

The Milestone Society

Newsletter 35

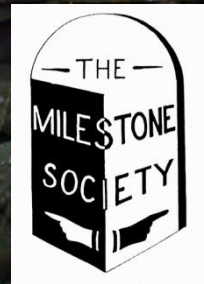
August 2018

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CUMBERLAND
COUNTY
COUNCIL



ISSN 1476-3136

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ON THE COVER

Terry Moore at the 100th finger post he has restored, 24th May 2017

Editorial

With the end of England's dream of World Cup glory I can now devote time to preparing *Newsletter 35* (I apologise for my inactivity in June, particularly to those people who I chivvied for submissions). I am, however very grateful for these and continue to be amazed at the amount of activity carried out by local members to protect milestones in their areas. Unfortunately, the same cannot be said about supporting the membership of the national committee which continues to lack a Chairman or Vice Chairman. Many of its members are long serving (some have been on the committee since the formation of the Society and understandably would like to stand down). The AGM and Autumn Conference will be held on the 6th October at Marlow – I urge you to attend and if possible volunteer to sit on the national committee. Without an active national committee the Milestone Society cannot function to its full potential. I unfortunately missed the last national committee meeting due a combination of holidays and family commitments. I also missed all but one of the regional meetings and am grateful to the correspondents who have supplied reports on these meetings.

On a lighter note, I've just read '*Man of Iron*' Thomas Telford's biography by Julian Glover (reviewed in *Newsletter 33*) which gives information on the thousands of miles of new roads built by Telford. I thought the following would be of interest to Milestone Society members: 'At the start of the eighteenth century even main routes had often been all but impassable, maintained if at all, by poor parishes under an obligation imposed in 1555. The London to Edinburgh coach ran only once a month and took a fortnight to complete the journey. Rarely direct and poorly maintained, roads were slow to travel and so deep in mud that a man was reported to have drowned between Barnet and South Mimms in 1727, swallowed up near what is now junction 23 of the M25'. Telford's most famous road was that linking London to Holyhead which had 'tollhouses with distinctive sunburst-patterned iron gates, coaching inns at regular intervals to change horses, weighing machines, supply depots for materials to repair the road every quarter of a mile and gradients that never exceeded 1:20. The iconic feature was the series of milestones, each with a cast iron plate painted black, specifying distances and the nearest inns, set four feet above ground on a pillar of red limestone cut with a triangular top so that it could be read easily from inside a passing coach.'

Richard Raynsford

Membership Secretary's Report

At the end of the 2017-18 subscription year on 31st May, 2018 there were 460 Society members, which is 10 less than the number of members on 31st May, 2017. This total is made up of 280 individual members, 168 joint members, 9 Corporate members and 3 Overseas members.

Since the start of the new membership year on 1st June, so far this year 107 members have not yet renewed but 11 new members have joined us. Many

members renew late in the year, some as late as November despite reminders and I appeal to all those who pay late to renew on time. The best way of renewing is to set up a Standing Order.

We have an increasing number of members who renew through our website facility using their debit or credit card to pay through PayPal and some now renew their subscription by direct BACS transfer to the Society's bank account. We also have around 30 members who have set up Standing Orders to pay their renewal subscription on time and there are approximately 300 members who have agreed to Gift Aid their subscriptions.

Again this year I included some of the Society's postcards with the renewal notices. The Hon. Secretary holds stocks of postcards that can be purchased from him, the full list of those are available on the website. Past editions of the *Newsletter* and of the *Journal* can be purchased from David Viner if Members would like to complete their library of Society publications. (See separate note below).

Finally, on behalf of the Society, I would like to thank those who included a donation with their subscription.

Brian Barrow

Ed. This is the last *Newsletter* you will receive if you have not renewed your membership by the 31st December, 2018.

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 seventeen 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. 10 (2017) at £3.00 each, except Vol. 4 (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 o/p. These are £2.00 each. And there is a good run of *Newsletters* from our very early days in July, 2001 (No. 1) right through to the latest issue No. 34 in February, 2018. 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 e-mail on dv@milestonesociety.co.uk, by post at 8, Tower St., Cirencester, Glos. GL7 1EF, or leave a message on 01285 651513.

David Viner

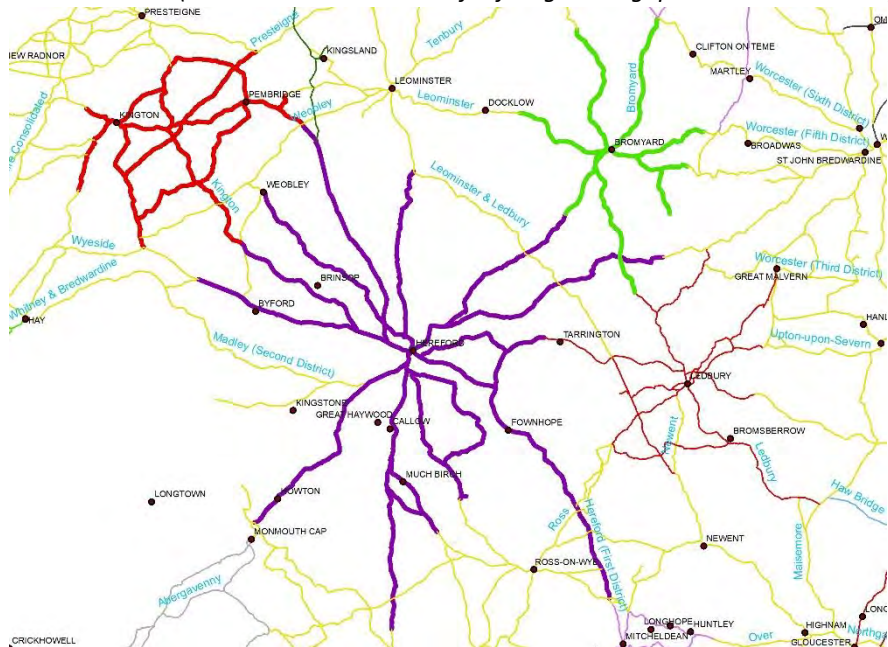
South Western Spring Meeting, Bristol

On a bitterly cold day with occasional snow showers (difficult to comprehend after the heat wave we have just had for most of the summer), a hardy group of 24 enthusiasts attended the meeting held at Frenchay, Bristol on the 17th March. The venue was new, being further from train links than Stoke Gifford, we therefore offered to run a taxi service from Parkway which was used by two attendees.

It was a cosy and friendly meeting. I began by giving an illustrated presentation on ‘Highway Heritage’ showing photographs of varied features of historic interest across England; this was followed by a talk by Ann King on Village Signs which was originally developed by her late husband Brian. After the break Alan Rosevear gave a fascinating talk on coach travel along the turnpikes. He showed the ‘spiderwebs’ of roads centred on the local market towns, where surrounding small villages all clamoured to be connected to the markets. The Herefordshire map was particularly useful to Jan (who has used it in her own talks) and is illustrated below. Finally, Tim Jenkinson toured Jersey milestones with promises of more to come in the future. (I foolishly left at lunch time to sit in a freezing cold stand at Ashton Gate, watching my team - Ipswich Town FC lose 1-nil to Bristol City FC.)

Richard Raynsford

(with thanks to Jan Scrine for filling in the gaps when I was absent)



Herefordshire Turnpike Map

Northern Spring Meeting, Hebden nr. Grassington

Twenty seven intrepid souls braved the thick mist (or fog) on the 14th April – it was a close call as to who travelled furthest to the meeting - David Galer from Bexley, Kent just won with 242 miles whilst one of our newcomers, Paul Hornby from Abernethy, Perthshire covered 239 miles.

After a round of refreshments, Brian Burrows opened with a fascinating international miscellany on 35mm. slides, cheerfully supported by Dorothy. Unfortunately, our guest speaker had to drop out two days earlier due to a bout of flu but David Garside ably stepped into the breach, taking us on a scenic tour of Yorkshire's waterways and their waymarkers. The afternoon opened with Lionel Scott describing the Turnpike that failed, between Leeds and Wetherby, despite much interest from local property speculators; then Christine Minto gave us a high speed overview on Scottish milestones, projecting 158 slides in less than an hour!

The meeting was characterised by a great deal of variety which included displays, the sale of books plus Christine's marmalade and jam, an opportunity to catch up with old friends and to make new. Next year's meeting is scheduled for Sunday 7th April – put the date in your diary now!

Jan Scrine

Spring Meeting, Uttoxeter

This meeting was held on the 12th May at the Bradley House Club, a 17th century building in the Maltings area of Uttoxeter near the site of the Uttoxeter Brewery. The programme promised an excellent meeting with talks on turnpikes, railways and canals around the town.

John Higgins started the day by describing the seven turnpikes radiating around the town (the sheer number of turnpikes suggested that the town was punching above its weight). The most important of these routes was that from London to Liverpool whose milestones show the distances to both cities. Some of the milestones were replaced with standard Staffordshire bobbins in 1893 and 1909 but only where necessary thereby resulting in an interesting mixture of designs. John's interest in the routes was fired in 1992 when he found 'UTTOXETER 2' in a ditch which he took home and carried out a restoration before replacing it.

Steve Wood of the Caldon and Uttoxeter Canals Trust (CUCT) is a veritable fountain of information about the canal which was originally proposed as an alternative to the Trent and Mersey Canal that was the only connection between canals in the north and south of England at the time. It had been proposed as a broad canal but was taken over by the North Staffordshire Railway after which it was built to a minimum width and depth which never turned a profit. Because part of the canal was used by the railway and a large factory where JCB's are built occupies another part, complete restoration is not feasible. Much of the route can, however still be walked. The CUCT is carrying out a number of canal related projects with mileposts

being replaced on the Caldon Canal and further mileposts being cast ready for replacement on the Uttoxeter section.

The Bradley House Club is close to the town centre making it very easy for those who wanted to go out at lunchtime; I however stayed on site for lunch, enjoying a well kept pint of Marston's Pedigree.

The programme had promised a speaker on railways around the town but unfortunately he had to withdraw, being replaced by an excellent talk by Julian Carder, Product Marketing Manager at JCB, the world leaders in the manufacture of excavators and construction equipment. Julian is the owner of some early bucket excavators which he has lovingly restored. Although the presentation was not about milestones it was very interesting and relevant to Uttoxeter where the Bamford family had started making agricultural machinery.

In the last session of the day, we were looking forward to learning from Ted McAvoy of Leander Architectural about milepost restoration. Unfortunately the speaker failed to turn up. No one is quite sure why but rumour had it that he was stuck on a stalled train. So Jan Scrine filled in at the very last moment to tell us about the A34 Project.

Mike Hallett

Ed. The withdrawal of speakers from two of the meetings was particularly unfortunate although it appears to have been overcome successfully.

ENGLAND

Bedfordshire (*Michael Knight*)

In the Book Review on 'The Great Road' in *Newsletter 34*, Carol Haines refers to a sum of £2349 – 19s-1d to be distributed across parishes following the end of the turnpike trust. A copy of an original document located at Huntingdon's archives dated 1877-78 is reproduced on the opposite page; this illustrates the extent to which post turnpike surveyors were expected to go. Kimbolton (then a village within the Estate of the Dukes of Manchester) was formerly on the A45, now the B645. Its Turnpike Act is from 1755 and lasted until 1877. The document assumes funds from tolls etc. were available for proportional distribution.

Ed. Thanks to Michael for this information. He also asks whether anyone can inform him of the price of Peter Gulland's book on 'The Toll Roads of Buckingham' - as this was not indicated in the review.

For the answer, go to <http://www.bucksas.org.uk/publications.html>

<u>Parish Tables</u>				<u>Parish Tables (continued)</u>			
Number	Description	St. A.	St. G.	Number	Description	St. A.	St. G.
<u>Lake & Fen Parishes Roads</u>							
1	The Higham Road from Great Staughton Boundary at Willow Lane to Sillbrook Boundary		2 6 12 0	9	The Stone Road from the Babworth Road following Boundary	1 0 20	✓
2	The Babworth Road from the Higham Road to within 29 yards of Sillbrook parish Boundary east of this road	1	6 12 0	10	New Lane	1 10 0	
3	Take Lane from the Higham Road to within 12 yards of the centre of W Lane at Sillbrook east of this road	2	3 6 0	11	Seven Oaks	— 1 1	
			5 8 15	12	East Road	— 1 1 1	✓
				13	Local turn east of East Road	— 1 1	
				14	S Andrew Street	— 6 0	✓
				15	Barrowby Place	— 2 1	
				16	The Grass Field	— 2 1	
				17	The Sillbrook Road from Seven Oak Street Hill	— 1 1 1	✓
<u>Parish Highways</u>							
4	Hockley Lane	2	1 1				
5	Merby Lane	1	1				
6	The Old Road from Merby to Beggans Green	1	3 20 0				
7	Hockings Lane	5	2 6				
8	The New Road from Beggans to the Stone Road	6	10 6				
					<u>Parish Highways</u>	5	2 16 8
					<u>Lake & Fen Parishes Roads</u>	5	5 15
					<u>Sillbrook</u>	11	1 12 1

Cambridgeshire (Mike Hallett)

Work by Highways England on improving the A14 between Ellington, near the Brampton Hut junction with the A1 and Fen Ditton near Cambridge continues apace. A bridge will take the new road over the B1040 Potton Road north of the village of Hilton and the 'ST IVES 3' milestone is very close to the works. This milestone is one that was originally in a Highways yard and replaced by the roadside, albeit not quite in its original position. Highways England is proposing to move the milestone and we have suggested a new position which will be closer to its original siting.



Photo: Mike Hallett

Cornwall (Ian Thompson)

Cornwall is a long county, with very many milestones and fingerposts as well as all sorts of boundary stones, wayside crosses and other historic roadside features. We are fortunate to have quite a few enthusiasts these days, keeping an eye on what is going on in their part of the county.

Audrey Aylmer identified a slate county bridge stone at Stratton, tucked away behind parked cars on the old road to Bude. Only one other slate milestone has been found in Cornwall, at Egloskerry, and it has an absolutely identical carved

letter 'C'. Who was the stonemason? Stratton Bridge Stone, one of only two slate county bridge stones known in Cornwall (see photo below).

James Biscoe has been monitoring progress on the milestones at St Gluvias Burnthouse, which has been knocked over for a third time in recent years. He asked for it to be re-erected in a safer location. It is close to a very busy roundabout and access by Cormac required road closure, which is why it has taken a while for any action. James reports that the milestone has now been stood up, but in the same place as before, ready to be knocked over again!



Photo: Ian Thompson

Sue Curry is very proud of the milestone in front of her bungalow, although the bungalow was built just a few years ago; the milestone is one of the oldest in Cornwall.

Alan Dobinson has offered to survey and monitor the wonderful collection of guidestones between Looe and Fowey – all similar but each one different. Armed with a list of locations and some basic garden tools, he has made a start, cutting back vegetation and checking that the inscriptions are still clear to read.



Phil Ellery continues to chase the two broken stones from St Columb Major, recovered by Cornwall Council from the highway depot at De Lank Quarry on Bodmin Moor where they will be pinned and glued together again.

Roger Fleet has been out looking at fingerposts, spotting one at St Erme which was not on the Society database, and a particularly neglected single armed fingerpost in St Dennis. Both St Erme and St Dennis Parish Councils have talked to the Milestone Society about renovation, but not much seems to have happened. Both parishes have a nice collection of fingerposts. They need a bit of a push to be more proactive.

St Dennis, a one-armed fingerpost in need of some light pruning

Photo: Roger Fleet

Roger Jones is looking into boundary stones in the china clay district in mid-Cornwall. Many boundary stones from clay workings, as well as parish boundary stones are shown on old maps, but Roger wonders how many still survive.

Andrew Langdon is Cornwall's expert on crosses. His report on recent activities is on page 31 in this Newsletter.

Philip Pearce reports seeing an interview by the Grand Bard of the Cornish Gorsedh (Gorsedh Kernow) on television recently, Grand Bard Merv Davey had managed to have a rather shabby fingerpost in his village of Withiel restored and was keen to support other similar ventures. He would hope to involve the Milestone Society in a forthcoming Cornish Heritage Forum. We wait to hear more.



Private milestone, one mile from Boconnoc Ho
Photo: Ian Thompson

Ian Thompson found some interesting boundary stones at Boconnoc, including one that needs setting upright. Two milestones stand on the private drive to Boconnoc House and are not yet on the Society database.

Cumberland and Westmorland (Cumbria) (Terry Moore)

Survey work continues to unearth some of the lost milestones in Cumbria. The A6 road which cuts through central Cumbria has few surviving milestones, as this was a busy road before the motorway was built in the 1960s. The attractive cast iron milepost CU_KDSP14 opposite the cement works two miles south of Shap has been damaged, possibly in a vehicle collision and is in two pieces. The local history group



Damaged and part repaired milepost at Shap, Cumbria
Photo: Terry Moore

and the parish council are keen to restore this and Terry Moore is about to carry out the work. Three more milestones north of Shap are also being restored this year.

New finds in the west of the county during survey work by John Hall and Terry Moore revealed one at Flimby and one at St Helens. The latter is now referenced as CU_WGW020 and was buried in a hedge against a wall. The milestone at Flimby, CU_WGW019, has been defaced and painted the same as the private dwelling to which it is joined (possibly during WW 11). This was formerly the Sun Inn on the maps from the early 20th century.

On the A7 north of Longtown, close to the Scottish border formerly known as “The Debateable Lands” restoration has taken place to CU_CLLT09, CU_CLLT10 (damaged) and CU_CLLT11 during the delayed spring.



Of interest was the restoration of CU_CLLT02 at Carlisle City boundary, which is located adjacent to a former Toll House, and only recently taken over by food chain operators SUBWAY. They were supportive of restoration and sponsored Terry Moore to complete it quickly while road works made it safe to work.

Photos: Terry Moore

Derbyshire (*Christine Minto*)

Howard Smith has given two talks at Milestone Society meetings. In one of his books *'The Guide Stoops of Derbyshire'* there is a stoop (guidestone) that was at Pudding Pie Farm. In 2000 this stone was moved to its original site at a nearby junction but now it is back in front of the garden wall. Apparently, it was moved back because of potential damage at its new site. Taking a detour into Derby on the way to the meeting at Long Compton I found one of the 'missing' Derbyshire posts.



Photos: Christine Minto

Devon (*Tim Jenkinson*)

In recent months the focus for locating milestones and boundary stones in the county has centred on the South Devon town of Totnes. Mark Felon and Tim Jenkinson have been out and about exploring the roads and green lanes in and around the town to try and find the various markers that Ted Masson Phillips first identified in a 1966 listing, that was published as a short article in that year entitled *'The Bounds of the Borough of Totnes'* in the journal of the Transactions of Devonshire Association. However, writing over 30 years ago some of Ted's descriptions have proven a little vague and a few of the stones have not been located, either having been lost or broken over time or perhaps succumbing to unchecked vegetation. That said there have been some notable new additions including the discovery of a milestone in Plymouth Road, one mile from the town near the entrance to Follaton Farm at SX 784605 that is also inscribed with a distance of 21 miles to the city and a previously unrecorded boundary stone

bearing the letters 'BB' for Borough Bounds (photo below left) that is set into the downstream parapet of the railway bridge over the River Dart at SX 803611.



Photos: Tim Jenkinson

Other stones with similar inscriptions have been located on Kingsbridge Hill, low down in a wall at SX 799601 and on the south side of the A385 near to Blackpost Lane at SX 815605. Another stone inscribed TBB/1897/ to commemorate the extension to the boundary in that year was discovered at the top of a bank opposite the turn to Dartington at SX 797612 and was cleared of vegetation. Thankfully a replacement boundary stone inscribed 'T' and 'H' for Totnes and Harberton that was feared lost was rediscovered at Peak Cross on the A381 at SX 789590 but on the opposite side of the road to where it had stood previously. (photo above right) Searches in the area are ongoing but once completed the intention is to supply Totnes Museum with a list of all the surviving inscribed stones for their records.

Following on from a thread passed through the Society's Facebook page concerning the discovery of a milestone on the A399 between Ilfracombe and Combe Martin in North Devon, Tim has been out to the area to explore the short 4 mile section between the two towns that from 1866 onwards was managed by a Turnpike Trust. Enlisting the help of honorary member Graham Wilkinson who met Tim at the railway station in Barnstaple and gave him a guided tour of the road, two of the probable four milestones along this route were found. The first is set into a wall in the village of Hele on the south east side of the A399 at SS 533474 but has been defaced possibly as a result of the Removal of Direction Signs Order of WWII. It should read 'Ilfracombe/1/Combmartin/4'. The next stone to be found was the one

reported on Facebook, a good looking sturdy milestone set on the south side of the road and well back from it, approximately 20 metres to the east of the entrance to Watermouth Valley camping park at SS 558479. Inscribed with distances of 'Ilfracombe/3/Combmartin/2' it was hoped that there might be another stone nearer the latter destination but it could not be found. (see photo left). Both 'new' milestones have now been added to the Society's database for North Devon.



Mark and Tim have also spent some time exploring the roads, tracks and moorlands around the village of Lee Moor on South Dartmoor. The area here is renowned for the extensive china clay operations that over the years have often encroached to the road edge. Several granite crosses survive in the area such as the one on a redundant section of the old Cornwood Road known as Blackaton Cross at SX 570631. This road used to run through the heart of the industrial excavations here and the ongoing expansion has resulted in several of these wayside features becoming under threat. More recently Mark was able to successfully negotiate the salvage and repositioning of a Plympton St Mary boundary stone (Newsletter 34 page 16) not far from Lee Moor. Back in October, 2014 a wellknown landmark Emmets Post was taken into storage by clay company



Sibelco and is awaiting return. Inscribed with the letters 'SM' and 'LM' for Shaugh Moor and Lee Moor respectively, the stone once marked the 19th century land boundary between Sir Massey Lopes and Lord Morley. The stone is clearly marked on Ordnance Survey maps at SWX567631 and it is of concern that a suitable location for its return is yet to be found.

Whilst in the area Mark and Tim checked on another nearby boundary stone at the side of Old Cornwood Road at SX 567636. Similarly inscribed to Emmets Post, this stone also bears the date 1835 and appears along with two others on the Tithe Map of Shaugh Prior for 1841. The two other stones were located, the first being found to be lying prone in the grass at SX 568637 with the

Photos: Tim Jenkinson

'SM/1835' inscription uppermost. This stone was apparently unseen by Dave Brewer in his assessment of the area, so is a new find which it is hoped will at some point be re-erected by Dartmoor National Park Authority. The third in the series still stands beside the Blacka Brook at SX 569638 but is quite badly damaged on the side that is inscribed 'SM' with date. A short report on these finds will appear in the Summer edition of the *Dartmoor Magazine* for 2018 and will hopefully raise awareness of the need for the ongoing protection of all inscribed stones and wayside features in the area as the china clay industry continues to inch its way across the landscape.

Hampshire (*Colin Woodward*)

Denmead Parish Council (Winchester) has provided a new milestone on the NE side of the Hambledon Road (B2150), 60 yards NW of the junction with Soake Road at SU 667 111. The stone is 'N' shaped and stands on the verge facing the carriageway with a black metal plate with white lettering, reading 'Portsth/9/Miles'. This completes a series of new and refurbished milestones in the parish. (Details of others can be seen in *Newsletter 31* and '*Milestones and Waymarkers*' Vol. 8). The milestone is a replacement for one previously on the west side of the road, opposite Soake Road, which went missing some years ago.



Photo: Colin Woodward

Herefordshire (*Jan Scrine*)

Kington is an attractive Herefordshire market town on the edge of the Welsh Marches, the gateway to Radnorshire. The Local History Society was keen to find out more about 'Highways and Waymarkers' and booked me well in advance to give them a talk. So on a sunny evening in April, I was collected from Bromyard and chauffeured along Ogilby's road from 'Oxford to Aberiswith', a new experience for me because I had only explored the stretch from Bromyard previously.

It was a friendly, pleasant group of around 40 members, including some visitors to the town for a walking weekend – I dished out our Bromyard Town Trail leaflets too! I included Alan Rosevear's splendid diagram of the Hereford Trust's turnpikes in 1730, which resembled a demented octopus – apparently all the surrounding villages demanded their own turnpike road to the county market towns. The county apparently had the most miles of turnpike of anywhere in England at the time, according to their archives. The Kington turnpikes were similarly densely radial, as were Bromyard's, but both these small towns sat on a major through route (now

the A44) so keeping that repaired satisfactorily by statute labour must have been a real headache.

When researching the locality for my talk, I discovered that some of the many tollhouses required to cover Kington's radial routes were listed on Alan's database



The restored Kingswood toll gate in Kington, one of five surviving in the town.

Photo: Jan Scrine

but with no accompanying images. That was remedied shortly after the talk, when both my host and our old friend Tony Boyce sent me some excellent photographs; Tony has also kindly offered to come back in harness as a link for the area, although suffering from severe macular issues.

Another artefact that surfaced at the meeting was a Yorkshire mileplate purchased by the History Society's chairman at an auction some forty years ago. He was interested in its provenance; I therefore contacted Christine Minto who speedily supplied the following:

"This plate came from a milestone just north of Robin Hoods Well, north of Skellow at about SE 516125. When I started cycling in 1958 I often used the A1 to and from our home at the time, in Doncaster. I can remember very well the upgrading of the A1 to a dual carriageway and the construction of the A1(M) Doncaster by-pass. The stone would have been triangular with plates on two faces. The other plate from 'your' milestone would have had LON 167 DON 5. I know of a complete stone in a garden at Clent, Worcestershire and the history of its journey southwards. There should also be a YORK 26 FER 5/ LON 172 DON 10 in a garden near Wentbridge but I have never been able to find it although I have some photographs.

In 1893-94 West Riding CC had new milestones erected all over the area, [known as the Brayshaw & Booth markers] – the A1 and onwards to Tadcaster had its set. Unfortunately, only two complete ones survive between Doncaster and Ferrybridge. I imagine that the plated stones which could have been set up sometime in the 19th century by the Doncaster to Tadcaster turnpike trustees were removed at the time”

So another link between Herefordshire and the West Riding was established resulting in a very enjoyable and productive trip.



Photos: Jan Scrine

Hertfordshire (Mike Hallett)

East Hertfordshire District Council have identified eight milestones and one boundary stone as ‘Heritage at Risk’ resulting in Hertfordshire Highways agreeing to carry out restoration work. The ‘LONDON 23’ milestone at Wadesmill dating from 1742 with an early 19th century plate is one of those identified at risk. Unfortunately the stone mason who had been considered for the work has withdrawn, so Hertfordshire Highways are now looking for someone else to complete the work. We have suggested an alternative.



Photo: Mike Hallett

Kent (Colin Woodward)

A milestone on the north side of the A25 at Worship Hill, Riverhead (Sevenoaks) has been repainted by a local councillor. The milestone's appearance now contrasts favourably with that recorded by the Society back in 2007 when it was reported to be rusty and in poor to moderate condition.



The milestone reads 'MAIDSTONE/17/GODSTONE/11 ½.

Further to the report in *Newsletter 33*; earlier this year the Society wrote to Kent CC Highways requesting restoration of a badly damaged milestone [database ref: KE_RG CY11] on the A28 at Upstreet, Chislet (Canterbury). The County Council Conservation Officer is also aware of the extent of the damage and it is hoped that restoration will take place in the near future.



Photos: Colin Woodward

Middlesex (Colin Woodward)



Photo: Colin Woodward

A grade II listed milestone was restored in January 2018 on the A5 at Cricklewood [database ref: MX_LH04]. It is one of only four surviving on the 14 mile route between London (Marble Arch) and Watford and is a 'Barretts of London' type made of cast iron. In recent years it developed rust and a hole which needed repairing. A local resident and the Cricklewood Railway Terraces Residents Association were anxious to get the milestone restored; they entered into lengthy correspondence with the London Borough of Barnet and the Milestone Society following which a local resident proposed to restore the milestone himself. The Society wrote to the resident with advice and suggested that he contact Barnet Council's Conservation Officer prior to making an application for listed building consent; we also drew attention to the well-restored milestone at Hendon in the same series which could act as a model. The Council had already carried out some landscaping work around the stone (see article in *Milestone & Waymarkers* Vol. 7 p. 15). Barnet Council accepted that they were responsible for the milestone and their Highways Department organised a restoration programme. The milestone now looks very smart.

The Residents Association were very pleased with the work and wrote to Barnet Council to congratulate them, asking for the milestone to be repainted every five

years. They issued a press release which included the following: ‘a team from the Highways Department set out in January this year to restore the milepost – adhering to guidance published by the Milestone Society the Highway team undertook a sensitive restoration... the milepost is now beautifully restored to its original sharp black and white colour scheme and has regained its rightful prominence as an important historical marker on the A5 Cricklewood Broadway.’

The Society has written to Barnet Council concerning another milestone located at The Ridgeway, Mill Hill (B552) which is ref. MX_LN09 on the database. The milestone is grade II listed and dates from 1750; it reads ‘IX/MILES/FROM/LONDON’ and was been snapped off at the base in an accident with a lorry. The Council has now restored the milestone.



Photo: Colin Woodward

Heathrow’s airport operator has carried out a consultation exercise on its proposed third runway scheme which includes expansion of the airport. The Society has responded, expressing concern at the loss of the historic highway – Old Bath Road in Longford and two of its associated milestones. There will be an opportunity to make further comments in a planning application is made.

(Ed. Major changes to our infrastructure seem to be more and more prevalent nowadays requiring our continued vigilance to ensure that historic features are not lost forever.)

Norfolk (*Carol Haines*)

There has been considerable activity from Norfolk members over the last few months. Tim Richards spotted that a cast iron milepost on the A1065 at Raynham Fakenham3/Swaffham 13 [database ref: NO_FS03] had been knocked over. Tony Garrod and Roger Harvey have been keeping an eye on this series and have contacts with the Raynham estate who kindly arranged to put the post upright again. Help also came from a local farmer with a teleporter to move Lynn 24/Norwich 16 [database ref: NO_KLNF24] further back from the edge of the road. The milestone on the B1145 was narrowly missed when a vehicle ploughed into the verge and because of its obvious vulnerability it was decided to move the stone a

metre further back for its safety. As this would put the milestone just inside the Billingford Roman Town scheduled monument special permission had to be obtained from Historic England to disturb the ground.



Photo: Roger Harvey

Two milestones that had to be removed last year due to the construction of a major new road have been returned, these were Norwich 3/Buxton 5 [database ref: NO_NBA3R] at Spixworth and Norwich 4/Holt 17 [database ref: NO_NH04] at Horsford. Another stone that has been missing for some time is Dereham 11/Swaffham 1 [database ref: NO_NSM26]. It was badly damaged by a vehicle a few years ago; NCC claimed on the driver's insurance for the repair which has been carried out by stonemasons Bretts of Watton. In May Norwich 13/Fakenham 11 [database ref: NO_NF13] was re-instated beside the A1067 at Sparham by Tony Langford, Chris Lovick and Nigel Ford. The post had been missing for about 30 years but was traced four years ago in a pigsty some miles away. It had been knocked over and damaged part of the left hand side was missing but was rescued and removed. The base was found in the verge with a metal detector by Ben Skillings enabling Nigel to join the two sections using cast iron secured by stainless steel bands at the back using tap and die.



Photo: Carol Haines



Photo: Carol Haines

In June two restored mileposts [database refs: NO_WF8 and NO_WF9] were put back on the Wells to Fakenham road as part of a project to renovate as many of the 1834 posts as possible along the former turnpike.



Photo: Tony Langford

Somerset (*Janet Dowding*)

Somerset has recently acquired two new artefacts. The first is a replacement fingerpost for a broken one at ST 515 559 on the B3134 Wells to Burrington Combe road. When photographing it in 2013, I was asked by the post's nearest resident if I could do anything about its condition as she had made various complaints to the authorities. I was unable to assure her that anything would be done but in 2018 a beautiful new fingerpost appeared. A second new fingerpost has also appeared nearby. (Ed. Both replacements are probably due to an initiative by the Mendip Hills AONB to restore them). Unfortunately outside such protected areas restoration of fingerposts is mainly dependent on initiatives by Parish Councils resulting in many in the county being in a disgraceful state.



The second artefact newly discovered is a toll board on the front of Bull's Bridge toll house at West Woodlands on the B3092 south of Frome (ST 7764 4431). The photographs show the toll house taken some years ago without the board and the new board taken in 2018. Although probably a facsimile, the board begs the question – where is the original from which it was copied? If it is an original, where has it been all these years? Unfortunately, when I took the photograph there was no one at the house to answer these questions



Photos: Janet Dowding

Surrey (*Janet Dowding*)

At the Surrey Group meeting on the 14th April, 2018 I informed those present about the A3/M25 widening project for which an environmental report was prepared earlier this year; this stated that the two milestones affected were 'assets of low value'. Consequently letters have been sent to Surrey CC Highways Dept. (with copies to Highways England, Surrey History Museum, H.E.R. County Hall, Kingston, Surrey Heath Museum (which is threatened with closure) and Send & Ripley History Society Museum. (A letter will also be sent to Guildford B.C. Planning Dept). These set out our concerns for the future and safety of the two milestones at TQ 078 586 and TQ 071 581. Attendees were given details of a website that would enable them to make further representations, if they so wished. As the milestones are proposed

to be moved as part of the proposals it was suggested that the Send & Ripley Museum would be a suitable location for their safekeeping while the project is undertaken.

The first presentation at the meeting was given by Tim Dodds who reported on four milestones that he and a colleague, Reg Davis had recently cleaned and repainted along the A30. He explained how they were cleared of vegetation, cleaned and repainted with white masonry paint and black lettering. A geotextile membrane was fixed around each milestone with Portland stone chippings added as a surround. He and Reg have actually repainted 9 milestones along the A30; photos of each have been submitted to the national database.

Tim also displayed an excellent turnpike map of Surrey with each named route indicated by a separate colour. He had a painting of the turnpike gate which once stood at the junction of London Road with Laundry Lane, Camberley that had appeared in a local newspaper series on 19th century Camberley. The turnpike gate was unknown previously and is a good addition to our file on Surrey turnpikes.

The second presentation was given by Paul Smith who showed pictures of street signs taken on various trips around England. These included Union Street, Wells previously known as Grope Lane in medieval times which was changed to Grove Lane in 1821 and Union Street in 1834. He also showed signs in Petersfield where 'Moggs Mead' refers to former marshy ground, three street signs in Salisbury relating to former occupations at 'Butcher Row', 'Fish Row' and 'Oatmeal Row', 'Red Hat Lane' and 'Narrow Wine Street' in Trowbridge and 'By Pass Way', an incongruous name for a small, insignificant stretch of road going nowhere!



Photo: Janet Dowding

(Ed. Street names are an interesting sideline that can reveal fascinating facts about the history of our towns and villages).

Yorkshire (*Christine Minto*)

South Yorkshire

In the early 1990's I started recording all the milestones in South Yorkshire but I failed to find a MS that was marked on the map about 6 miles from home until last year when I was told it had been found. It is the 3 mile stone on the 1764 Rotherham to Barnsley Turnpike which went through the 2nd Marquis of Rockingham's estate at Wentworth. He was Prime Minister twice in 1765-6 and 1782. His stately home, Wentworth Woodhouse has the longest frontage of any house in the country and is said to have a room for every day of the year. The last

owner, the tenth Earl, who lived mostly on his estate near Peterborough, died in 1979 and left no heirs. For many years the house was used as a teacher training college and latterly was privately owned. It now belongs to a Trust which has the unenviable task of raising millions of pounds for a myriad of repairs. The former tollhouse at the western end of the village is still occupied [database ref: YS_WENTWORTH] and on the edge of the next village, Harley, is the only other milestone still in situ on this route, a damaged, eroded Rotherham 7. About a quarter mile further on this turnpike joined the Wakefield, Barnsley, Sheffield turnpike of 1758. Before the turnpike era the main route between Rotherham and Barnsley, parts still called Packman Road, went through Wombwell. But the Marquis insisted that the turnpike should go through his estate village. Maybe he was one of the trustees and it was cheaper to develop five and a half miles of road to the Wakefield Sheffield turnpike than thirteen and a half miles of packhorse route?



The new find now stands proudly at the gate to the Mausoleum, one of several monuments scattered around the estate. There is no body in the building as Charles, the 2nd Marquis is buried in York Minster. The broken stone had been found in a ditch by a local man who took it home. After many years this 'listed' stone was retrieved, repaired and reset on the opposite side of the road. The repair is not obvious but the legend is reasonably clear, London 162 Rotherham 3 Barnsley 9 [database ref: YS_RMBN03].

A South Yorkshire Restoration

Two metal mileposts on the Sheffield to Penistone road are safely accessible. One is in a lay-by and the other is opposite a lay-by. On several visits in the summer nettles and hawthorn were cleared, old paint stripped off and various coats of paint put on. This route was changed in the early 20th century which



Photos: Christine Minto

increased the distance to Penistone requiring the mileage to be ground off and the new mileage painted on. Stencils were made for the missing numbers and the raised legend painted black. Stone surrounds filled with gravel were provided to keep weeds at bay. The edges of the raised legend were very uneven but they look OK from a distance. [database refs: YS_SFPN09b & YS_SFPN09a].

North Yorkshire

In North Yorkshire there are several new castings. NYCC and the Yorkshire Dales National Park are keen to show 'heritage'. The minor road on the north side of the River Ure between Askrigg and Hardraw has both old milestones and newer metal mileposts. The main road from Leyburn to Hawes has metal mileposts. In recent years a few metal mileposts made by Mattison of Bedale have been restored and reset, including two that are on private land. However several on the main road are missing. The run is now almost complete with new castings at 5 and 11 to 16 miles. The five mile milepost replaced one which had been rescued from a garden and was subsequently smashed by a vehicle [database ref: YN_LBHW05R].



West Yorkshire

To the north of Hebden Bridge and around Heptonstall sixteen ancient milestones and guidestones have been found and recorded. Most are by the roadside but others are on byways. David Garside has found another on a lane north of Hebden Bridge leading to a scout camp and Hebden Water. Inscribed on the stone are Newbridge, Hardcastle Craggs (sic) and Haworth. The Craggs were a big visitor attraction in the late Victorian era so the stone presumably dates from that period. [database ref: YW_XFEPi].

Photos: Christine Minto

WRCC Milestones

Another of the over 600 West Riding stones set up in 1893/94 after the formation of the County Councils has been found in Addington by Heather Burrow. A 1920s photograph shows it in situ but now the remnants are on the steep slope of the Town Beck [database ref: YW_SKOTO6]

Two milestones from the A58 in Barnsley and the old A1 that had languished in Leeds Highways Depot for five years, having been painted there by Dave Williams and Jeremy Howat, are now repaired and back in place. Ferrybridge 14 has a very crude concrete backing 'stone' and both are fastened at two of the four points and not set in the correct depth which would deter thieves. [database ref: YW_FBBB14]



SCOTLAND (*Christine Minto*)

Photos: Christine Minto

Moffat to Selkirk

Travelling from Carlisle to Edinburgh, Terry Moore found a 'new' milestone 1-mile from Moffat on the A708 to Selkirk. This road crosses into the Borders just south of Loch of the Lowes and three simple stones had the mileage to Selkirk painted on them are still in situ north of there. The 1 mile stone in Dumfries and Galloway is more elaborate with Selkirk and Moffat named. Unfortunately, on that day of his visit the next part of the road was closed so there may be others to be found along the 10 miles to the border. [database ref: DG_SKMF33].

City of Edinburgh & Midlothian

Three old routes to the west and south west of the city have interesting relics. In the National Museum of Scotland on Chambers St. is displayed a milestone from the Roman road near to the Antonine Wall. Two separate pieces were found prior to 1697 and kept by Sir Robert Sibald at Ingliston House. He gave them to the museum. Fairly recently it was realised that they were the same stone and were reunited and put on display. From the legend naming Antonius, the stone possibly dates from AD 40-44. [database ref: CE_EDROMAN].



In the suburb of Colinton a stone with a plaque marks the line of an ancient route from the Pentland Hills to the ford across the Water of Leith. [database ref: CE_EDCLstone]



Further along the Leith at Roseburn is a 1766 turnpike bridge. The plaque on the bridge records the Coltbridge Canter of 16th September, 1745 when Hanoverian cavalry fled in panic from the Jacobite army. [database ref: CE_EDRBbrpl]



Within the City of Edinburgh John Riddell has found two more 'new' milestones. They are on a cross turnpike from the A702 through Morningside to the A70 towards Lanark. They are exactly the same



shape of stone with identical legends as the A702 ones with similar tollhouses, Morningside (see book review) and Marchiston at (NL34 P20) on the cross turnpike, so all were presumably financed by the Wriighthouse Trust. [database refs: CE_EDLKUC01, CE_EDLKUC02].

Midlothian is a small area with just a few main roads leading from Edinburgh which was once part of that county. This year John Riddell has added two more to the tally of milestones on the A702. The 9-mile stone is at Silverburn and the 10-mile stone is near Eight Mile Burn! [database ref: ML_EDPB10] Nine Mile Burn is more than a mile further south but both are on the line of a Roman Road. Just south of the Edinburgh ring road as the A703 turns off the A702 and heads towards Penicuik there is an area called Damhead Holdings. These are small holdings established after WW1 for returning soldiers. In 2016 a 5-mile stone (*photo right*) was found under a hedge. The Damhead Community Council had it reinstated within a gravel surround. This and the 10-mile stone have chamfered edges with horizontal broaching on the sides and vertical on the back. They also taper slightly back to front towards the top. [database ref: ML_EDPK05].



Photo: Christine Minto

A known 10-mile stone by the side of the private drive to the ruined Old Penicuik House has a large 10 on the front and 1770 on the back. Sir James Clerk built the house in 1761-69. Presumably visitors could forestall disputes over Hackney Carriage distances and fares. The 5-mile stone on the A702 has also been uplifted and reset the wrong way round at the entrance to a new commercial estate. [database ref: ML_EDPB05]

This brings the total number of roadside stones in the City of Edinburgh to an impressive 41 with a further 11 in Midlothian.

Argyll & Bute

Jon Glew visited Bute and noticed several of the stones had been repainted. There are 36 known to be still in situ so possibly several more have been smartened up.

Ayrshire

After a period as part of the Strathclyde administrative area, Ayrshire is now in three parts – north, east and south. There had been many tollroads and one of these was from Stratton southwards to Newton Stewart. The milestones along this minor, ex-tollroad from Stratton to the Ayrshire/Kirkcudbright border have Stewart spelt 'Steuart'. Old spelling or inscriber who couldn't spell? A friend has found one that we missed. [database ref: AYS_AYS18] Ten out of 14 stones remain.



Photo: Christine Minto

South Lanarkshire

In the coaching era the proprietor of the inn at Crawford kept a daybook of all the horse hirings and visitors between 1831 and 1855, remarkably the book survived and is now in Biggar Museum. Sheila Scott has compiled an excellent story from the daybook that includes everything from funerals, to Royalty, to the coming of the railway.

West Lothian

Livingstone has expanded since the 1960s and has been moved from Midlothian to West Lothian. Part of the old A701 through Livingstone is now the B7015, the 6-mile stone is now in the City of Edinburgh with 9, 10, 11 and 13 in West Lothian. John Riddell has found three more of the distinctive but legend less stones along the road. (*photo right*) [database ref: WL_EDWS13]



Photo: John Riddell

Western Isles

Cumbria's Terry Moore went on a cycling tour of the Western Isles and found two more stones on the last few miles of the road to the Butt of Lewis and Port Ness that I couldn't get to because of the strong wind. Stornoway 20 is almost hidden in the banking and a sad looking 26 is outside a house in Lionel [database ref: WI_LSYPN26]



Photo: Christine Minto

Canals (David Garside)

The Calder & Hebble Navigation linking Wakefield with Sowerby Bridge was completed in 1770, shortly after this there were a series of milestones set up that gave the distances 'From Fall Ing' along its 22 mile route. Fall Ing is a small suburb south of Wakefield, where the canal started. Milestone 21, just outside the terminus of Sowerby Bridge, remained unknown and unseen until 2013 when a Milestone Society walk discovered the stone hidden behind a tree. That is not the end of the story, the stone's quiet existence for 240 years between the canal and a riverside meadow was destroyed by a Taylor Woodrow housing development in 2015. By April 2016, the stone had developed a significant lean. (Photo below) Worse was to follow; by December 2016 the leaning stone was behind the building site perimeter fence. (Photo below) By March 2018, the stone was laying flat, only inches from new building foundations. Where would it be on my next visit? A visit to the site -managers office allayed my fears, he was aware of the stone and had a plan in place to re-erect it, in liaison with the Canal & River Trust, as soon as the building work was finished and he even appeared interested in the wording and what it meant. Hopefully there will be a happy ending to the story.....I will be checking.



Photos: David Garside

The Bromyard Town Heritage Trail – A Milestone Society Local Partnership Initiative

Some smart new information boards were installed recently in Bromyard, Herefordshire, part of the Heritage Trail project launched by the Mayor’s consort, Jan Scrine, the Society’s county rep. “When visitors arrive in our traditional town, there was nothing to explain what they were seeing around them” she says. Despite the raft of volunteers who staff the Tourist Information Office and the History Society who do a sterling job, neither location is open on Saturday afternoons or Sundays. The Mayor, Councillor Fred Clark, was keen to increase visitor numbers to the town’s independent shops, cafes and inns, between the spectacular festivals, again put on by volunteers.



Several organisations, including The Milestone Society and the Chamber of Commerce have contributed to producing over 700 leaflets about the Trail. These were devised by Jan working with Charles Gordon Clark of the Bromyard and District Local History Society. The leaflets are being distributed widely across Worcestershire as well as Herefordshire, to attract visitors to this unspoilt market town with a modern twist.

With backing from Bromyard Town Council, Heritage Lottery Fund supported the production of the four interpretation panels, installed at both ends of the town, in the two main car parks, in the Square and on Stratford Street. The full route is available to download from the new website produced as part of the project. www.visitBromyard.org.uk.



Designer of the panels and leaflets, Richard Marshall-Hardy said “While I’ve worked on many heritage projects, this one has been challenging but great fun! My wife and I walked the Trail on a horrible snowy winter morning but we found it really fascinating. Afterwards we warmed up with a great roast beef dinner at the Falcon Inn.”

Mayor Fred said “It’s a great way of making history live for locals as well as visitors. It’s important to remember where we have come from – we hope people will enjoy exploring the trail as well as learning something from it.”

The Grand Opening Event for the Trail was held on the 22nd April, with plenty of activities around the town all day, including a prowling Highwayman and ranting Morris dancers. The ribbon was cut by the High Sheriff of Herefordshire, Nat Hone, in full black velvet court dress. A video of the Opening Ceremony appears on the Society’s YouTube channel and details of the programme are available under ‘past events’ on the visit Bromyard website. *Jan Scrine*



Photos: Jan Scrine

Hanging Tree

A recent holiday centred on the village of Broseley, Shropshire, which is on the west bank of the River Severn linked to Ironbridge by Abraham Darby’s famous bridge. One evening as we walked the Broseley Town Trail arriving near ‘The Broseley Pipe Works’ we noticed this stone and plaque on a boundary wall adjacent to the footway. The carving clearly depicts a tree.



I contacted Stephen Dewhirst of the Broseley Local History Society to enquire if he could explain the significance of the tree. He replied “I’m afraid that I do not know much about the boundary marker, however, the spot for this Mere Tree is actually shown on a map of 1686. It is assumed that the tree was cut down or fell down and the stone was used to mark the spot.”



Photos: Derrick Hall

Can any members shed more light on the subject? The stone is at SJ 672 023. *Derrick Hall*

Milestone plating project successfully completed

In the eighteenth and nineteenth centuries there were eight main roads in the care of the Worcestershire Turnpike Trust from the City of Worcester to the four points of the compass. It was a statutory requirement that milestones were installed every mile for the benefit of travellers, but with the passage of time, many of these have been badly damaged or lost either through road improvement schemes, traffic accidents or other causes. The largest loss was occasioned by government decree at the time of the last war to thwart a possible enemy invasion by erasing descriptive road details. One of the original milestones on the Newton Road in Rookwood that marked one mile from the city was missing its cast iron plate and was re-plated

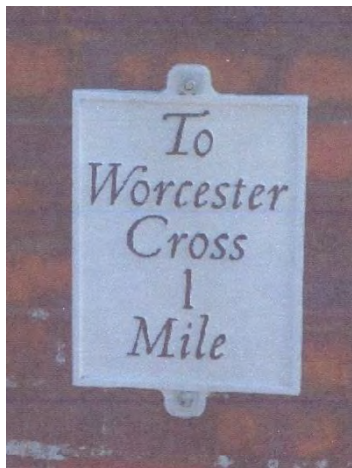


Photo: Alan Scaplehorn

some years ago by members of the Worcestershire branch of The Milestone Society. None of the other one-mile milestones has survived and Society members thought it would be an idea to put up replica plates to mark where the original milestones were located. The agreement of householders at the sites was sought and obtained together with the permissions of the Highways and Conservation Authorities after which six new cast iron milestone plates were made to the original design by the blacksmith at Ironbridge Gorge Museum. These have now been successfully attached to walls on the Astwood, Bath, Bransford, Bromyard and London Roads and at the junction of the Ombersley and Droitwich Road in Brabourne. This is another Milestone Society Local Partnership Initiative.

Alan Scaplehorn

Recent news on Cornish wayside crosses

Cornwall has approximately 650 extant stone crosses and fragments (heads, shafts and base stones) and the subject is fluid, with crosses being discovered, lost, damaged, repaired, re-positioned and restored. There is rarely a year that goes by without a cross somewhere in Cornwall requires attention.

Vehicle damage – Although these stone crosses are much older than most other roadside furniture, such as milestones, fingerposts etc. one thing they have in



Photos: Andrew G Langdon



Photos: Andrew G Langdon

common is that they are vulnerable to damage from vehicles. St Buryan has the remains of twenty medieval crosses, most of which are at roadside locations. In August, 2017 the Boskenna Gate Cross was struck by a vehicle and its wheel head broken off. The monument had previously been fractured and repaired in the Victorian period. It is a typical granite wheel-headed wayside cross, which has a Latin cross carved in relief on each face. The cross marks a footpath from the B3315 Newlyn to Land's End road at SW 4202 2407, north-west across fields to St Buryan parish church. The cross is situated

on the edge of the narrow road, which becomes extremely busy during the summer months. The cross is a Scheduled Ancient Monument and it is hoped that it will be repaired during this year. This will possibly involve traffic lights or a road closure and the replacement of an iron pin with a stainless steel one to re-unite the two parts of the cross.

Wayside Cross returned to the public – During the 1870's a wayside cross was recorded at a minor road junction between St Mabyn and the neighbouring parish of St Tudy. The cross stood at 'Cross Hill' opposite a cottage known by the same name. In 1913, the cross was leaning over and as it restricted the entrance to a field, the owner of the cottage built a high granite garden wall around it. The cross was neither scheduled nor listed and when the property was visited a few years later, the cottage had changed hands and the cross removed by the previous owner. At the time the parish, district and county council did not intervene. The cross remained in storage for several years before being set up in a private garden at another location in the parish where it was recorded in 2016. In June 2018 after several requests to the owner by the parish council, the cross was eventually brought back and set up in the hedge at its 1913 position. So after 29 years the cross is back at Cross Hill where it has historic context and full public access. Now that the cross is returned it is hoped that Historic England will either schedule or list it.



Public access – Public access to medieval crosses has always been a concern and when new crosses are discovered, every effort is made to set them up where they can be seen by the public, although this is not always possible. Today there are still many more crosses in private gardens and estate grounds, set up as garden or landscape features, some with limited public access only when the gardens are open to the public.

In 2013, two more crosses that were not accessible were successfully restored and returned to their sites of discovery and set up with public access. A wayside cross discovered at Fursnewth in St Cleer parish in 1930 was removed to a private house in Liskeard as a garden ornament. The house later became a children's home run by Cornwall County Council, when the home closed this enabled the cross to be repaired and moved back to St Cleer. (SX 2253 6744)

In 1899 a cross head was discovered in the village of Tregoodwell near Camelford when an entrance was created for a football field. Since the 1920's the head has been in the parish church of Lanteglos by Camelford and during the last twenty years locked in the bottom of the church tower with no access. The cross has now been restored by a local stonemason after a faculty was granted to release the cross head. A new cross shaft and base stone were carved and the cross returned to the village of Tregoodwell being set up on a grass bank beside a road junction (SX 1121 8381), four metres from where it was originally discovered.

It is hoped that in the future further crosses can be returned to public ownership. These wayside crosses would have been set up and paid for by the parish authorities of the day and should remain the property of the parish, and not be considered the private property of any one individual. They are part of Cornwall's rich religious heritage along with its ancient chapels, churches and holy wells.

Wayside cross to be preserved in churchyard – At present an application for a faculty is being processed for permission to re-erect a wayside cross in the churchyard at St Just in Penwith. The monument was removed in Victorian times from an unknown site and set up in the vicarage grounds for preservation. In 2015, the vicarage was put up for sale by the diocese and Scheduled Monument Consent was obtained to remove the cross to the parish church, pending re-erecting it in the churchyard.

Further fragments discovered – In January 2017 a medieval cross base was discovered in the parish of Altarnun beside a footpath leading from Trenarrett via Oldham to the parish church, when hedge maintenance was taking place and it is now preserved by the landowners at Oldham Farm. (SX 2360 8154)

In 2014 at St Columb Major a late medieval cross-base was discovered when a builder was digging the foundations for a new cottage on Bridge Hill at the northern entrance to the town. This cross-base would have supported an octagonal sectioned Latin cross. It was placed beside the garden of the new property until January 2018, when it was removed to the town's cemetery (SW 9089 6274) for preservation due to further development. Here there is public access; a plaque is to be placed near the cross-base to explain its history.



Photo: Andrew G Langdon

A similar cross-base at the western entrance to the town has been adopted as a goal for the ancient Cornish sport of hurling.

Andrew G. Langdon

Thomas Telford's London to Holyhead Road



Here are two pictures of structures: a toll gate and milestone displayed at Blist Hill Museum

Photos: Richard Raynsford

Ode to a Cornish Milestone

Local enthusiast Linda Camidge from Penzance spotted a milestone poem performed on YouTube! Cornish poet Gray Lightfoot knew about Ian Thompson's ten year project to repaint/renovate all the Cornish milestones. Bus driver Gray loved to see a freshly painted one 'like a white flower in the hedgerow' as he drove by. He wrote a poem about one particular milestone on the road between St Ives and Penzance. This is on the A30 trunk road and was repainted under Milestone Society Guidance, by Highway England's contractor. It is one of a group of milestones looked after by Ludgvan Parish Council.



Photo: Ian Thompson

There's a milestone on the A30
Out of Canon's Town, all painted white
By a kindly chap who keeps things nice
And it tells me that home's almost in sight

The words are distinct in their detail,
Hand carved by some Cornish stone mason.
You know you're just five miles to Penzance
(That's in the direction you're facing).

It also says in another ten out Land End's way
You'll find yourself straying.
Then there's an icon called a benchmark
(Useful when you're surveying).

It pleases me when I drive past,
Because I know it's bang on the money.
Because what you see is 'Penzance smiles'
And what looks like 'Land's End is sunny'!

Gray Lightfoot June 2018

The Long Causeway by Howard Smith

This is the latest of many books and booklets by the author detailing the history of roads and tracks radiating from Sheffield, around South Yorkshire and North Derbyshire. It is only seven miles from the city centre to Stanage Edge, the Derbyshire border, on the moors leading to Hathersage, but the route was in regular use for almost 2000 years. It mainly follows that used by the Romans and later the packhorse trains. This 56 page book is well illustrated throughout and there is a plethora of diagrams, maps and photographs. Of particular interest to members are the three remaining 1738 milestones. At 3 miles is the tall ancient Barncliffe Stoop. The 5 mile stone is used as a gatepost and at 6 miles the stone is only visible when the reservoir is emptied. £10 ISBN 978-1-5272183-0-7

Morningside Toll-houses

Alverie Weighill, a Society member from Dumfries, has thoroughly researched the history of a four mile section of one of the eight tollroads branching out of Edinburgh. In Scotland Commissioners of Supply superceded Statute Labour in 1667 but only with the establishment of the Midlothian Turnpike Trust in 1751, consisting of eight Districts, did the increasing population of the Old Town begin to have better roads. As usual the first tollroads followed ancient routes and this booklet details the changes made to overcome steep gradients in the Old Town and over the Braid Hills.

The small village of Morningside was on the Weightshouses District which later merged with the Lasswade. As its population increased they had to pay tolls at Weightshouses whenever they went north into the city. This was not popular so a new tollhouse was built south of the village in the 1850s. Alverie has found out about various toll keepers who lived in this building until tolls were abolished a quarter of a century later.

As it was such an elegant, if small, building the local landowner had it dismantled and rebuilt as his gatehouse. The building still stands, now converted into the Tollhouse Cafe at the entrance to the Hermitage of Braid National Nature Reserve.

There are three milestones on this part of the road and having cycled along the A702 and knowing these stones, it was a puzzle to me why the first stone in Morningside has the legend 'One Mile from Tollcross' while the next two just have the numbers 2 and 3. The explanation about the sites of the 1, 2 and 3 milestones is in the book.

With additional information in the References and Notes this is an excellent account of part of one of Edinburgh's extensive arterial roads and forms a good basis for further study. Copies of this well presented, illustrated booklet are available from Drungans, New Abbey, Dumfries DG2 8EB £4 including p&p, valerieweighill@yahoo.co.uk

Christine Minto

Possible Weekend Away

Several people expressed interest in a social gathering allied to milestone spotting. Mike Faherty is willing to mark up the routes in the Forest of Dean, Lydney etc. which apparently haven't been surveyed for nearly 20 years.

I'm happy to find somewhere to stay and eat. The weekend of Friday 12th October to Monday 15th October was suggested when we discussed this at Committee; which overnight would people prefer please? You can stay as many nights as you wish, but I need a specific night to check out costs of a dinner and rooms.

Please could those interested let Jan know so that she can circulate local members in case they want to join us, either for dinner or the following day on the road, as we did at Ross on Wye.

Jan Scrine



Trellech Milestone

Photo: Richard Raynsford

Ed. Jan would like to hear of expressions of interest by the 1st September if you want accommodation and by the 1st October if you intend to come along to the weekend but do not need accommodation.

*******Don't forget *******

The Milestone Society AGM and Annual Conference, Saturday 6th October, 2018

All Saints Church Hall, 87 The Causeway, Marlow SL7 2AA (Flyer enclosed)

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DEADLINE FOR THE NEXT NEWSLETTER FOR MARCH 2019

Contributions for inclusions in the March *Newsletter* should reach the editor Richard Raynsford by 31st January, 2019. 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

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Photo: David Garside

Picture of Airport Distance Post at Queensland Airport, South Island, New Zealand (This may seem a strange choice for inclusion in the *Newsletter*, however I am conscious of our international members and feel it is important to spread our appeal as wide as possible).