lives near Perth has been exploring the area north of Dundee. Christine had found five defaced guideposts to the east of the A90. Paul has found four more on the west side. Many of the stones have been defaced although it is possible to see faint outlines of letters and work out most of the destinations. The stones are all the same shape and the arrows the same style.

Borders *(Christine Minto)*

Iain Davison has made his annual foray into The Borders, this time concentrating on Peeblesshire. The current OS 50,000 maps hardly ever show MS or MP on other than A roads but the pre 1900 6" surveyors noted all they found. And Iain has found 28 new stones. Most have no legend, a few have a large number and those between Peebles and Traquair have been painted white with black stenciled legends and arrows added since 2009 when we found them. Iain has



*Angus Guidepost AN_DDAH06sh
Photo: Paul Hornby*

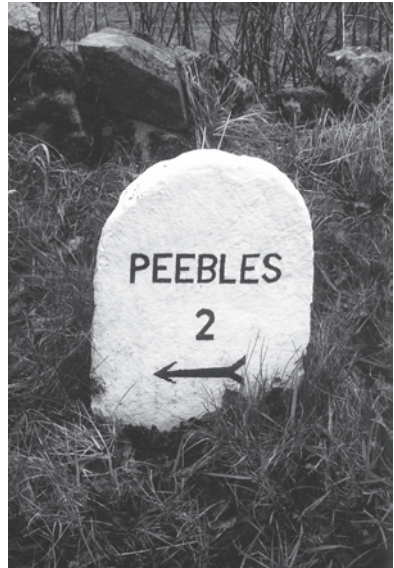
also dug out around some of the sunken ones, cleared the vegetation and scraped off all the moss. Two days, 325 miles and he doesn't say how many hours!

City of Edinburgh (*Christine Minto*)

Around Edinburgh are several stones dated 1824, each recording that it is 5 miles to the General Post Office. This was on Waterloo Place but has been demolished with the current one being at the foot of North Bridge. A post which has been moved slightly marked where the five miles was measured from. The stones were put up to regulate the Post Horse duty payable by Hackney Carriages. This was also payable in London but was not popular so was repealed in 1832. There is one stone on the A720 at Lothianburn just outside the Edinburgh ring road. Another is built into a garden wall on Oxgangs Road (probably not its correct location). A third is to the east of the city in East Lothian on the old A1, now A199, at Fisherrrow. In 1933 this one was restored and again, rather insensitively, in 1998 with the wrong date, 1821. Now two more of these stones have been found. One is just off the main road in Corstorphine in Murray Place, again moved from its original site. The fifth is built into a wall on Woodall Road, Colinton. It is much smaller than the others and the legend is all in capital letters.

Dumfries and Galloway (*Christine Minto*)

Alverie Weighill has driven along the A713 on the east side of Loch Ken south of St John's Town of Dalry several times but has only recently been able to stop at two more milestones she had spotted. These indicate the distance to Parton Station. Due to the terrain in Dumfries and Kirkcudbright shires many stations were some distance from the small towns so the railway company, the Castle Douglas to Port Patrick of 1863 (later Glasgow & SWR) erected this style of stone to, presumably, encourage the use of the railway.



BD_PBCW08
Photo: Iain Davison



Photo: Alverie Weighill

County News

Highlands *(Christine Minto)*

The Society has a folio of milestone photographs taken in the 1930/40s by a Mr Watts and given to Alan Rosevear in 2003. One blurred picture is of a stone on the Ullapool to Garve road, now A835, eleven miles from the port near to the



HI_ULGV18

Photo: Nick Savage

Corrieshalloch Gorge and the Falls of Measach. Mike Rayner looked for it in 2016 but didn't find it. However a recent report by Nick Savage of a milestone in the museum at Ullapool was followed up. This stone has an interesting story. For some reason the authorities decided there was danger of invasion this far north in 1940. The stones along the route were toppled into holes dug beside them and buried. After the war electricity was to be brought to the Highlands by way of many hydro-electric schemes. The Glascarnach River was dammed at Aultgush, a new road built higher up the hillside, the milestones were forgotten with several now under water. A local man, Dorrie Urquhart, knew the glen well before it was drowned and had always talked about the lost stones. In 2010 the waters were as low as they had ever been, so he and some friends searched for and found the 18 mile stone. This was presented to the museum and the legend newly painted on the schist slab. And it is just like the one in the Watts picture. So are there others buried by the roadside waiting to be discovered?

South Lanarkshire *(Christine Minto)*

Although there are 'obvious' tollhouses in Scotland quite a number are simple single storey rectangular cottages like the one that Alverie Weighill found at Dolphinton on the A702 Edinburgh – Biggar road.



Dolphinton tollhouse

Photo: Alverie Weighill

CLECKHEATON FINGERPOSTS

On Monday 10 April 2017 Cleckheaton residents were once again able to enjoy a local landmark in its original glory. The 80-year-old fingerpost sign outside Cleckheaton Fire Station was erected when Hightown Road was built, in accordance with the Royal Label Factory specifications. An old photo shows it proudly pointing the way for travellers to Leeds, Huddersfield, Halifax, Elland and Brighouse, surrounded by grass and flowerbeds.

Unloved, un-noticed and uncared for, in recent years it lost two of its fingers and became a rusty relic. Spen Valley Civic Society had restored its 'sister' at the top of Hightown Road in 2003, and last year the Society decided to tackle the one at



the junction of Hightown Road and Westgate. Thanks to a grant from Kirklees Council's You and Your Community funding programme, Civic Society volunteers were able to work hard on restoration over the winter. New metal letters were made to match the originals, brackets were manufactured using the one remaining original as a pattern, wooden finger boards were created, and the metal post was stripped of rust and repainted with numerous coats of paint.

The restored signpost was unveiled by Jan Scrine, with some trepidation – but the finished result is inspirational !

CORNISH FINGERPOSTS

While out painting milestones, Ian Thompson met a man with a trundle wheel and a fluorescent jacket who knew an awful lot about Cornwall's historic roadside assets. During the course of a brief chat and subsequent conversations and email exchanges, Ian learned that Chris Jackson, the man with the measuring wheel, was employed by Cornwall Council to survey the roadside, including features such as milestones and fingerposts. He and Ian have become good friends, and Chris has been able to pass on information about some 80 cast iron fingerposts which were not on the Society's database or were not fully recorded.

Unlike milestones in Cornwall, which were surveyed systematically, the county's fingerposts have been recorded rather spasmodically by the Society. We had about 360 fingerposts on our database, all but one made by a small number of

Fingerposts



At St Just in Penwith

foundries in Cornwall. (The one out of county fingerpost is in Truro, made by the Royal Label Factory of Stratford on Avon.) Chris has been down every road in Cornwall and reckons to have photographed every fingerpost in the county. Thanks to Chris, these photos have been made available to the Society to add to our national database.

The new information has also been passed to Cornwall Council's historic environment team to be added to the HER database. There seems at times to be a bewildering number of departments and sub-contracted work forces employed by the Council. Sometimes they don't always make connections with each other. Cornwall has a very good HER system linked to digital mapping available on line. It was

nice to be able to add Chris's records to this.

There is probably someone in your Council somewhere, surveying your fingerposts and milestones. Probably not many people within the Council will know who they are or where they work, but if you could track them down they would be very useful people to know!

Ian Thompson

AA Signs



Another AA village sign has been reported by James Biscoe in Ponsanooth in Cornwall about five miles SE of Redruth, just off the A393 [CW_PONSAN]. The one on a barn wall at Treen, also in the Duchy, had a brief showing on a recent 'antiques' programme.

In Cumbria (Cumberland) the sign at Low Lorton between Buttermere and Cockermouth is now displayed for all to see. But one for Hilton is hidden away in a garage.

Christine Minto

*The Ponsanooth AA sign
Photo: James Biscoe*

ALONG THE CHESTERFIELD CANAL

Along all the navigable stretches of the canal new replica milestones have been set up at the side of the towpath. And an occasional 'original' can be seen, usually on the non-towpath side.

Christine Minto read in the *The Cuckoo*, the magazine of the Chesterfield Canal Trust, that vegetation had been cleared around milestone 19. She thought this would be one of the original stones which she hadn't seen on earlier rides along the towpath near Worksop as most are hidden in the vegetation. So it proved, even in February. After several searches on both sides of the canal it was finally spotted. And with the secateurs she always carries in her cyclebag she was able to clear away brambles and hawthorn so now it can be seen across the water from the towpath until spring and summer growth hide it again. A few weeks later she went again to the canal in the hope of finding 18 but was told by the man who had cleared 19 last year that it was hidden in dense vegetation. However she did then find another of the original 18th century stones, number 16, clearly visible under the trees on the opposite canal bank.



The magazine is called *The Cuckoo* after the type of boat which was peculiar to this canal and the canal towpath route is called The Cuckoo Way. All but 9 miles of the 46 mile route is now navigable but most of that 9 miles was affected by mining subsidence which also led to the collapse of part of the 2880 yards long Norwood Tunnel in 1907. This tunnel was planned by James Brindley and equal in length to the Harecastle on the Trent & Mersey. In the 1970s houses were built on some of the disused canal but an alternative route has been agreed which will hopefully enable the whole 46 miles to be navigated.

Christine Minto

COAL SEAM MARKER

David Blackburn reports finding two Ashby Canal Mine Seam markers on a newly restored section of the canal near Moira. Carriage of coal was very important to the canal and the markers, similar in design to many mileposts, show the depth to the coal seam. One of these markers had been found by the roadside many years ago but it subsequently went missing.



SATURDAY 18 MARCH - SOUTH WESTERN SPRING MEETING STOKE GIFFORD

The meeting commenced with a brief Special General Meeting to ratify the response to the Charity Commission's concerns regarding the updated Constitution; tollhouses are mostly in private ownership and fall into a different category to wayside heritage and therefore cannot be covered by our remit. Acceptance of the revised version was proposed by Jan Scrine, seconded by Mike Faherty and carried unanimously by the 23 members present and 8 votes by proxy.

The meeting proper started with Richard Raynsford touring Somerset, from postcards ('Every milestone brings us closer') to the tracks across the Levels constructed from timber hurdles in the Bronze Age and the Tarr Steps pre-historic bridge, Ogilby's route through Glastonbury and Wells, the Welsh cattle fattening on the Levels before being driven to London, to the river crossing at Ilchester on the Fosse Way with a weighbridge erected by turnpike trustees, and more. Milestones, Parish/turnpike boundary markers, end of turnpike stones and turnpike gates all featured, too.

Next up was Ian Thompson, exploring Parish Road Maintenance in the late 18th century, asking who looked after the non-turnpike roads. His research covered national Acts, for example the Public Highways Act 1766 of George III and the General Highways Act of 1835, where statute labour was officially replaced by a Highway Rate, to original waywardens and Highways Surveyors' Account Books, Poor Books and Parish Meetings minutes. In 1816, John Loudon McAdam noted that parish roads were 'in a deplorable state'. The Surveyors were probably most reluctant to undertake their duties – ten people who owned an estate worth £100 were short-listed by the Constables and Churchwardens for a parish meeting on 22 September and were required to appear before the Justices of the Peace on 1 October, when two were appointed as Surveyors for the year. And the work was carried out reluctantly by statute labour, six days a year by all men aged 18 – 65, unless they bought themselves out by paying the 'Composition'. Ian's talk concluded with a lively discussion on the nature of the 'plow' mentioned in the documents. Possibly a tool that scraped the surface, like a grader or leveller, rather than for digging?

Next, Frank Iddiols unveiled the mysteries of benchmarks for us – tracing the history of the Ordnance Survey, with the initial levelling survey being undertaken 1840 – 1859. This generally followed roads where possible, since the surveyors had to transport equipment as well, and hence marks were often made on milestones. The IGL was by geodetic levelling, the heights above sea level at the Liverpool datum, with distances measured in Gunter's Chain 'links'. Trigonometry came later and the datum point was changed to the more consistent Newlyn. Frank showed detailed models to describe the various mark-

ers such as arrow cutmarks, rivets and pivots, Fundamental Benchmarks (86 of them!) and Flush Brackets. He demonstrated how flush brackets are used to check the information – so that's what the square holes are for! For further information, see <http://www.bench-marks.org.uk>

The final hour of the meeting heard about progress of the three strands of the Finding the Way! Project, restoring six unusual cast iron mileposts in South Warwickshire, the Highwayman Educational Resources and the national Poetry Competition on the theme of Milestones. John Higgins made an unforgettable contribution; a folk singing enthusiast, he sang his original composition *One more mile to Derby* – enthusiastically applauded by all present !!

Next year's meeting will be held at Frenchay Village Hall, rather than Stoke Gifford; put the date in your diary now, Saturday 17 March 2018.

Jan Scrine

SUNDAY 9 APRIL: NORTHERN SPRING MEETING, HEBDEN

It seemed a very familiar format and familiar faces at the meeting in Hebden this year with home-made cakes laid out on the side and Brian and Dorothy Burrows opening the presentations with their selection of slides from around the world (where else would you find a photo of gateposts made from old gas retorts alongside a photo of a cast iron boundary marker in Norway?). But it remains a very popular format with 27 people packed into the Ibbotson Institute.

David Garside told us about the Blackstone Edge Heritage Walk which was part of last year's South Pennine Walk and Ride Festival. David has been organizing walks over the past four years. Blackstone Edge is where the 1846 Chartist rally was held with 30,000 people attending. The Festival included all sorts of walks from one mile upwards. David organized a walk of 10-11 miles including an (alleged) old Roman Road, a turnpike road from 1735 and a packhorse road shown on old OS maps with a 6 foot wide pavement before finishing up looking at a poetry carving. The Roman road was paved whereas the 1735 turnpike road is now a grassy lane but still in good condition. The Roman road passes a mediæval cross base now covered in graffiti.

June Scott talked to us about historical distance measures. Most turnpike stones recorded miles and fractions of a mile whereas furlongs may be found on older milestones. Older measures were often related to the human body and may not have been formally defined, for example the cubit was the distance from the elbow to the tip of the middle finger, about 18 inches. The units were standardized in Magna Carta and reviewed in 1496 and 1758. In the UK, units were re-defined in 1845 whereas the US stayed with the pre-1845 units resulting in some differences. The furlong was the length of a furrow in mediæval strip fields and over time became defined as 220 yards. The story didn't stop there as June took us through an interesting variety of units: the chain (railway markers are still in chains), the rod, pole or perch and the league.

Meeting Reports

Concluding the day, Keith Benton took us through a tour of a miscellany of milestones starting in Anglesey, along the Holyhead Road, across to Northumbria, down through Derbyshire and back across to Cheshire and Cumbria.

P.S. If someone left their Tilley hat behind, Jan Scrine has it in safe keeping.

Mike Hallett

SATURDAY 20 MAY: MIDSHIRES & EAST OF ENGLAND MEETING, DENVER

What does the word Denver bring to mind? To some it's a city in Colorado, to some it's the Denver boot (also known as a wheel clamp), to others it's the singer John Denver. But to us it's a village just on the Norfolk side of the Cambridgeshire border, famous for its windmill (currently without sails and under repair) and the Denver sluice (a junction of several inland waterways); it's the village where we held our May meeting. Carol Haines opened the meeting telling us about the village, the windmill and the five sluices with the toll board at the bridge.

John Nicholls gave the first presentation on the Braintree and Bocking fingerpost restoration project: planning the work, surveying, getting estimates, getting permissions and then getting the funding from the Braintree and Bocking Civic Society. Fortunately records from 1935 in the archives show all the fingerposts in the area with their dimensions. John then moved on to several other restorations in Crossing Road, Braintree Green and Rickling Green. It wasn't clear that there was such a place as Braintree Green but then an old photograph was found showing the fingerpost pointing to Braintree Green. Some compromise was necessary since, at its original dimensions, the arm would have protruded into the road and been at risk from traffic. At Rickling Green John was amazed to get a quote of £186 for replacing a cast iron finial and he is contemplating a fibreglass replacement instead.

Concluding, John told us about a milestone restoration project by Jimmy Waters on the old A11 road at North Weald. Jimmy had got funding from the parish council but then found it very difficult to get the necessary permissions.

All the presentations at Denver were excellent but I was particularly fascinated by Alan Rosevear describing digital mapping for old roads. Alan's work is part of a Cambridge University project Transport, Urbanization and Economic Development in England and Wales 1670-1911.
(continued on page 34)



Nigel Ford shows off his second Great Snoring restoration at the Denver meeting

THE MYTH OF BENJAMIN FRANKLIN

Ask most people what they know about Benjamin Franklin and the words 'electricity' and 'lightning' will probably come to mind. But many Americans will know of Benjamin Franklin as one of two Postmasters General. It is therefore interesting to read Robert Long's account¹ of the placing the milestones on Long Island in New York state.

'In 1755 a carriage with a strange bell-ringing mileage meter aboard, followed by a wagonload of workmen and stone monuments, was seen rolling along the King's Highway from Riverhead to Oysterponds. The passenger in the carriage reportedly wore a high hat, ruffled shirt, double-breasted cutaway coat with brass buttons, a waistcoat of a light-figured material, black shoes with large nickel buckles, and an enormous fob-chain. He also carried a well-filled lunch basket in case there were no inns or taverns along the road.'

'The man was Benjamin Franklin, whom the English Crown in 1753 had appointed Postmaster General of the northern colonies, based in Philadelphia.'

It would seem that Franklin was using a version of Ogilby's way-wiser.

'Franklin was measuring mile-by-mile, the distance from Suffolk Court House (later to be named Riverhead, in 1855), to Oysterponds (later Orient), at the east end of Long Island's North Fork. The carriage which the inventive Franklin had designed, had an odometer device which rang a bell as the carriage travelled each 20 rods. A rod is 16.5 feet, and a little basic arithmetic shows that a carriage wheel with a diameter of 63.03 inches would cover one rod with each revolution. Every 16 rings of the bell would equal one mile (320 rods or 5,280 feet).'

'At each mile Franklin's carriage stopped, and a wood stake was driven on the south side of the highway, and the workmen unloaded the proper milestone and set it into the ground. It was exactly 30 miles from the Court House (central post office) to the Oysterponds ferry.'

Accounts elsewhere credit Franklin with the installation of milestones on other roads. Eric Jaffe², writing about the time when Franklin was both newspaper publisher and Postmaster General, relates that 'Franklin devised an odometer that measured distance between routes and laid milestones that both guided riders and helped them calculate rates. He hung rate tables in every office: one such chart, dated 1763, listed five offices between New York and New London (Connecticut) on the Post Road's coastal branch where none had existed during Franklin's first journey a decade earlier.'

These are really fascinating accounts but unfortunately may not be that accurate. The papers of Benjamin Franklin have been placed on line by Yale University³ and there is no reference to Franklin placing milestones on Long Island or any-

Features

where else. Indeed Franklin suffered very badly with gout and kidney stones. Whilst he did travel, he would undoubtedly have found it difficult and painful. Zachary Studenroth⁴ has established that the Long Island milestones were installed by Southold Town in 1829 following state legislation of 1827 and not in 1755 as Robert Long suggests.

Other accounts credit Franklin with the installation of the milestones in Massachusetts on the road from Boston to Philadelphia. This too appears to be fiction. Mary and James Gage⁵ quote from the editor of the Yale papers that 'the Post Office did not spend a penny on this work. Milestones, like bridges and the roads themselves would have been the responsibility of the local authorities, not the postal service.' Some of the milestones understood to date from 1767, a time when Franklin was away in Great Britain. Mary and James Gage could not find any period documents which related Franklin to any milestones.

So the story may be untrue but the myth has certainly travelled well!

Mike Hallett

¹ Long, Robert P., *Benjamin Franklin's North Fork Milestones* 1991

² Jaffe, Eric, *The King's Best Highway* Scribner 2010 ISBN 978-1-4165-8614-2

³ <https://founders.archives.gov/about/Franklin>

⁴ Studenroth, Zachary N., *Southold's Historic Milestones: The Legacy of a Bygone Era* 2017 ISBN 978-0-692-81510-6

⁵ Gage, Mary E. and James E., *Milestones and Guideposts of Massachusetts and Southeastern New Hampshire* Powwow River Books, Amesbury MA 2014 ISBN 978-0-9816141-7-5

RESTORING MILESTONES IN THE TOWN OF SOUTHOLD, NEW YORK STATE, US

There are 24 milestones spaced at one-mile intervals along the old Main Road in the Town of Southold on eastern Long Island, New York State. The markers stretch from the hamlet of Laurel (Milestone 7) in the west to Orient Point (Milestone 30) at the town's eastern tip. The milestones have been associated with Benjamin Franklin, who as deputy Postmaster General of the Northern Colonies was said to have set them along important postal routes in the mid-18th century (see above). It is now known that the town itself was responsible for setting them in 1829. The milestones are nevertheless significant and familiar local landmarks, and the following article is an account of their restoration in 2015.

In 1990, when Southold Town observed its 350th anniversary, an initiative to identify and restore the milestones was begun. A booklet was published to celebrate their significance, although no restoration was undertaken. But 25 years later, when the town began planning its 375th anniversary, two enterprising boy

scouts – Aidan Vandenburg and Sam Basel – proposed restoring the milestones with guidance from a stone conservator under the supervision of the Cutchogue-New Suffolk Historical Council, a local history organization. The work was completed in time for the town's anniversary in 2015, and earned the coveted rank of Eagle Scout for the two boys.

The milestones are numbered from '7' to '30' and preserve a weathered, white painted finish, some with carving highlighted in black. They stand a little over two feet high, with nearly three feet of roughly shaped bases anchoring them below grade. Evidence of damage and weathering is typical – breaks, gouges, missing pieces and worn surfaces – although all but a few are still easily deciphered. The stones are shaped from granite, a hard and coarse-grained, igneous rock that was not quarried for building or monumental purposes in America until the late 18th century. Each stone weighs upwards of 450 pounds (200 kg.). While the upper ends are chiseled and squared to regular dimensions and measure approximately 12 inches wide by six inches deep and 27 inches high, the larger bottom sections measure nearly three feet long and are only roughly shaped. On these lower extremities, which were meant to be buried below grade, can be seen evidence of the distinctive 'plug and feather' method of quarrying typical of the period.

Restoring the Southold milestones was proposed as an Eagle Scout project and undertaken by Aidan Vandenburg and Sam Basel in the fall of 2015. Using a simple hoist and hand tools under professional guidance, the scouts reset each stone if badly tilted, or if it appeared too high or too low relative to the surrounding grade. Only stones that met these criteria were lifted and reset. Twelve of the 24 stones were treated in this way (Milestones 10, 11, 12, 14, 15, 16, 18, 19, 20, 21, 23, and 30). Nine stones were simply reset in a gravel bed without lifting to protect them from future contact by mowing (Milestones 7, 9, 13, 17, 22, 24, 25, 28 and 29). The three remaining stones, which had been removed previously from along the road and were discovered in storage



Aidan Vandenburg resetting milestone 15

Features

(Milestones 8, 26 and 27), were returned to their original locations. All of the milestones were treated with an anti-microbial solution to kill surface bio-growth, and all were photographed prior to, during and after treatment. Restoration work was generously funded by the Robert D. L. Gardiner Foundation; professional training and supervision was provided by Joel C. Snodgrass (Principal Conservator, Steward Preservation Services) and Zachary N. Studenroth (historian and director of the Cutchogue-New Suffolk Historical Council).

Broken pieces of the milestones were reattached with a specialized structural adhesive that is resistant to fluctuations in temperature and moisture, and thus well suited to exterior applications. In two cases (Milestones 10 and 30), large masses of concrete were discovered below grade resulting from earlier repairs. In each instance, much of the concrete was removed before resetting. Milestone 10, which was broken at grade, was straightened and reset prior to the reattachment of its top. Milestone 30, which had lost its base, was reset after a portion of the concrete was removed and the remainder re-shaped to simulate the contours of the old stone and elevated above grade to give it greater height.

As a surviving series of wayfinding markers dating from 1829, Southold's milestones are unique on Long Island and in the Northeast of the United States. Their integrity is still high and their location along the old Main Road ('King's Highway') makes them a visible feature of the town's historic roadway. Now restored, the stones are a reminder of the function and importance of the road, which has united the town's major hamlets along its 23 miles from Laurel to Orient Point since the 18th century. Each milestone is unique; each marks its actual distance in miles from 'Suffolk C H' (Suffolk County Courthouse, now Riverhead), which has been the centre of local County government since 1728. Restoration of the milestones by these two enterprising boy scouts has preserved an important historical legacy for the Town of Southold and for future generations of residents.

Zachary N Studenroth

TWO ANCIENT BOUNDARY MARKERS



These two boundary markers (or horoi in ancient Greek), carved from stone, are quite a lot later than the other objects I've looked at in our history of the classical world. But it's not so much these particular boundary markers that I'm interested in, as much as what they represent.

A horos in the ancient Greek world marked boundaries between spaces: between public and private spaces, for example, or between properties. The marker on the left marks the boundary of sanctuary of the Tritopatores (the ancestors, worshipped in cult) in the ancient Kerameikos in Athens.

On the right, inscribed with the words *horos eimi tes agoras* – 'I am the boundary marker of the agora' – we have a 6th century *horos* from the Athenian agora, the central meeting and marketplace of the ancient city.



The reason *horoi* are important for our history of the classical world, however, is because of something that happened at the beginning, not at the end, of the 6th century BCE: the reforms of Solon. Athenian society of the 7th century BCE had become sharply divided between land-owning aristocrats and debt-crippled labourers, leading to an economic and social crisis. Solon's reforms centred around the *seisachtheia* – the 'shaking off of the burdens' – which, as he himself writes in his poetry, involved moving the *horoi* from the land, which had been planted far and wide; 'the land, once enslaved,' he writes, 'is now free.'

So what did Solon mean by removing the boundary markers? Most historians believe that it refers to a radical cancellation of debts: land was often pledged as security for a debt, with markers like these *horoi* used to stake out the land owed; they would then be removed upon the cancellation of the obligation. These stones, then, aren't just markers of a physical divide in space: they are also reminders of the radical social reforms which swept Athens in the early 6th century BCE, presaging the advent of an entirely new kind of political system – democracy.

Submitted by Tim Dodds

from an article by Emily Hauser - History of the Classical World in 100 Objects

Photos by Emily Hauser

WHAT ON EARTH ARE CANAL MILEPOSTS DOING ON A RAILWAY LINE?

We need only to go back to 2014 to find the answer but why cut a story short when we can make it long and convoluted? (*But the story has had to be edited to fit the space available - Ed.*) Back in 1811 with due pomp and ceremony a new canal linking Uttoxeter with the Caldon Canal was opened to traffic. The Caldon, running from Etruria Junction in Stoke-on-Trent to Froghall in the Churnet Valley in Staffordshire was graced with milestones from its inception, indicating mileages between Etruria and Uttoxeter. However it was to be eleven years after the opening of the Uttoxeter Canal that the new extension was equipped with mileposts. Incidentally, new posts were also installed along the Caldon and the Froghall end had now moved to Uttoxeter! You can still see some of the original Caldon stones standing alongside their replacements.

Anyway, returning to the Uttoxeter Canal mileposts. The fortunes of the new extension waned and by the coming of the railway age the canal company was

Features

losing money. The original intention to extend the Uttoxeter Canal to the main line at Burton-upon-Trent never materialised so the Uttoxeter remained a back-water.

The North Staffordshire Railway Company was keen to put a line through the Churnet Valley between Uttoxeter and Froghall and so the predators turned up at the Canal Company's offices. The ace card came when, instead of using bullying tactics, the North Staffordshire Railway pretended to be really interested in pumping money into the ailing canal and the Canal Company, being short of a bob or two, pricked up their ears. But the Railway Company got a controlling interest, the canal was filled in and the railway built over most of its land.

The final chapter of the saga takes us forward to the 21st century. A partnership of public and private bodies applied for lottery funding, were successful and the Churnet Valley Living Landscape Partnership was formed. John Higgins, as a member of the Churnet Valley Conservation Society, put forward a project to recast a recently destroyed roadside bobbin post and replace the missing Uttoxeter Canal mileposts along the trackbed of the railway six feet or so above the canal towpath. The railway, being one of the three routes between London and Manchester, was closed by Dr Beeching in the 1960s and so we have come full circle. The mileposts, although showing a date of 2014, have only recently been installed and are easily seen from the footpath. If the plan to restore the Uttoxeter Canal ever comes into being, then at least we have the mileposts along the way.

John Higgins

Meeting Reports (cont.)

There are three reference dates - 1680, 1830 and 1911. In turn this project is part of a larger study funded by the Leverhulme Trust. Alan has been trying to identify old main roads from sources such as Cary's maps of 1827 and plot them on an OS First Series base map. Cary's maps aren't perfect and in some counties there are divergences, turnpiking often being overstated. But can we get back to 1680? For this Alan has turned to such sources as a 1686 survey of stabling and carriers' destinations, finding lots of places that were not shown on Ogilby's roads (see p35!).

Mike Bardell told us about his 'Beginner's Luck' with finding boundary markers with examples not only of township and parish boundary markers, but also land ownership, ecclesiastical, military, turnpike and railway boundary markers.

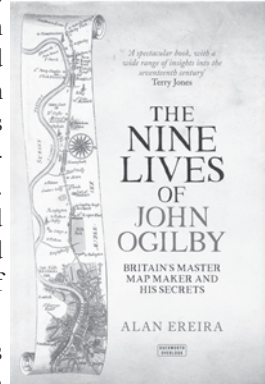
Carol Haines concluded the day with a talk 'Up the road to Downham', the story of the turnpikes into the nearby town of Downham Market. Markets had been held since the year 900 with an early trade in butter. The turnpike from Ely and Cambridge reached Downham in 1765 but was bankrupt by 1864.

Mike Hallett

THE NINE LIVES OF JOHN OGILBY

This is a carefully researched biography that emerged from a BBC Wales television programme produced and directed by the author Alan Ereira in 2008. With friend Terry Jones, Alan walked four of the seventeenth century roads in Wales for the programme and he became increasingly puzzled about them.

With their two biographies being published in close succession, it is tempting for me to draw a comparison between John Ogilby born in 1600 and Thomas Telford born almost 160 years later. Both were born in poverty in Scotland, both came to London to improve themselves and met people of influence. Both were men with multiple talents who became poets at one stage in their lives. And both surveyed the roads. Whilst Ogilby surveyed 26,000 miles of roads in England and Wales, Telford returned to Scotland and surveyed the difficult roads of the Highlands.



The Nine Lives of John Ogilby tells how Ogilby was apprenticed as a dancer in Gray's Inn Lane at a time when barristers were expected to be able to dance. Ogilby was lamed in an accident which ended a possible career in law but he did continue to teach how to dance.

For a time Ogilby served as a soldier in Europe and although details of this period are scarce it is known that he was taken as a prisoner of war but subsequently turned up in Portsmouth demanding his back pay.

Alan Ereira relates how Ogilby became a printer and publisher in Shoe Lane. Despite his stock being moved to the crypt of St Paul's Cathedral, it was largely destroyed in the Great Fire. With his stock gone, Ogilby petitioned the King for a licence to import paper from France so that he could restart his business. And he sold off the remains of his stock by lottery to put himself back on his feet financially. It is at this time that the concept of an English Atlas is born.

In the 1670s Ogilby travelled the roads with his way-wiser – a surveyor's wheel with a circumference of 16½ feet and a clock face that recorded the distance. One of the servants kept the rim clean and another servant used a compass to record the direction. It was from this that *Britannia* was born in 1675, a series of 73 lavishly-illustrated strip maps showing 26,000 miles of road.

But there are mysteries in *Britannia*. Why is the road to Aberystwyth shown when it was quite unsuitable for wheeled traffic and goods had to be taken there by sled? The trade route went to Aberdovey rather than Aberystwyth yet the Aberdovey road is not shown. Even more mysterious is the omission of the road to Liverpool. Telford's Holyhead Road didn't yet exist and Liverpool was an important destination on the trade route to Ireland. Ogilby must have known this.

Book Review

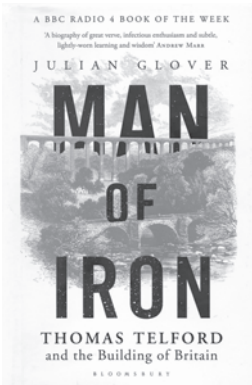
The answers are to be found in the whole purpose behind the funding and publication of *Britannia*. Like a good detective story writer, Alan Ereira maintains the intrigue and the story gradually unfolds. I'm not going to explain those mysteries here – you'll have to read the book.

Ereira, Alan, *The Nine Lives of John Ogilby*. Duckworth Overlook, London. 2016 354pp ISBN 978-0-7156-5110-0. £25

Mike Hallett

MAN OF IRON

Author Julian Glover is a journalist and politician who was a columnist at the Guardian, a speech-writer for David Cameron and a special advisor on transport policy. His book *Man of Iron : Thomas Telford and the Building of Britain* was a BBC Radio 4 Book of the Week.



That pedigree made me very much wonder what I was going to find when I opened the book. With a book of this type, I very often start at the back to discover how well-researched it is. But I needn't have worried. With over 500 references and a further nine pages of bibliography it certainly has a claim to be authoritative.

The book is quite clearly a biography. If you are looking for an engineering book cataloguing Telford's works, then perhaps this is not the book for you although many of his more notable projects are described and there is a list of his works in an appendix. And it is an amazing list of achievements too – the Caledonian Canal, the Pontcysyllte aqueduct, the Menai bridge and the Holyhead

Road are just a small fraction of his work.

The story starts in Eskdale in Scotland where Thomas Telford was born in 1757. He never forgot his Eskdale roots and kept in touch with people there. As a child, he was a shepherd and here that he had his first experience of construction in the building of Langholm Bridge. And it was here too that he developed as a poet – not a major poet because to him writing poetry was a relaxation but he did have a number of his works published.

Telford was determined to better himself and we follow him to Edinburgh where he worked as a mason, to London and then on to Portsmouth Dockyard where he had a commission to erect a series of grand buildings. From Portsmouth we follow him to Ironbridge where he moved from mason to architect, from architect to engineer and from stone to iron. And it was from here that he went on to construct the Pontcysyllte aqueduct across the River Dee in North Wales.

By 1790 hostilities in the Highlands made it a military necessity to survey the Highlands roads and Telford and his deputies set about the survey, much of it on

foot or by pony.

Telford paid very close attention to the detail of road construction, particularly to the foundations, and in some respects his roads were regarded as more durable than those of Macadam. So when the House of Commons in Dublin was abolished in 1801 and the legislature moved to London, Irish politicians needed faster travel to London. Telford was commissioned to construct the 260-mile-long Holyhead Road. 'The iconic feature,' writes Glover, 'was the series of milestones, each with a cast-iron plate painted black set four foot off the ground on a pillar of red limestone cut with a triangular top so that it could be read easily from inside a passing coach.' 'I never saw a proper milestone that I could copy,' Telford recalled, 'I looked for three years all over England trying to find one as a pattern and after all I could not find one that looked like a decent milestone.'

Glover, Julian. *Man of Iron : Thomas Telford and the Building of Britain*. Bloomsbury, London. 2017. ISBN 978-1-4088-3746-7. £25

Mike Hallett

MILESTONES & GUIDEPOSTS OF MASSACHUSETTS AND SOUTHEASTERN NEW HAMPSHIRE

The New England states of the USA are a popular tourist destination but visitors may be well advised to leave the Interstate and search out the milestones on the older highways. British readers may be interested to know that Massachusetts is a state with about the same land area as Wales and with over 200 milestones remaining.

In their book *Milestones & Guideposts of Massachusetts and Southeastern New Hampshire* Mary and James Gage document in detail the history of each of the 129 remaining historic milestones in Massachusetts, the first in Boston dating from 1707. The early milestones were erected by individuals like Samuel Sewell, John Dummer and Paul Dudley. It wasn't until 1797 that Massachusetts entered the turnpike era. Many of the milestones are on roads that became post roads but they were not erected by the Post Office and the authors expose the myth that milestones were erected by Benjamin Franklin (see p29). These early stones were often irregular in shape albeit neatly carved with the inscriptions separated by carved vertical and horizontal dividing lines.

Flat-topped rectangular stones appeared later. As in parts of Britain, the towns were often represented just by the initial letter and it wasn't until later that the full spelling of town names was used.

The book is extensively illustrated with high quality black and white photographs so that almost every one of the remaining historic milestones is depicted.



Book Review

Brief mention is also made of 85 milestones that were erected in 1920 on the road from Boston to Provincetown on Cape Cod to mark the tercentenary of the landing of the Pilgrim Fathers as well as an incomplete list of milestones that the authors have found across the state line in New Hampshire.

Whilst the location of the milestones is given, there is no cross-reference given to modern highway numbering and no grid reference to help (whilst there is a US National Grid reference system, Massachusetts is not one of the states that has adopted it). So visitors searching for the milestones would be well advised to have a good modern road atlas in order to check the locations in the book against the road atlas. For a specialist publication of this size and quality, the book is very competitively priced although shipping to the UK is not cheap.

Gage, Mary and James. *Milestones & Guideposts of Massachusetts and South-eastern New Hampshire* Powwow River Books, Amesbury MA 01913. 2014 170pp ISBN 978-0-9816141-7-5 \$17.50

Mike Hallett

SOUTHOLD'S HISTORIC MILESTONES : THE LEGACY OF A BYGONE ERA

A quick glance at an atlas for the eastern states of the USA would tend to suggest that Long Island is rather a dead end – a route from Manhattan to nowhere in particular. But that would be an injustice. Early travellers from New York to Boston could go the length of Long Island and then take the ferry across Long Island Sound to avoid the rocky roads through Connecticut. Long Island's Main Road, now Route 25, is therefore of some significance.



New York State legislation required the erection of mile boards or milestones in 1801 and in response to further legislation in 1827, the town of Southold placed milestone 7 through to milestone 30 on this road in 1829 (the others being in the town of Riverhead). But for one replacement, all 24 of the original series of flat-topped, rectangular granite milestones in Southold remain today. Many of the milestones have been lifted, restored and reset whilst three others have been retrieved from storage and put back at their original locations by the roadside.

Society member Zachary Studenroth notes that preserving the milestones has been a subject of local interest for decades and an 'Adopt-a-Milemarker' project in 1991 enlisted organizations to sponsor the milestones and their maintenance. In this slim but very well-presented illustrated volume he traces the history, preservation and restoration of Southold's milestones.

Studenroth, Zachary. *Southold's Historic Milestones : the Legacy of a Bygone Era* 2017 50pp ISBN 978-0-692-81510-6 \$9.95

Mike Hallett

**SATURDAY 7 OCTOBER 2017 - LONG COMPTON
AGM AND ANNUAL CONFERENCE**

Please see the enclosed flyer.

SATURDAY 17 MARCH 2018 - BRISTOL

At Frenchay Village Hall, Beckspool Rd, 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 15 APRIL 2018 - HEBDEN

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 6 OCTOBER 2018 AGM AND ANNUAL CONFERENCE

At All Saints' Church Hall, Marlow, Bucks

Watch for further details in the February *Newsletter*.

Put the dates in your diary now...

DEADLINE FOR THE NEXT NEWSLETTER FOR FEBRUARY 2018

Contributions for inclusion in the February *Newsletter* should reach the editor Richard Raynsford by Monday 11 December 2017. 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 accepted. 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.

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David Wright with the Staffordshire Highways team and the re-installed 'LEEK 6 MILES', 'BUXTON 6 MILES' bobbin post (see page 16)