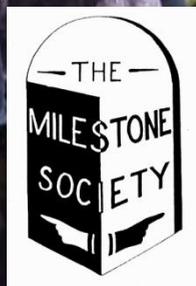


The Milestone Society

Newsletter 34

February 2018



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Web Presence Co-ordination	Jan Scrine
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Editor – <i>Milestones & Waymarkers</i>	John V Nicholls
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Canals and Waterways Liaison	David Blackburn
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ON THE COVER

Still from film ‘Finding The Way’. See article on page 28

Editorial

I'm slightly nervous, taking over from Mike Hallett as editor of the *Newsletter* after his sterling work for some seven years – hopefully I can keep up his high standard. I am however pleased with the amount of contributions I have received and the number of restorations that have taken place around the country. Although milestones and other historic roadside artefacts have suffered badly from theft and damage over the years their importance is beginning to be more widely appreciated.

I will try to be as comprehensive as possible in the *Newsletter* covering as much of the UK as possible and also other countries when contributions are received. I also wish to include all aspects of highway heritage such as road signs and boundary markers together with those relating to canals and railways.

My reasons for taking on the role of *Newsletter* editor include a lifelong interest in the physical remains of the past; this started with historic houses and churches but has progressed to virtually anything that contributes to the local diversity of the nation's heritage. Professionally I was employed as a local government town planner and conservation officer in West Sussex, West Suffolk, Somerset and Dorset but am now happily retired. I've travelled extensively in the UK and Europe photographing heritage features wherever I find them (I hope to do a feature on Norwegian milestones sometime in the future).

Richard Raynsford

Challenges and Opportunities

The Chair's report delivered at the Autumn AGM is usually reported in the next available Newsletter, both as a matter of record and also to ensure that the entire membership is aware of its core message. However, now that we are without both a Chair and a Vice-Chair this has become less easy, and the last complete report was presented by Vice-Chair Mike Hallett in *Newsletter* 30.

In this issue we revisit the 2017 report which I gave at Long Compton on behalf of the Society's trustees. It has messages for both challenge and opportunity, and it is good to report that since the AGM Rob Westlake has been co-opted onto the Executive Committee, and our trustee body is now five strong with the addition of Alan Reade. Both are very welcome.

In the sixteen years of formal existence, the Society has had only three Chairs, giving valuable service, but none since the 2015 AGM. In that time the Vice Chair's role has also remained unfilled. Our appeals for support in these important roles have failed to deliver. The Society's trustees understand their role in drawing attention to the inevitable pressure falling on the Executive Committee in filling the gaps and shouldering the burden which is bound to result from such

vacancies. We must thank them each for that support, but more hands do make for lighter work.

How long this is sustainable is a moot point, especially as the majority of committee members have served long and hard in their respective roles and some retirements and turnover is both inevitable and well-earned. So, we repeat the appeals already made for members to consider again how they might step up in support of our executive activities. Can you help?

Without a figure-head in the Chair's role, there are consequences in terms of impact and sustainability, whilst the greatest challenge continues to be serving the membership in particular and the community as a whole by delivering the Aim & Objectives of the Society, as enshrined in our updated constitution and other policy papers. Resilience is a word very much in vogue, and in our case it has real meaning.

Enough introspection; looking outwards, there are numerous positives to report. Individual restoration projects, although never large in number at any one time and very often in known hot-spots of Society activity, continue to show our collective worth. The AGM's keynote theme, the Finding the Way project in south Warwickshire, is a fine example of perseverance over a number of years to achieve a very positive outcome.

Maintaining and improving access to our key sources of data, specifically the original main database itself, the Google-based Repository and via our website and traditional publications all remain key tasks, and the combination of all these reveals a rewarding achievement overall. But they do need sustaining.

We seek to add and improve on all these fronts, and the steadily increasing number of requests for advice and guidance for local projects, from both individuals and public bodies large and small, is evidence of its worth. Our membership holds up reasonably well (although it has fallen below the ambition of 500 members we set ourselves five years ago) and so it is vital that this combination of membership activity and interest, linked to increasing community support, is harnessed to full advantage.

Much more could be said, not least thanking those who organise our meetings, provide input, wisdom and experience as Advisory & Supporting Members, and – especially important to my mind – act as our county and regional Representatives around the UK. Our representative network is a fundamental part of the mix; we always need more individuals and input, both in counties already active and especially where the coverage is thin. Do please consider whether your own input into your county or regional group could be stepped up a notch or two in the next few years. There is always room for more participation.

In the coming year, when the Trustees come as charged to review the health and effectiveness of the Society, and especially perhaps 'its strategic planning and viability', it would be rewarding to be able to do so encouraged by continuing and especially rejuvenated activity.

David Viner

Publicity in a bundle

In mid-November the Society enjoyed a surprise spike in publicity resulting from its various activities, which all seemed to come together at once. On the basis that 'any publicity is good publicity' this is all very welcome and resulted in the recruitment of some new members, always important.

Have I Got News for You

Back in May, the Executive Committee was approached by the TV company which makes *Have I Got News For You* for the BBC. This well-known and long running satirical programme includes a featured publication of specialist (preferably anorak-y interest) which can then be the butt of some mild jokes based on quotations taken from its pages.

It's all harmless enough provided one is in tune with the satirical undertones which is what the programme is all about. Committee members had varying reactions to this request, some rather more nervous than others of the downside of negative publicity, but by a majority vote we agreed to proceed.

In the first programme of the autumn series on 13 November, our *Milestones & Waymarkers* front page was shown and the Society's name mentioned, the whole exposure lasting for only a minute or so. Enough however to raise a chuckle, and with positive results as several new members joined having been alerted to the Society's aims & objectives and we didn't come across as anorak-y at all!

Bargain Hunt

On the very same day the lunchtime antiques programme *Bargain Hunt* on BBC 1 featured a boundary stone selected by its participants for auction. They had turned it up on a tour of the many antique centres in Hungerford. The series is made by BBC Wales and the initial enquiry went back several months, during which time the Society advised on issues of original ownership (no longer clear in this case) and potential theft and made its position clear on both.

Mike Rayner, our boundary markers recorder reported that he had 'stared at the photo for a bit and concluded that the inscription says HERE ENDS BAULKING PARISH'. Baulking or Balking is a parish in Oxfordshire, and John V Nicholls felt it strange to see Baulking on the stone, as this spelling did not appear on OS maps until the 1950's.

But Baulking it is and the programme made a feature of trying to decipher the legend. As ever the auction value of the object was the strongest story (the bit

which can easily make Society members nervous); it was originally on offer at £120, reduced for the programme to £90 which in the sale room it failed to attract. Instead from a standing start at £30 it was sold for £50, an encouragingly low figure, to one of only two bidders in the room.

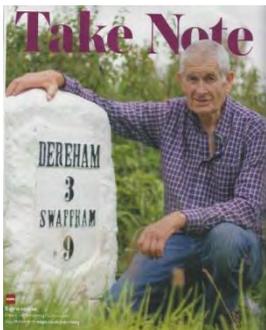
As is the nature of auctions, its present whereabouts remain unknown but let's hope that some local interest might bring it back to Oxfordshire again. As to its original location, John V Nicholls identified two options, one at SU 3490 91526 as the only roadside boundary stone in Baulking Lane, and just to the south of that across the fields at roughly SU 3431 91319 was the other.

Both these TV programmes are of course repeated from time to time on the Freeview channels and so let's hope that these threads will continue to work to our benefit in the future.

Country Life and Farming Today

Within a few days of these two came our member Nigel Ford's very welcome success in Historic England's 2017 Angel Awards. Publicity for that was good too, with Nigel posing in *Country Life* magazine (22 November Issue) alongside DEREHAM 3 SWAFFHAM 9 as one of his many restoration achievements. Nigel was busy with other news agencies too, not least another first for us I think on the early morning *Farming Today* programme on 17 November, a positive slot with helpful and supportive farmers giving him a hand as the 'milestone man'. Well done, Nigel!

David Viner



Nigel Ford



Presentation of Angel Award

The restoration of a buried milestone (a tale of co-operation between Somerset & Wiltshire)

In the late 1960's the main road through Codford, Wiltshire (the A36) was widened; to facilitate this, an old butcher's shop was demolished and new boundary walls erected. Ray Love, one of the workers engaged in building the new wall noticed that an old milestone had been uncovered by those working on

the road. This had been broken into three pieces and was probably broken when a 'new' cast iron replacement was erected nearby in c.1840. The rediscovered pieces were loaded onto a lorry and were about to be disposed of at a land fill site when realising the decorative potential of the old milestone, Ray obtained permission to retrieve the stone and moved it to his garden in Dorset. Here it lay for over forty years until he decided to tidy up his garden and advertised the stone for sale in a local weekly newspaper.

The advert was noticed by Alan Connock, an agricultural engineer in Shepton Mallet, Somerset who informed Peter Banks (a member of the Milestone Society); he immediately informed Janet Dowding (Milestone Society's Somerset Rep.) who contacted the owner and with Peter went to inspect the milestone. Its historic value was obvious and thanks to a generous gift from Wiltshire Milestone Society member Mike Faherty the pieces of stone were purchased from Roy. They were then transported to Janet's garden for safe storage. Following further discussions John Watts and Doug Roseaman moved the pieces to Codford where Alan Thompson of Codford Parish Council arranged for their repair.



Damaged milestone before repair

The repairs were carried out, largely free of charge by Alasdair Rennie's Coade Workshop in Wilton and the stone re-erected as close as possible to its original home some 50m west of St Peter's church in Codford High Street. A well attended unveiling ceremony was held on the 8th October, 2017, where thanks were expressed to those who had facilitated the project.

The milestone is particularly important as it was erected when the road through Codford was turnpiked by the Amesbury Trust in 1762. Interestingly the Andrews and Dury Map of 1773 shows the milestone on the north side of Codford High Street, west of St Peter's church whereas the broken stone was found opposite The Manse near the present cast iron mile post. The milestone is made of Chilmark stone with a width of 37cm and depth of 18cm, the stone is 86cm long although the lower 60cm would have been inserted into the ground. The top is shaped in a shallow triangle and the front two edges show signs of



*Repaired milestone
Photos: Peter Banks*

having been bevelled. The inscription uses capital and lower case letters about 7cm. high, it uses Roman numerals for the mileages and Arabic numerals for the date.

The re-discovered milestone is particularly important as it is one of the original stones erected along the turnpike in the eighteenth century, however readers of *Milestones & Waymarkers* Vol. 10 will recall that under the restored



Ray Love, Janet Dowding and Peter Banks at the unveiling of the restored milestone re-instated at Codford St Peter, Wiltshire 8th October 2017

milepost at Warminster is another original milestone that was used as a base to the later milepost and remains in situ. A further curiosity is the fact that on the later cast iron milepost the distance to Warminster is stated to be 7 miles whereas on the original milestone it is stated to be 6 miles!

In addition to the members of the Milestone Society involved, credit should also be given to the Codford Parish Council for funding and support, the Codford Local Historical Society for co-ordinating the project and Alasdair Rennie and his team at Coade Workshop for carrying out the superb restoration.

Further good news from Codford, Wiltshire

In addition to the restored milestone at Codford, a cast iron parish boundary marker was found damaged and broken in a ditch alongside the A36 on the south side of the road near Codford. This was recovered by Roger Wilkins who lives nearby; he arranged for the marker to be repaired and painted by Alan Thomson. As the original location of the marker was on a narrow verge close to the busy A36 it was decided to re-erect the marker on the north side of the road in the car park of the Toran Restaurant where it should be safe from further damage.



Photo: Alec Thomson

This is another example of local initiative; the cast iron parish markers along the A36 are extremely important and were probably erected in the early nineteenth century by the Amesbury Trust. Unfortunately a number have been lost and some are poorly maintained making the restoration of the example at Codford particularly heartening.

Milestone NOT damaged in traffic accident – more action from Cornwall

This *Newsletter*, as in so many previous issues, reports on damage to milestones and other Waymarkers caused by vehicle ‘strikes’, as the jargon has it these days (RTA is another modern-day description), so it is a relief to be able to report on damage being pretty much avoided at the roadside – and to raise a smile at the same time!

Ian Thompson, whose reports from Cornwall are a regular and welcome feature in these pages, also sent us this story from back last year, too good to leave in our files unreported. He writes:

‘I received an urgent message from a Cornish Milestone Society member about a milestone which had been knocked sideways and need repair west of Penryn and Falmouth at SW728346, the junction of Workhouse Lane and the Stithians to Rame road. I organised a working party to attend the site. But Cormac, whom I had notified, got there first and set the milestone back upright again.

Many milestones suffer vehicle strikes. Sometimes the milestone is broken or even destroyed. In this incident, the milestone came off better than the car. The picture was posted on Twitter by Falmouth Police with the caption ‘How not t park’. Police officers were called to the scene at 5.55am on Tuesday 14 March. The car was removed by 7.00am, a write-off.

The milestone was scratched on one top corner. This is ‘Dennis Read’s milestone’, made for the Helston Turnpike Trust c. 1765. It is Grade II listed and is very special. Read about it in my *Cornish Milestones* book on pages 40-41.’

Ian concludes that he thought this was such a brilliant picture he wanted to share it with the Newsletter’s readers. So do we.....



Photo: Falmouth Police

With apologies for anyone I have missed out, if this is the case please send me news for the next *Newsletter*.

ENGLAND

Cornwall (*Ian Thompson*)

Duke of Leeds fingerpost taken for repair

In June, Milestone Society member James Biscoe reported that the cast iron fingerpost at the crossroads in Leedstown had disappeared. The fingerpost stands by the corner of the Duke of Leeds public house and is included in the Grade II listing of the pub. This is the only example known of this design of fingerpost with a fringe plate held to the pavement by four bolts, instead of the usual column buried in a hole. Ian Thompson was able to reassure James that the fingerpost had been removed by Cormac, the county contractors, as part of planned refurbishment funded by Crown Parish Council.

James continues to monitor the milestone near the St Gluvias Burnthouse roundabout at SW 769365 on the A393 which has been knocked over yet again. He has learned that it will be re-erected in the near future when this section of road is closed for routine maintenance. Unfortunately, there are no plans to move the milestone a few feet to a safer location to prevent future vehicle strikes.

Roseland fingerpost identified

In July 2017 the Clerk to Ruan Lanihorne Parish Council asked if the Milestone Society could help with a fingerpost found by a parishioner during house renovation. The photograph sent by the Clerk showed a disc mounted fingerpost arm with a pointing hand, a design peculiar to Cornwall. Fortunately, the Milestone Society had rescued the Cornwall County Council



Photo: Clerk of Ruan Lanihorne Parish Council

Survey of Road Signs from 1964 for this part of the county and deposited it with Cornwall Record Office. Ian Thompson booked an appointment to see the Survey and was able to identify the fingerpost on the road 'From A39 at Tresillian to Lamorna Pilleigh'. The fingerpost stood at the 'Penperth turn' and had a second arm in 1964. This was double sided, 38 inches long and 8 inches high, reading 'TO KING HARRY FERRY' with a pointing hand.

By reference to old OS maps, the Penperth turn was identified as SW 85453909 with the fingerpost standing on the north side of the road opposite the junction. This means the fingerpost belongs to Philleigh, the neighbouring parish to Ruan Lanihorne. Discussions are ongoing.

A30 milestone restored

In August, Carol Wilson contacted Jan Scrine about a fallen milestone in Cornwall. In the spring, Carol, not a Milestone Society member, had noticed on her way to work that a milestone beside the busy A30 trunk road between Carland Cross and Pennycomequick appeared to have been hit by a car and broken off. She had reported this, but to whom is uncertain. Eventually she was given Jan's contact details and the Milestone Society became involved.

Jan contacted Cornwall rep. Ian Thompson to see if he could help. Ian visited the site (SW 831532) on 11 August and found that the milestone was knocked over, but not damaged, it just needed setting upright. This is a busy section of the main spine road through Cornwall. The Milestone Society is not authorised to work on trunk roads in Cornwall, but we have been able to get things done in the past. The Highways Agency, which manages Cornish trunk roads on behalf of Cornwall Council, are now called Highways England. Ian's contact with the Highways Agency contractor had been promoted and no longer worked for the contractor. There are issues of succession planning. What happens when your friend within the Council or at Highways moves on or retires?



Photo: Ian Thompson

With persistence, Ian found that his man from the contractors was now working for Highways England. The matter of the fallen milestone was passed to his deputy, Emma, who added it to the list of jobs to do when that stretch of the A30 was due for overnight closure for maintenance in November.

Ian kept Carol in the picture by email, and in October reminded Emma that the milestone was still awaiting re-erection. Emma made a site visit in early November and sent Ian a photo of the newly restored milestone. Job done!

There are plans for a new dual carriageway on this section of the A30. The existing road and its historic pre-turnpike milestones will be by-passed and become a quiet road with recreational facilities for walkers and cyclists. Carol volunteered to get involved with milestone maintenance in the future, once the heavy traffic was taken away. A successful outcome all round.

St Columb Major stones await repair

In the 1970s the road network around St Columb Major was changed, not for the first time. A new by-pass was built for the Wadebridge road east of the town. Fortunately, the milestones and guideposts on the old roads were carefully preserved, thanks to the diligence of the St Columb Major Old Cornwall Society.

That diligence continues. When an elaborate guidestone on the old line of the Newquay road was knocked over and broken in two, it was a member of the local society who reported it, not just to the Town Council, but also to the Milestone Society. A local society member visited the site and discovered that a nearby parish milestone had also been knocked over and broken in two. It was arranged that the broken pieces of the two stones should be recovered and repaired.

Diligent monitoring and several reminders from the Old Cornwall Society seemed to be producing no further action. In September a Milestone Society representative visited the Highways Depot at St Columb Road and was able to confirm that the four pieces of the broken stones were indeed secure on a pallet and awaiting repair at the end of the year, when higher priority funding requirements had been met.

Neighbourhood Plans

Philip Pearce has noticed that parish councils in Cornwall have been busy drawing up 'Neighbourhood Plans'. These include a 'Heritage' section where milestones and other historic roadstone features within a parish could be mentioned. Philip has approached his local parish councils to see what can be done. He has also asked that Truro's only surviving cast iron fingerpost, restored by the Milestone Society a couple of years ago, should be included in the Truro Civic Society's review of historic sites within the city.

Cast iron milepost found

In November 2017, Rosie Hanns from Cornwall Archaeology was surveying listed buildings near Liskeard. She noticed a milepost in the drive of Torr Farm on her way to inspect the farmhouse and contacted Ian Thompson to ask if he knew anything about it. Ian knew that this was one of the rare-for-Cornwall cast iron mileposts set up by Liskeard Turnpike Trust in the 1830s on the new line of their road from Liskeard to Torpoint. The milepost had been missing for many years and Ian had never seen it. He and his wife drove to Torr Farm and met the farmer, who was pleased to talk about the



Photo: Ian Thompson

milepost. He had rescued it from spoil of the road construction on his land in 1978. He turned the milepost up with his plough, and re-erected it on his drive, because he didn't know what else to do with it. He cleaned it and repainted it. He quite liked the idea of returning it to the roadside. The Liskeard Turnpike is now the A38 trunk road, in the care of Highways England.

Ian contacted Emma with a proposed site to re-erect the milepost beside the A38. Emma's boss replied with an improved location and a promise to use the 'Historic England volunteers' from his Cornwall office to get the job done once the weather improves. Rosie Hanns was delighted with the news and the farmer offered to lift the milepost from the ground and load it onto the Highways truck when the volunteers were ready to re-site it. The Milestone Society's groundwork team in Cornwall were frustrated at not getting their hands dirty on this occasion, but pleased that this looked like yet another successful outcome for Cornwall's roadside heritage.

Cumberland and Westmorland (Cumbria) (Terry Moore)

A total of 15 milestones were restored during the summer of 2017, of which one was reported in *Newsletter* 33. Restoration was carried out by Terry Moore, John Hall and a parish volunteer with authority and financial support from each of the parish councils. The Milestone Society match-funded the project and was involved in procuring new cast iron plates for two milestones near KESWICK in the Lake District.

On the old A66 near Keswick CU_CMKW11 at Newlands Beck Bridge NY2400-2367 was a new find with its plate missing and CU_CMKW12 at Crosthwaite near Keswick, also with a missing plate. Both were restored with new plates cast from Blists Hill foundry at the Ironbridge Gorge Museum. The latter required uprooting and straightening in order to make good after bolting on its new plate.



Photo: Terry Moore

CU_CMKW09 was a new find near Thornthwaite at NY2229-2455 which was relocated over 40 years ago by the former owner of "The Hollins" – a private dwelling some 50 m from its original location on the narrow road of the old A66. This was painted black and almost hidden from view in the entrance wall.

Near Cockermouth at NY1141-3165 was a milestone CU_CMMP01 which is now bypassed at Papcastle on the A594 route to Maryport.

Authority and funding was quickly approved and restoration completed without painting the stonework, for fear of attracting vandals. Perhaps the plate illustrating COCKERMOUTH COURT-HOUSE 1 MILE may have deterred them in the past!

On the A6 north of Penrith near Plumpton at NY4914-3948 milestone CU_PRCL06 was a new find and in a poor state of repair. The two plates found buried in front were in good condition and worthy of restoration. The parish council authorised and provided a replacement stone recycled from a gate stoop and the plates were attached. The farmer opposite made easy work of removing the old stone and assisted in installing the new stone using their tractor.

CU_CLCM04 on the busy A595 at Orton Grange was the top section of a milestone conveniently covered in ivy and set into the end wall entrance to Orton Grange Farm. Its plate was vulnerable to vandalism and required securing and filling before painting. The original location was 30m east, having been moved some time ago, presumably from a vehicle collision, as the lower part of its base was found on the verge. Another milestone saved by the community.

On the old A66 road from Cockermouth to Whitehaven at Neggill, NY0628-2957, milestone CU_CMWO04 was a new find in 2014 and in two pieces lying on its side under a hedge. After authority and local help from the residents living opposite it was painted and pinned back as best it could, with part of its top missing.



In 2015 milestone CU_CLCM02 on the A595 in Carlisle was reported missing by Terry Moore during a survey. This was due to the expansion of the entrance to a new housing estate currently being developed. After some stern words from Cumbria County Council Conservation Officer it was located buried amongst debris at the rear of the site. The original housing company had gone into liquidation in 2004 and in 2006 the new company quickly supported plans to fund restoration and eventually reinstate it in November 2017.



Other milestones restored in the summer of 2017 were CU_CMKW02, CU_CMKW08, CU_CMKW10, CU_PRCL10, CU_CLCM17, CU_CLCM24 and CU_CMMP02. Thanks go to volunteers, parish councils and the Milestone Society for match funding the project. Funding has also come from sales of Colin Smith's books, MS postcards and talks given by Terry Moore to local community groups.

All Photos: Terry Moore

Devon (*Tim Jenkinson*)

In September 2017, Honorary Secretary John Atkinson received the excellent news that five milestones between the city of Exeter and the town of Chudleigh in south Devon had received Grade II listed status. Set on what is now part of the old A38 the listed stones are at the 1,4,5,8 and 10 mile points from the city. The surviving stone at the 2 mile point had been listed previously whilst others at 3 and 6 mile points have been lost. It remains unclear as to why the decision was made not to list the 7 milestone on Haldon Hill was made. This particular marker (DV-PLEX 34) is set alongside the dual carriageway at SX 8956 8316 and was salvaged by the Mouchel Enterprise Group during the erection of crash barriers at the site in July 2008. It is however badly damaged on its left side which partly obscures the lettering and mileage which may have affected the listing process. The stone at the 9 mile point was stolen in October 2004 and its disappearance was subsequently investigated by Chudleigh Police but to no avail.

An unusual mile marker near the village of Bere Alston in west Devon has been damaged on its top left side by hedge cutting machinery. One of four similar markers in the area of Tavistock Cross at SX 4563 6717, it reads "to/Calstock/3Miles/Ferry Only/" which has been carved into a recessed slate panel that is set within a stone surround. Like the others in the area it also bears a small dagger-like direction arrow. A Devon County Council (DCC) Officer has attended the scene and assessed the damage with a view to repairing the stone. County Archaeologist for Devon - Bill Horner - is currently in negotiation with Parish Council officials with the intention of applying for Grade II listing for all four of the markers at the site, one of which shows a distance of 3 miles to Beertown, an older name for the present day Beer Ferrers.

During a visit to assess the damage at the above site in November 2017, Milestone Society members Mark Fenion and Tim Jenkinson discovered two previously unrecorded county bridge stones at nearby Denhambridge over the River Tavy. Set at 300 feet either side of the bridge at SX 4774 6718 and SX 4771 6796 respectively, they mark the area of responsibility for road repairs by the County and are each engraved with a small 'C' to denote this. Both stones that date from c1841 were cleared of mud and vegetation and are now visible again. DCC have been informed of the finds and information on their location is being added to the Historic Environment Record.

Information on a new milestone discovery in North Devon has been passed to John Atkinson. The stone which stands on the south side of the A399 at approx. SS 5448 4831 is inscribed 3/Combmartin/2/Ilfracombe. It is a particularly interesting discovery as the Combe Martin and Ilfracombe Turnpike Trust was founded very late in 1866 and only managed four and a half miles of road between the two towns. It is possible that other stones survive along the route and this will form the focus of some investigations for 2018.

Two new parish boundary stones have been erected in the south of the county. The first was salvaged by Wolf Minerals during the construction of a new line of road leading to the industrial area of Lee Moor from West Park Hill in Plympton. Thanks to the timely intervention of Mike Fenlon who notified the company of the need to rescue the stone, it has been reset as close as possible to its original

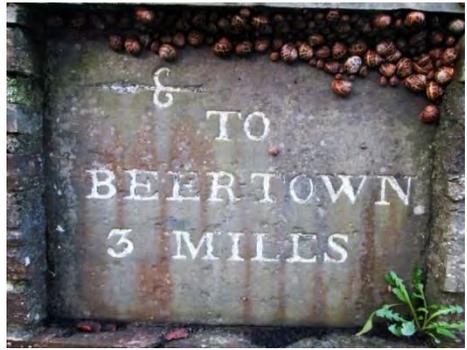


Photo: Tim Jenkinson

position at SX 5625 5923 on the north side of a road leading into Drakelands Tungsten and Tin Mine at Hemerdon. It is inscribed with P/SM/ to mark the parish of Plympton St Mary.

Dartmoor National Park Authority (DNPA) has erected a brand new boundary stone at Hockmoor Head on south Dartmoor. The marker at SX 7275 6733 is positioned on the east side of the road on a grass verge at the point where three roads converge, it is inscribed with a large 'B' presumably for Buckfastleigh and was commissioned by the Town Council. Supplied and engraved by DNPA it seems that at some point the initials 'WB' for West Buckfastleigh will have to be added to the stone.

Norfolk (*Carol Haines*)

The most exciting news is that Nigel Ford won a Historic England Heritage Angel award on the 20 November in the category for 'Best rescue, recording or interpretation of a historic place' for his work on 'milestone repairs, restoration and reinstatement across Norfolk'. The ceremony took place at the Palace Theatre in London and was hosted by Andrew Lloyd Webber and Bettany Hughes – Nigel's award was presented by the Very Rev Dr John Hall, Dean of Westminster, one of the judges. His rivals in this category were a group who involved injured service personnel in canal restoration, helping them to learn new skills, and someone who has created autism-friendly tours of Newmans coffin works in Birmingham.

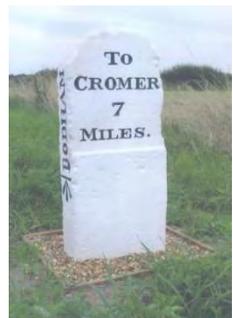


Photo: Carol Haines

The twelve finalists (three from each of four categories) had been whittled down from 150 entries. Besides Nigel's wife, Jenny, six of us travelled down to support him: Tom Langford, Mark Tweedie, Miranda and Martin Skillings and Alan and Carol Haines. A reception was held afterwards at the nearby Groucho Club, it was certainly an evening to remember and Nigel was a very worthy winner.

Back to more mundane things, in December 2015 Ben Skillings found a milestone buried in a verge beside the A 148 west of Bodham. The stone had been broken off below the legend, having probably been knocked over several decades ago. Nigel rejoined the two sections and in August 2017 the stone was put back beside the road (NO_CH07: Cromer 7, Holt 2; TG 1170 4000). Ben has recently found NO_CH06, which seems to have suffered a similar fate, and this will also be repaired and re-instated.

The Milestone Society was contacted by Dr Ann Ridler of the George Borrow Society who had been transcribing Borrow's notes about three walks he undertook in Norfolk. She asked for comments on his routes, for which he seems to have been guided mainly by signposts and milestones. He was living in Gt. Yarmouth at the time, and in April 1856 walked round the north coast to Weybourne, then down to King's Lynn, Downham Market and Ely. In July 1856 he took a train to Norwich then walked to Aylsham, North Walsham, Worstead and back to Yarmouth. His third walk in May 1857 took him round the coast again to Wells, then to King's Lynn, Wisbech and Cambridge.

The diaries are only brief notes, but it was possible to follow most of his routes. On 28 July 1856 he wrote: "Started from Yarmouth by train – Norwich. Got down through town towards the North [,] to the left Aylsham [,] St Faiths to the right. Mile post to Norwich 3 to Aylsham 8 Cromer 19". This milestone was lost when the wartime airfield, later Norwich Airport, was built. Borrow was using the Norwich – Cromer Turnpike, and he walked along several others in the county on his travels. Dr Ridler's transcription was for a meeting of the George Borrow Society in King's Lynn in October 2017, and the notes of the Milestone Society's rep. were added to it.

Somerset (*Janet Dowding*)

It has been relatively quiet during the past year in Somerset; however there is good news about two milestones. The first was originally located at SS 9701 4282 in Dunster parish on the A396, 20m north of Kitswall Farm. It was brought to my attention early in 2014 by Jenny Hills, a Surrey member who was on holiday in the county noted that it had been knocked



Photos: Janet Dowding

down. West Somerset D.C. was notified and Nic Wall of Somerset C.C. visited the site. Mr. Wall was of the opinion that the milestone would be less vulnerable if it was relocated on the north side of the road where there was a wide verge. Whilst they would not normally relocate milestones it was felt to be acceptable in this case as the former milestone was a

modern replacement. The milestone was re-erected in March 2017 at SS 9697 4280 which is nearly opposite its original location (Somerset stone S 516).

The second milestone is at Sellick's Green, Pitminster ST 2119 1909; some years ago the original stone was damaged beyond repair and a member of the Somerset Industrial Archaeology Society rescued the cast iron plate. The plate has now been reinstated and the milestone measured for the database records (Somerset stone S 534). The design seems to be a fairly common one around Taunton as there are similar plates at ST 2201 2350, Trull Road, Haines Hill; ST 2437 2219 Shoreditch, near Taunton and ST 2640 1832 in Staple Fitzpaine village. The nearest mile stone to Sellick's Green is in Trull village and has a plate with a flattened top instead of a rounded one.

Photographing of finger posts continues but at a slower pace due to the longer distances involved to locate them. The Milestone Society had its usual stall at the Mid Somerset Show in August 2017 with a display arranged by Peter Banks that was staffed by various members during the day.

Surrey (*Janet Dowding*)

The Surrey Group met on the 28 October at Send Manor. Janet reported that Wandsworth Council had agreed to fund the reinstalling of the Roehampton mounting block on the south side of the A3 adjoining the wall to Putney Vale Cemetery. A short illustrated article on this project featured in the September edition of the "*Roehampton Voice*".

Colin Woodward sent a photograph of the old milestone outside the old Wandsworth Library with its new protective fencing, allowing the public to still see the stone. He also sent photographs of yellow AA signs that are currently in Surrey Heath Museum in Camberley; these are usually in storage but were exhibited for a short while recently. The AA signs are all from Frimley and show distances to adjoining towns. In addition he sent details and a photograph of the Belgravia (City of Westminster) Commemorative Stone stating that 'this is a statue on a plinth situated on the north side of



Photo: Colin Woodward

Belgravia Square, on a pedestrian island at the junction with Grosvenor Crescent. The road is the B310 and the NGR is TQ 2825 7950. The statue is of Sir Robert Grosvenor K.G. First Marquess of Westminster (1767-1845) and was created by Jonathon Wylder in 1998. It shows the Marquess with two dogs examining plans for the Grosvenor estate, his foot resting on a milestone reading "Chester/197/Miles". As well as an estate in London, the Grosvenor family have a large estate in Cheshire.

The meeting was concluded with an illustrated talk by Richard Raynsford entitled 'Highway Heritage'; this was a preview of the presentation that will be given to the Bristol meeting in March 2018.

Yorkshire (*Christine Minto*)

The listed milepost YN_YOMA11 was rescued from the auction at the same time as the Staffordshire bobbin Leek 6 featured on the back cover of *Newsletter* 33. It is now in the care of Ryedale Council and is in store until roadworks have been completed at its site on the A34 at Spital Bridge near Whitwell on the Hill.

Three of the 1893/4 West Riding milestones have been residing in the Leeds Highways depot for about three years. All have been painted by Dave Williams and new concrete backing stones were cast for two of them. June Scott and Bardsey Parish Council have at last succeeded in having theirs re-instated. [YW_LECM09] The other sites have yet to be checked.

Two more finds for Yorkshire. One reported on Facebook is three miles south of Skipton at the A629 junction with the minor road to Cononley. I have cycled past on numerous occasions without noticing that embedded in the wall of Cononley Lane is a stone slab with a very faint hand and a 'To'. The rest is defaced but has space for the village name.

Around the Skipton area are twenty small triangular stones, most with a pyramidal top, mostly at minor road junctions. Village names, sometimes with arrows or crude hands painted on, direct the traveller along the lanes. One easily seen is in Cracoe which also has a finger post with the West Riding Grid Reference on the finial [YN_XXSG]. Another at Bolton Bridge is well photographed because Harrogate is spelt with a W [YN_XXHA] and is well maintained by the Bolton Abbey



Photo: Christine Minto

Estate. I have looked at a similar stone embedded in the pavement south of Skipton on the corner of the A629 and Ings Lane into Bradley several times. After measuring it I am convinced it is one of the 'Skipton Stoops' so now twenty five had become twenty six. [YN_XXBFX]

In the 1950's the West Riding, together with Dorset, Rutland and North Berkshire were asked to erect a new series of finger posts with a finial showing the name of the place and a Grid Reference. A good number still remain in Yorkshire and Dorset. Parts of the West Riding were given away to South Yorkshire, North Yorkshire



Photo: Christine Minto

and Cumbria in the 1970's but several of these West Yorkshire fingerposts remain albeit now in the 'wrong' county. Amongst areas wishing to show the historical significance of their villages are South Yorkshire and the Craven District around Skipton and Settle. Here new finials and sometimes new fingers have been cast and fixed to the old iron posts. An interesting one at Hetton has 692 591 on the face seen from the road but on the back is 962 591 which is correct. [YW_GRHETTON] There was a similar mistake on the one in Threshfield at the end of the lane leading onto the bridleway, Mastiles Lane to Malham 5 miles away. This is a No Through Road to Motor Vehicles but has not deterred the 4x4's churning up the ancient surface. Unfortunately the new finial from 2007 has now been broken off with no trace of the pieces in the grass. South Yorkshire has several 'new' tops but recently Mike Bardell found an original in the hills above Penistone [YW_GROXSPRINGU].

SCOTLAND (*Christine Minto*)

City of Edinburgh

John Riddell has been researching tollroads emanating from Edinburgh. The Edinburgh Trust covered 273 miles in ten original Districts although some later merged. It is 'work in progress' but I have been able to add some details to the database. Alverie Weighill's daughter



Photo: Christine Minto

Zoe has found a toll house on the unclassified Colinton Road through Merchiston [CE.MERCHIS] which is almost identical to one in Morningside [CE.MORNING]. A Mrs. Monk was the tollkeeper in 1880 at this one originally on Morningside Road but by 1888 it had become redundant. The owner of The Hermitage had it demolished and re-erected at his gatehouse on Braid Road.

In March, John found another stone on a cut-off part of the old Glasgow road and a guidestone on the route to Linlithgow now covered by Turnhouse Edinburgh airport [CE_EDLLGS]. Recently, he spotted the 4 mile stone at the Galashiels route just inside the Edinburgh ring road, lying under a hedge. This brings the total of milestones inside the current city boundary to 36. John has been in touch with the authorities to get it set upright. Though it is on the Dalkeith Trust road, it is the same as those on the Lasswade and Straiton roads. Only one of these, on Liberton Brea, has its original plate [CE_EDPB02] and that could be used as a pattern to replat the other four.



Photo: Christine Minto

Dumfries & Galloway/South Lanarkshire

Alverie Weighill is researching the ninety four and a half mile long Edinburgh to Carlisle post/toll road, unfortunately there are only 15 or so milestones left. Some of them have lost their plates, others are on disused tracks [SL_GWCL28] or on private land; another two are in England.

Orkney

Mike Rayner has been exploring Hoy and found another of the typical island stones. These are not marked on maps up to 1903 but some are on the 1912 OS 1 inch maps; the stone Mike found is in the area known as South Walls [OR_HYNNKH05]. In 1993 Frank and I cycled along all the roads on Hoy but we didn't know that we had to look out for milestones! In 2013 I was defeated by the wind at South Walls and turned back to catch the ferry at Lyness for the mainland.



Photo: Richard Raynsford

Andrew Riley has also photographed stones on Orkney; Mike couldn't find one in South Walls that is on the Historic Scotland list but he found three more on Mainland and another on Sanday [OR_SNKL02]. The K is for Kettletoft, the old ferry landing place.

Canals (Christine Minto)

I had cycled, well walked the muddy bits from Leeds to Skipton on the Leeds - Liverpool canal recording all the mileposts I could find [LLC_095]. Yorkshire used to extend to within two miles of the north portal of Foulridge tunnel; now, except for one and three quarter miles I inadvertently missed west of Skipton, all the towpath in Yorkshire and that last two miles into red rose territory has been checked with findings photographed and recorded. However, posts were set up at each half mile [LLC_093 ½] with anonymous posts for the intervening quarters. [LLC_095 ¼] A few posts are missing; some have had missing plates replaced and many have been painted to celebrate 200 years since its completion in 1816.



Photo: Christine Minto

Railway Mileposts – Scotland (Christine Minto)

In 2014 Diana Burns reported that an 1842 milepost from the Glasgow – Edinburgh line had been set up in Queen St. Stn. It was from Dullatur, 14 miles from Glasgow and has been painted a startling yellow and black. The Edinburgh mileage, 32 was to Haymarket Stn. as the line was only extended to Waverley four years later [SRLY_G]. It was known that others had been or were to be uplifted and donated to various



Photo: Diana Burns

museums but Glasgow 5 near Calder marshalling yard was said to be being painted in situ.

To celebrate the 175th anniversary of the opening of the line this one, painted white was installed on 18th February this year with an explanatory plaque. [SRLY_GWED05] The post has a rather large oval flanged hole in the top but it is difficult to know what this was for. (See photograph on back cover) The one at Haymarket has had the hole filled with white pebbles, hopefully to deter it being used as a rubbish bin.

In 2012 a rather sunken Glasgow 2 and a yellow painted 7 were photographed by John Yellowlees, a fount of knowledge about Scottish railways, as the train rolled slowly past. There may be another three in situ, 3, 4 and 9.

The 6 mile post is now with the National Museum of Scotland, Chambers St., Edinburgh but is not on display; milepost 13 has been at the Auld Kirk Museum, Kirkintilloch since 1992 but again is not always on display. Others should be at museums in Glasgow, Bo'ness, Falkirk and York, however, enquiries at York 2 or 3 years ago drew a blank. Now John has found the 15 milepost amongst other railway memorabilia in a retired railway engineer's garden at Callander, [SRLY_GWED15] where the hole has come in useful as a flowerpot!

He doesn't know of any other such substantial original mileposts anywhere on the rail network. On the East Coast main line there are huge trackside numbers. 200 miles, halfway between the two capitals is just north of York, others are 300 from London and 50 from Edinburgh. It is just a matter of looking out of the train window at the right time and being on the right side. There may be others along the line.



Photo: John Yellowlees

Overseal Mile Marker– Market Bosworth turnpike (Mark Knight)

Although old news it is good to record the restoration of this milepost by the parish council; it stands at the side of the A444 approximately 15 yards south of its former position. There are now two of the original 18 mileposts along the route; the other one is in Carlton, just outside Market Bosworth.



Photo: Mark Knight

Listed Mileposts – Leicester (Robert Westlake)

Two mileposts have recently been added by Leicester City Council to the list of historic buildings, they are Mile post (London 100), Abbey Lane and Mile post (London 98, Harboro 15, Loughb’ro 11).

An out of place milestone in the parish of Kinlet, Shropshire (John Haynes)

A trustee of the Milestone Society on a walking holiday with his wife in rural Shropshire happened by a dwelling called Prospect House at the end of a bridleway in the village of Chorley between Bridgnorth and Cleobury Mortimer. Being an observant sort of chap, he noticed a cast iron plate fixed to a garden boundary wall of Prospect House that looked out of place. It said “Bewdley 6 Miles” when he knew he was at least 10 miles from that riverside town in Worcestershire. He noticed that the plate was old and, upon returning home a couple of weeks later, he sent a note with a photograph to me as the Milestone Society Representative and suggested I investigate.

From my records, I quickly recognised the authenticity of the plate from the existing “Bewdley 3 Miles” plate near to the county boundary. I had recorded the original location of the Chorley plate as a milestone near Bagginswood where the local Kinlet Parish Council had fixed a replacement aluminium “Bewdley 6 Miles” plate in about 1996. When told of the finding of the original plate, the parish council were delighted and wondered how it could be retrieved.

Despite having an OS map reference, when I went to look for the plate I twice failed to find it, so I asked a colleague from Shrewsbury if he could pay a visit to Chorley which he did. He not only found the plate but also met the house owner who agreed to swop ‘his’ plate for the reproduction! A date was arranged and both plates removed from their respective locations and taken away to be cleaned and repainted. A couple of weeks later on 7 June 2017 the plates were fixed in their new positions, the original plate looking resplendent, restored to its rightful place.



Replica plate April 2013



Original plate June 2017

Photos: John Haynes

**The Great Road – The Thetford to Norwich Turnpike: Norma Virgoe 2017 £8
ISBN: 976-1-01553-12-3**

“I went to Windham, a little market town five miles mostly on a Causey being low and Moorish, and the Road on the Causey was in many places full of holes though it’s secured by a barr [sic] at which passengers pay a penny a horse in order to the mending way, for all about is not to be Rode on Unless it’s a very dry summer.”

Celia Fiennes made this note in her diary in 1698. As traffic increased in the 17th century, the road across Attleborough Mere caused increasing problems and in 1694 Sir Edwin Rich gave £200 towards the upkeep of the road. In 1696 the road from Wymondham to Attleborough became only the third English turnpike to be created. Later renewals of the Acts gradually extended the route until by 1767 it stretched from Norwich to Thetford, linking it with turnpikes through Newmarket to London.

Early minute books are missing and only those from 1787 survive. The author gives a comprehensive account of the workings of the turnpike, noting that few of the trustees (mostly substantial landowners) attended meetings. Locating supplies of gravel took much effort. One of the surveyors, already a toll collector, worked for the trust for 41 years, though at times he could be rather curmudgeonly and local inhabitants tried to get him dismissed. The minutes are vague on exactly when milestones were put up and it is difficult to say which is the earliest. The author quotes from a guidebook of 1802 by George Alexander Cooke who wrote that the milestones along the road “were well adapted for travelling in carriages, having two sides towards the road, not square but slanted so that the number may be seen at a great distance”. However, exactly the same wording appears in editions of Paterson’s Roads in the 1780s and might indicate that these were some of the first in the country to have angled faces. In the 1830s water pumps were installed between Cringleford and Wymondham to water the road to lay the dust but the work of the first contractor was completely unsatisfactory. Eventually another pump maker had to do the work again.

Traffic on the turnpike increased as the road surface improved and this activity is brought to life by accounts mainly gathered from the local press. In 1813 the Thetford Volunteers marched the 50 miles to Yarmouth in a day. At Christmas 1842 the Magnet coach carried over 2,000 turkeys as well as geese and game. The citizens of Attleborough came out to watch prisoners being transported from Norwich gaol to the County Assizes in Thetford, then back to Norwich castle prison for those convicted, before the final journey for many to Portsmouth for transportation.

The Norwich to London railway opened in 1844-5 and had an immediate effect to turnpike traffic. Even so, in 1867 the trustees and most parishes along the road wanted the turnpike to continue. An appeal was sent to the Home Secretary to

continue the Act, but the application was opposed and steps were taken to realise the assets. The trustees were left with a sum of £2349.19s.1d. which was distributed to parishes in proportion to the number of miles in each one, and in June 1870 the turnpike closed.

The cover of this well researched book shows the milestone on the outskirts of Thetford (NO_NT28). Its recent history could have warranted a mention – unearthed in a garden in 1995, mislaid for some years then tracked down in a cemetery, restored by the Milestone Society and re-instated, with due ceremony, in 2016.

Carol Haines

The Toll Roads of Buckinghamshire 1706 – 1881 with their connections into neighbouring counties: Peter Gulland 2017 Buckinghamshire Archaeological Society ISBN 978-0-9957177-3-2

The author Peter Gulland may be familiar to some Society members as he has made several presentations to Regional and Annual Conferences of the Milestone Society.

He has been a member of the Buckinghamshire Archaeological Society for some 40 years. The chance unearthing of an unusual milestone which had been buried in a back garden resulted in him being asked to write a note on the discovery in *'Records of Buckinghamshire'* Volume 48 (2008). The research in producing the note made him aware how little information about Buckinghamshire's turnpike roads was easily available. It started Peter's eight year project of research and gathering material for this book which is reflected by the meticulous nature of its content and presentation covering 318 pages.

Part One of the book, entitled 'The work of the Turnpike Trusts', is the shorter element and for the more casual reader provides an excellent overview of the Turnpike Trust system during its existence in the 18th and 19th centuries. It paints a picture of events nationally and in Buckinghamshire, including the setting up of the first of the private turnpike trusts in England in 1706 (following failed experiments elsewhere in the latter part of the seventeenth century). It provides an authoritative insight into how the Turnpike Trusts strongly contributed to the UK's industrial revolution which is often overlooked by the much more extensively documented canal and railway construction.

The twelve chapters in the first Part include one perhaps of greatest interest to readers of this *Newsletter* called 'Erecting milestones and mileposts'. The chapter has sections titled 'The need for mile markers', 'The materials and orientation of mile markers', 'Which side of the road?', 'Moving milestones', 'Mile markers and the Second World War', 'Unusual mile markers' and 'Boundary markers'. The

'Which side of the road?' section makes reference to mile markers not being consistently placed on one side of the road. For instance one trust placed consecutive milestones on alternate sites of their section, and in another case the Red Hill Trust (now part of the A40) placed all its milestones on the north side of the road while the next trust to the west, the Beaconsfield and Stokenchurch, placed its stones on the south side. As Peter says, "Coachmen doubtless became used to these idiosyncrasies but infrequent travellers could have gone for miles without spotting a milestone".

Each of the other chapters in Part One includes relevant anecdotes in Buckinghamshire or the continuing turnpike road beyond the county. So, for example, under chapter 'Routine road maintenance by the trusts' the author writes: "People in the eighteenth century had a more relaxed attitude to the appropriation of parts of the highway than we are used to today. All turnpike trusts had to spend time and effort in stopping the use of the highway verge for vegetable gardens or the storage of dung, and they even had to remove unauthorised buildings". He continues "In 1794 it was reported to the Wendover and Buckingham Trust that a house had been built on the highway verge..."

Part Two covers the individual histories of all twenty four Turnpike Trusts in Buckinghamshire, including those continuing beyond the county boundary, and is an exceptionally thorough and well set out reference work giving insights into the history, mechanisms and operations of each Trust for periods commonly in excess of 100 years.

All of the individual turnpike trust chapters in the second Part are structured in the same way and include sections on toll gates, toll houses and milestones/posts. For example reference is made under the Princes Risborough and Thame Turnpike Road to possibly the shortest lived toll gate in Buckinghamshire – 1823 to 1824, and elsewhere some dilatory trusts failing to erect mile markers being required to do so in renewal Acts. Commonly, as some roads were improved, distances changed and milestones were often replaced by mileposts in different positions to reflect the changed distance. Others were uprooted, moved, turned round and plated. On occasions affluent trustees were influential in diverting a trust's road enabling them to extend their own parkland estates.

After the coaching boom period of the 1830s and the start of the railway construction mania, by the time of their winding up, generally in the 1860s and 1870s, most of the Turnpike Trusts in Buckinghamshire were in debt.

Until the considerable new road building and alterations that took place in the second half of the twentieth century most of the turnpike trust's work and legacy was still being extensively travelled on by all road users.

Under his section 'Identifying the road's route' in Part Two the author describes the route of each of the twenty four turnpikes as they exist today so if the reader

wishes to trace a particular route (or all 24) in today's landscape he or she may still be able to do so.

In conclusion, Peter's book provides an invaluable reference to the turnpike trust road system and especially as it applied to Buckinghamshire and connecting sections in adjoining counties, setting a very high standard for aspiring turnpike trust researchers and potential authors in other counties to follow.

Mike Buxton

Somerset Traditional Fingerposts: Maintenance, Repair & Restoration Handbook – Somerset Edition: Version 2 August 2017 Somerset CC and South West Heritage Trust

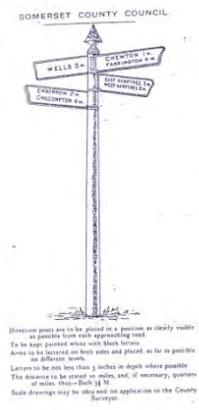
Downloadable on

www.somerset.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=125646

This document is particularly welcome for those of us interested in ancillary aspects of highway heritage; it has been produced to provide a manual for those involved in the maintenance, repair and restoration of Somerset's traditional fingerposts. It therefore has a hidden agenda i.e. the present lack of finance available to the Highway agencies to look after these important features of the historic environment and the need to find other parties such as parish council's, amenity bodies etc. to carry out these tasks. Luckily in Somerset a number of these have taken up the challenge although the proliferation of neglected fingerposts in the county is a worrying outcome.

The document gives a good introduction to the erection of fingerposts from the late seventeenth century and the development of local designs. Government advice on traffic signs was issued in 1921 when it was stated that direction posts should be painted white and include the name of the authority for its maintenance. The 1930 Road Traffic Act granted power to the Ministry of Transport to secure a uniform system of traffic signs. Following the outbreak of World War II all direction signs were ordered to be removed.

After the war Somerset County Council embarked on a programme of renewing the fingerposts with replacements being made at Sheldon Foundry, Wells. The document shows moulds for some of these fingerposts which still exist. Following the 1964 Traffic Sign Regulations local authorities were encouraged to remove their existing road signs and replace them with those recommended by the Warboys Committee. Somerset compromised by painting the fingerposts mid grey which conformed to the new colour standard. It was not until 2005 that a Department of Transport Advisory leaflet stated that "all surviving traditional fingerposts and direction signs should be retained in situ and maintained on a regular basis."



Left: Drawing of the 1907 'standard' design fingerpost from the Somerset County Council Works Committee Minutes 1907.
Above: A late 19th fingerpost at Berron. Photographed in 1980 before being lost. Image courtesy of B. Muiries.

[021] CW Harris & Co. Foundry Fingerpost
 Date: Late 19th-early 20th Century
 Arms: Open top. Secured to the post with integral post collar.
 Text: Capital letters serif text. Distances provided but with no units.
 Post: Tapered post with torus capital and fillet necking. Simple pedestal with torus moulding. Oval foundry mark on the pedestal.
 Sites: Walton ST 4656 3635 (lost)
 DRM: Not recorded.
 Ref: Later finial and lower arms.
 Note:



Two pages from the document showing fingerposts that no longer exist.

Somerset is fortunate in retaining a large number of its cast iron fingerposts; a recent GIS count of the 'GP' annotation on modern OS maps recorded some 2000. Only seven of these are listed of which three survive!

The document gives conservation guidance and recommends a survey of the fingerposts using an e-survey app. In addition advice is given on health and safety, risk assessments and insurance.

To me the most interesting section is the details of surviving historic fingerposts that includes 34 different types some of which only have one remaining example. Details are also given of the original foundries together with a schedule of the listed and unlisted notable fingerposts.

The document is an excellent guide to Somerset's cast iron fingerposts; a similar document for other counties which retain their traditional fingerposts would be most welcome.

Richard Raysford

Finding the Way (Jan Scrine)

Our 'Finding the Way' project funded by the Heritage Lottery is now in its final stages - the educational resources based around The Highwayman poem by Alfred Noyes have been uploaded to the www.FindingtheWay.org.uk website, along with the film featuring our authentic enactor using *Waymarkers* to terrorise the natives! If you know of anyone who is involved in primary education, please share this information with them too. And show the film to your grandchildren, whatever age they are

And finally...

Saturday 17th March – Frenchay, Bristol Southwestern Spring Meeting

At Frenchay Village Hall, Beckspool Road, Frenchay, Bristol, BS16 1NU. Doors open 10am for refreshments and a 10.30 start. Meeting ends 3.30. Topics include Tim Jenkinson's tour of the Channel Islands, Anne King on Village signs of the South West and Richard Raynsford exploring Highway Heritage.

Sunday 15th April – Hebden, Nr. Grassington Northern Spring Meeting

Hebden Village Hall, Ibbotson Institute, Hebden BD23 5DE. Doors open at 10am for refreshments and a 10.30 start. Meeting ends 3.30. Guest Speaker: Edgar Holroyd-Doveton on Turnpike roads plus the usual banter from our customary contributors.

Sunday 22nd April - Bromyard Heritage Trail – Grand Opening 10am – 4.30pm

A Milestone Society Partnership project in Herefordshire – on Ogilby's Road from 'Oxford to Aberistwith'. Car treasure hunt, Morris Dancers and Highwayman!

Saturday 12th May – The Milestone Society Spring Conference Uttoxeter

Bradley House Club, Bradley St, Uttoxeter, Staffs, ST14 7QA. Uttoxeter is a small market town in the centre of England. The theme for the meeting will be the development of transport links round a typical English market town.

Please see the enclosed flyers for details.

Possible Weekend Away

Sometimes the Society is accused of having no 'social activities'. Back in 2010, we had a very pleasant and fruitful weekend outing to Ross on Wye, with Committee and local members joining for an evening meal and then setting out next day in pairs with pre-marked maps to check the milestones along the surrounding routes.

Would anyone like such an event to take place this autumn, when the foliage is dying back, perhaps in Suffolk or in the Vale of Gloucester, where we are short of information?

If so, please would you drop a note or email to our Hon Sec, expressing any preferences for dates, location or venue and we will endeavour to arrange a corresponding event if there is sufficient interest.



Beccles, Suffolk



Nayland, Suffolk



Painswick, Gloucestershire



Wick, Gloucestershire

Photos: Richard Raynsford

DEADLINE FOR THE NEXT NEWSLETTER FOR AUGUST 2018

Contributions for inclusions in the August *Newsletter* should reach the editor Richard Raynsford by Monday 18th June 2018. 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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Photo: Frank Minto

Christine Minto standing beside the Glasgow 5 railway milepost