

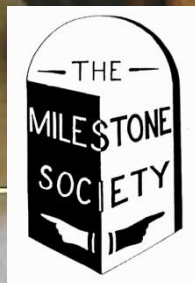
DROITWICH SPA HERITAGE CENTRE
SALT MUSEUM

The Milestone Society

Newsletter 37

August 2019

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ON THE COVER

Malcolm Brooks with re-painted ‘Bradley’ milestone plate. See article on page 19.

Photo: [Jan Scrine](#)

Editorial

Now that we have got rid of the visitors to our little festival in our village called 'Glastonbury' and that I've taken a short holiday to Norfolk (where I saw a number of milestones), I can now get down to producing the next edition of the Newsletter. I am very grateful for all the contributions as usual – particularly Ian Thompson, who I inadvertently managed to upset when I failed to realise the extent of his contribution, and Christine Minto who submitted most of the material on Yorkshire and Scotland. This edition is slightly larger than usual as I've included longer articles such as that on the two guidestones in Somerset which are rare survivals and deserved protection.

The Milestone Society AGM and Annual Conference will be held on the 5th October at Milton Malsor, Northamptonshire (details enclosed); I hope as many members as possible can attend to discuss the current state of the Society and to listen to the talks.

One positive change that has occurred is that joining the Heritage Alliance enables us to link up with other heritage organisations and also gives us access to their resources which we can use to disseminate information.

Richard Raynsford

Message from our Membership Secretary

This is the last Newsletter you will receive if you have not renewed your membership to the Society.

Reports of Regional Meetings

Bristol, Frenchay Village Hall 23rd March 2019

The annual South West Meeting of the Milestone Society took place as it has done for the last three years in Frenchay Village Hall near Bristol. I was invited to talk by Jan Scrine on the subject of the Plymouth to Exeter Road as June of this year 2019 is the 200th anniversary of the publication of Civil Engineer James Green's report on the '*Alteration and Improvement of the Turnpike Road between Exeter and Plymouth through Chudleigh and Ashburton*'.

Using his report as a background to the presentation I was able to show how the improvements he made resulted in the construction of a long section of road that we know today as the old A38, which prior to the building of the dual carriageway in the 1970s had remained the main thoroughfare between the two cities for some 150 years or so. Prior to Green's intervention in the 1820s horse drawn traffic had used some pretty torturous routes over hills and narrow sections particularly in the Bittaford to South Brent area and then a convoluted section through the hamlet of Harbourneford down into Dean Prior.

One of Green's greatest challenges and engineering feats was to build a completely new road over Haldon Hill, one that would take travellers away from the huge whaleback that passed from Chudleigh into Dunchideock and then through the narrow streets of Ide into Exeter. The new road that he built was mostly incorporated into the A38 and yet to this day the old pre-turnpike route which caused so much complaint can be still traced; it is however much easier to traverse by motor car. In addition to the historical perspective the talk gave me the opportunity to celebrate the surviving mile markers along the route such as the four remaining cast iron mileposts of the Plymouth Eastern Trust as far as Wrangaton Cross. Fifteen of these markers were once at the roadside but many seem to have been removed at the time of the dual carriageway build. From Brent Bridge we encounter the many worn and a little battered limestone markers of the Ashburton Trust as far as Chudleigh, and from there the survivors heading into Exeter through Kennford most of which were given Grade II Listed status by English Heritage in 2017, with the ones nearer the city showing distances to London on their bases.

James Green's important contribution to Devon's roads, particularly the route that he describes as *'so important a line of communication as that between the metropolis and one of the grand naval arsenals of the kingdom'* is remembered on a plaque at Elmfield House in Exeter, which is now a Wetherspoons pub known as the Imperial. He has another plaque set on Barnstaple Bridge in the north of the county where he is credited with widening and strengthening the structure in the 1830s.

Tim Jenkinson

I did a talk on Somerset's historic fingerpost and guidestones based largely on the South West Heritage Trust publication on 'Somerset Traditional Fingerposts: Maintenance, Repair & Restoration Handbook' which is available on the internet. www.somerset.gov.uk/EasySiteWeb/GatewayLink This is mainly a handbook to be used by those carrying out maintenance on fingerposts (which are no longer considered to be the responsibility of the County Council due to financial cutbacks and are reliant on the willingness of local communities to undertake the work). The handbook includes valuable information on manufacturers of early fingerposts, most of which date back to the early twentieth century; many were removed during the Second World War resulting in work for the foundry of Sheldon's in Wells who made replacements for those that could not be re-erected. After my talk Peter Banks provided information on his project at Middle Chinnock where he is endeavouring to protect two rare guidestones (See article on page 30).

My talk was followed by one from Gareth Davies who spoke on Travelling by Severn, which concentrated on the craft used rather than the routes across the Severn.

Richard Raynsford

As usual, the lunch break gave time to socialise and view the detailed displays by Peter Banks (Somerset), Ian Thompson (Cornwall) and Christine Minto (Yorks and Scotland). The afternoon session was opened by David Webb, who described the function of tithe stones, showing examples from his own locality. These follow ecclesiastical boundaries as distinct from parish ones. David is a member of the International Map Society and attended a meeting in the Philippines recently; he shared his enthusiasm for maps – including John Ogilby's – with us.

Society Chairman Rob Westlake and meeting organiser Jan Scrine ended this final gathering at Frenchay with a question and answer session, thanking all the contributors and attendees for their support at what was generally agreed to have been a varied and interesting day. Extra thanks were due to Lois and John Atkinson for providing the refreshments!

Jan Scrine

Northern Spring Meeting, 7th April 2019 – Hebden, nr. Grassington.

This was our 16th and final meeting at Hebden – twenty three people attended the first meeting in March 2004 and there were 24 this year, enabling yet another chance to catch up with long-standing friends. Sadly, our curtain raisers Dorothy and Brian Burrows were incapacitated, although now well on the way to recovery. Keynote guest speaker Edgar Holroyd-Doveton filled in some of the gaps in our knowledge about Turnpike Roads, then David Garside showed a wide selection of interesting bridges from around the country. New member Annie Lloyd filmed the sessions and posted the results in our Facebook group afterwards.



Ecclesiastical boundary
marker in Hebden
Photo: Jan Scrine

There was cake aplenty to sample over lunchtime conversations, mostly courtesy of Terry Witham who has booked the hall for us each year. Yorkshire member Ian Thompson (no relation to the Cornish one) introduced us to an Ordnance Survey mapping project, then I did a round-up of events that had happened in the past decade, including our Yorkshire projects (Beyond Graffiti, Crossing the Pennines, Teach the Highwayman), the Repository and the happy outcome for Uncle Frank's Archive.

However, it is becoming increasingly difficult to find enough willing speakers on relevant topics and the accessibility of Hebden is not ideal for those of limited mobility. But it has been great fun meeting up with so many members over the years and I would like to thank everyone for their input, as speakers, running displays, catering or being an attentive audience.

Maybe someone would like to organise a Northern get-together in 2020?

Jan Scrine

ENGLAND

Cornwall (*Ian Thompson*)

The Famous Milestone and Headless Guidestone project was a big fundraising effort locally and a headache to administer, but it has come to a successful conclusion.

The Grampound Road Milestone has required a second restoration, which shows how long we have been doing this!

Rosy Hanns' survey of all Cornish milestones has shown a pretty healthy picture with just a handful of fallen stones to be re-erected by Cormac. As they say in Cornwall, they'll do it dreckly.

Do we have a national record of milestones defaced after Dunkirk? I found one when on holiday in the Welsh borders and thought it might make people think. Roman stones are no longer being recorded as milestones automatically. We need to bring our ideas on history up to date with modern thinking.

Grampound Road Milestone Restored (Again)

Milestones are associated in most people's minds with turnpike trusts and mail coaches and the road improvements needed for speedy travel two centuries ago.

Some milestones have a different story to tell.

The railways brought an end to long distance road travel, but created a need for good local roads. The Cornwall railway opened a station at High Lane (SW916505) to serve Grampound on 4 May 1859. It was known as Grampound Road Station because it was two miles from that town. The Royal Albert Bridge across the Tamar opened at the same time as the new station, connecting Grampound and the rest of Cornwall with Plymouth, Exeter and on to London.

Road traffic feeding the station at Grampound Road prompted the upgrading of the roads to the north and south from parish roads to Main roads, repaired at the county's expense. In 1890, in a public notice in the Royal Cornwall Gazette, the road north from "Grampound Road to Scarcewater Hill" was proposed to be made Main by West Powder Highway Board to link with the turnpike road network that converged on the neighbouring hamlets of Indian Queens and Blue Anchor, both places named after coaching inns. The Highway Board had to set up milestones as part of the road improvements required for adoption as Main roads by the county of Cornwall.

There are now only three surviving milestones on the road north to Blue Anchor. The milestone on Scarcewater Hill at SW916549 was destroyed by a vehicle collision in 2007.

When first surveyed for the Milestone Society in 1998, the next milestone south of Scarcewater Hill, south of the Newquay to St Austell road at SW920534 and

two miles from Grampound Road appeared to be in good condition. It was a triangular granite milestone with a triangular pyramid top and a rectangular base, but it carried no inscription. Closer inspection showed a benchmark carved on the base and two holes in each of the main faces where there had once been cast iron plates. The plates were missing. The milestone was just a lump of nicely carved granite, giving no distances and no destinations.

In 2011, responding to an article in the local newspaper, a Grampound Road resident revealed that he had one of the missing cast iron mileplates in his shed. It read 'GRAMPOUND ROAD 2 MILES'. He had found it on the ground in the 1970s and had kept it safe ever since, wondering what to do with it. He took little persuading to offer the mileplate to the Milestone Society, who could use it as a pattern to make replacement cast iron plates for all three of the surviving milestones between Grampound Road and Blue Anchor.



Restored milestone in 2012

All was well until July 2018, when it was reported that the milestone at SW920534, two miles from Grampound Road, had been hit by a vehicle and knocked over. Fortunately, someone spotted the two cast iron plates, dislodged in the collision, recovered them and passed them on to the Milestone Society. The granite milestone now had a chunk knocked out of the front edge and the original 'GRAMPOUND ROAD 2 MILES' plate from 1890 had a corner knocked off. The replica plate 'BLUE ANCHOR 3 MILES' from the other face of the milestone was undamaged.

'GRAMPOUND ROAD 2 MILES' plate used to make cast iron replicas

In October 2018, Cormac visited the site to set the milestone upright. Unfortunately, they didn't quite get it vertical and could not be persuaded to return and do the job properly. Winter weather set in, and it was not until April 2019 that the two mileplates could be refitted. They were secured with brass screws in wooden pegs driven into the two holes in each granite face and then the edges were sealed with cement. When the cement was set, the stone was repainted with white masonry paint, making it clearly visible and reducing the risk of a further traffic strike.

By the nature of their function, milestones are at the edge of our highways and vulnerable to being hit by vehicles (or hedge slashers). If you spot a fallen milestone or one damaged by a vehicle, please report it to Ian Thompson, the

Milestone Society representative in Cornwall (i.thompson029@btinternet.com) and the Society will endeavour to get things put right.



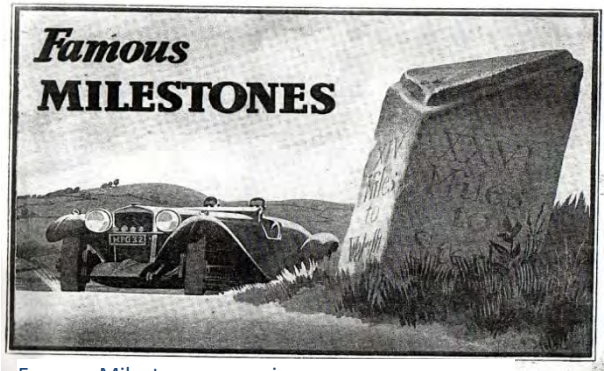
Knocked over and with plates missing in July 2018 Photos: Ian Thompson



Milestone repainted in April 2019

Restoring a 'Famous Milestone' and a 'Headless Guidepost'

In the summer of 2017, for the second time in recent years, the capped granite guidepost beside the B3266 in St Mabyn Parish at SX057721 was hit by a vehicle and the capstone knocked off. Cormac replaced the capstone on its column in November, but did not set the column



Famous Milestones cover image

upright. The capstone was now loose, just balanced on the top of the column and could topple again if pushed by a passer-by. It was at risk.

The guidepost was one of a group of similar guideposts nr Pencarrow, associated with the will of Hender Molesworth who left a sum of money in 1731 'for erecting posts in cross lanes within the county of Cornwall for the better directing of travellers the road'. (See page 119 in *Cornish Milestones*, published by Twelveheads Press in 2013.) This guidepost had great historic significance and was Grade II listed (St Mabyn 67733).

This particular stone was special, because it was the only one of Cornwall's six hundred milestones to be featured in the National Benzole petrol company's booklet on 'Famous Milestones', published in the 1930s, where it was described as follows - 'A rare design to be seen in Cornwall is this 6ft. granite post with its

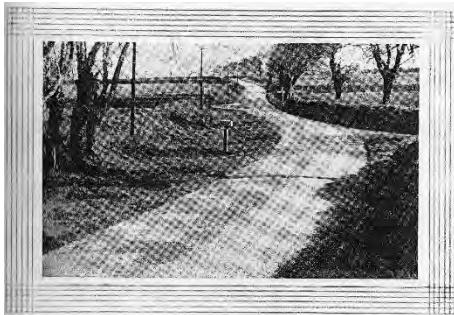
rectangular head.' We took the title Famous Milestone as a catchy name to help with our fundraising appeal.

The National Benzole booklet had two illustrations of the stone. One showed its exposed location on a wide verge by the staggered crossroads. It was shown in this same location on the large scale 1907 OS map. The second picture showed a wrought iron strap repair to the 6ft octagonal column. The current column was just 14 inches high and had been this height for some years.



SX057721 Famous Milestones 1

Guideposts with granite capstones are unique to this part of Cornwall. Except for this one, all stand on tall pillars. None of the others had been hit by traffic, because they are all at less vulnerable locations.



SX057721 Famous Milestones 2

The proposal was to fix the capstone with its special carved inscriptions to a new full height octagonal granite column supplied by the local De Lank Quarry and to erect this column a few yards north of the current column stump. This would take it away from the apex of the blind bend, give the guidepost protection on the far side of the modern steel direction board and yet still make it relevant to the

staggered crossroads thereby matching the original location in the 1930s booklet.

The quote from De Lank Quarry meant we needed to raise £822 for a new granite column, and we would need to apply for planning permission to alter and to move the 'listed building'.

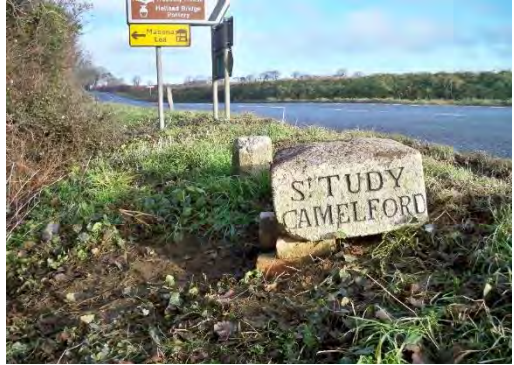
Over the Christmas period, the on-line planning application forms were completed and in January they were submitted to Cornwall Council's Planning & Sustainable Development Service, who asked for extra maps and the approval of Historic England.

A site meeting was arranged with a Cormac highway engineer to agree the exact location of the re-sited stone, and a suitable map submitted.

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In February, Historic England wrote in support of the planning application. At the end of March, Listed Building Consent was granted by the planners.

Appeals for funding produced a cheque for £25 from an enthusiastic local couple, and promises of £100 from St Tudy Parish Council and £300 from St Mabyn Parish Council. Meanwhile, the Camel Valley and Bodmin Moor Protection Society, a local charity, had agreed to fund the entire £822. We had more money than we needed!



SX057721 B3266 Fallen capstone showing damaged corner and damaged top of pillar 30.12.10

What a predicament!



SX057721 B3266 Capstone replaced by 4.5.12

After a brief pause for thought, we went back to the Camel Valley and Bodmin Moor Protection Society with a proposal to spend the extra money they had raised on restoring the 'Headless Guidepost'.

Both the 'Famous Milestone' and the 'Headless Guidepost' were on the old road from St Mabyn to Bodmin. There was a milestone – '4 B' outside St Mabyn just before this old route crossed the modern B3266 where the 'Famous Milestone' was to be restored. There was a guidestone and a 'B 3' milestone where the old road climbed south from Hellandbridge, than there was a capped guidestone

with no capstone – the 'Headless Guidepost' at the Penhargard crossroads. The 'B 1' milestone was on the climb south of Clerkenwater. If we were restoring the 'Famous Milestone' could we also restore the 'Headless Guidepost' by making a new capstone? The Camel Valley and Bodmin Moor Protection Society agreed!

According to a local resident, the capstone of the 'Headless Guidepost' disappeared in about 1990. Fortunately, the Milestone Society had a number of photographs in its archive from before the capstone disappeared. These could be used to have a new capstone made. Unfortunately, De Lank Quarry was unable to offer to carve a new capstone since they



SX057721 B3266 6.11.17 After most recent damage. Capstone replaced by Cormac but not fixed. Pillar at an alarming angle.

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no longer employed a stonemason with the required skills. Fortunately, C.F.Piper & Son at Bearah Tor quarry, not far away, did have a stonemason, who made a splendid copy of the missing capstone, once we raised some additional money from Milestone Society funds, since the cost was rather more than we had left over from the 'Famous Milestone' project.

Cormac has a very heavy workload, maintaining the county's highways, so it took a while after all the carving and fitting was completed before there was space in the schedule to re-erect the two capped guideposts – the Famous Milestone with its new column and the Headless Guidepost with its new capstone. In March 2019, both were back in place and looking good.

All except archive photos by Ian Thompson



SX05785 72124 B3266 St Mabyn 67733
relocated with new column 7.3.19



SX0684 6996 The 'Headless Guidepost'
near Penhargard, Helland 25.9.02



SX068 699 M. S. archive photograph from
the 1970s.



SX0684 6996 Restored guidepost

Cumberland and Westmorland (Cumbria) (Terry Moore)

Two new cast iron plates were made for CU_CLNC01 in the Stanwix area of Carlisle, and fully restored by Fiona Robson and Terry Moore this spring. The loss of CU_CMWO03 at Broughton Cross, near Cockermouth has generated local interest and the parish council have requested a replica be made.



Photos: Terry Moore

Terry Moore is instructing a local quarry to cut and engrave it in the style of the others on this route.



The programme of restoring the many Cumberland cast iron fingerposts in North Cumbria continues with Highways funding. Six have been restored this year by Terry Moore. One near Penrith is significant as one finger points to Long Meg and Druids Circle, an ancient Bronze Age stone circle, frequently visited by tourists and those interested in its folklore.

Derbyshire (Jan Scrine)

At the invitation of Catherine Parker-Heath, South West Peak Cultural Heritage Officer, I travelled to Derbyshire on 2nd April. The Peak District National Park is the lead partner in The South West Peak Landscape Partnership Scheme, and Catherine is responsible for the Small Heritage Adoption Project (see www.southwestpeak.co.uk) including monitoring 'listed buildings' – which of course covers milestones. Residents in Longnor and Onecote had volunteered to adopt their local milestones; the one at Longnor is an ancient guidestone. The adopters were presented with certificates.





Photos: Jan Scrine

In the evening I delivered a talk in Buxton on the Highways and Waymarkers of the SW Peak (additional turnpike material courtesy of Alan Rosevear!) which was well attended, including by Milestone Society members old and new. They have joined with Catherine and her extended family of adopters to form a support group; our Staffordshire members have been invited to become involved too. And if the group is successful in engaging with the public, they may well qualify for one of our Local Heritage Partnership grants! Wins all round!

Devon *(Tim Jenkinson)*

Ilington Beating the Bounds 2019

The Parish of Ilington on South Dartmoor is one of the largest in the county of Devon. Covering an area of over 7,500 acres, it lies some 14 miles south-west of Exeter and 6 miles to the west of Newton Abbot. Following the demise of the pottery, quarrying and mining industries in the area during the 19th and early 20th centuries, the Parish has largely reverted to its agricultural origins with vast areas of open moorland, the highest point of which being Rippon Tor at some 473 metres above sea level. In addition, the well-known tourist attraction of Haytor Rocks that draws thousands of visitors every year lies within the Parish.

For 2019 the Parish Council and Local History Group (LHG) in conjunction with Dartmoor National Park Authority (DNPA) arranged to perambulate the boundary through a series of four walks scheduled for May, June and July. The first perambulation in living memory was undertaken in 1968/9 with another twenty-five years later in 1994. The walks for 2019 were led by head ranger for DNPA Rob Steemson



A 1793 stone

who lives in the Parish and Anne Parkinson of the LHG. With permission of several landowners, access was granted to cross fields and parts of the moor that would normally be out of bounds to the public. As a result of the distances to be covered and the rather unpredictable nature of the terrain, all four days were overseen by the Ashburton Division of the Dartmoor Rescue Group.



Milestone A382 Bovey Straights

Numerous boundary markers were visited along the routes and the tradition of bumping the youngest members of the Parish upon the stones was observed at various points. The walks also gave an opportunity to inspect wayside milestones and granite guideposts including the A/1793/ marker and the A/B/M/ (Ashburton, Bovey, Manaton) stone near to Hemsworthy Gate (SX 7417 7615) on the B3387.

At one particular marker, a milestone set on the A382 on a stretch of the road known locally as Bovey Straights at SX 8233 7619, County Representative Tim Jenkinson was invited to address the group and explain its history dating back to the late 1820s when the road between Newton Abbot and Moretonhampstead was improved. The Grade II listed stone, one of eleven still surviving on the route, records distances to the towns in miles, furlongs and poles.

A boundary marker once thought to be missing was relocated during the preparation for the walks. Positioned on Huckbine Lane near Mallands at SX 8212 7239 it marks the boundary with Newton Abbot. Two new boundary stones were visited, one of which unveiled beside the Becka Brook at Holwell Bridge (SX 7477 7785) on July 13th 2019 had been specially commissioned to commemorate the walk.



Hemsworthy Gate BM

Following the completion of the four-day perambulation which had been blessed with exceptionally good weather there was a celebratory supper at Liverton village hall. To mark the achievement for 2019 a booklet on the subject has been published by the LHG which contains more details on the history of the Parish boundary and lists the various markers that can be found along the way.

All Photos: Tim Jenkinson



IBB4 Group shot at Holwell Br.



IBB4 Holwell Br. BS M side



Ilslington BB Mallards BS

References:

Ilington History Group (2019) *Beating the Bounds: Ilington Parish Special Publication 3*

B. Ranson (2005) *A History of Ilington Phillimore West Sussex*

Herefordshire (*Jan Scrine*)

I guess I'd been noted by Herefordshire Highways Dept for asking awkward questions about their milestones when I took over as County Rep. in 2016. So when Keir the major highways contractors asked English Heritage what to do about the two listed milestones in their roadworks on the Hereford to Ross road by the Holme Lacy junction, they were told to contact Herefordshire Highways - who promptly sent them in my direction! Working with Jeremy Milln who lives locally, we described how to refurbish the milestones. Unfortunately, Keir ran out of time/budget but did give the waymarkers a sprucing up and a safe return.



Photos: Jan Scrine

Another Herefordshire marker narrowly escaped a worse fate! The casting was removed from the Hereford to Hay road and appeared in an auction. A spotter informed Tony Boyce who watches over the Kington area and we told the Council Conservation Officer. He promptly reported it to the Police Heritage Crime Unit and it was withdrawn from the auction and returned. We understand a prosecution is pending.

The interpretation panels on our Bromyard Heritage Trail (a Society Local Partnership Initiative) are frequently consulted by visitors to this traditional market town and we've had to order a new run of leaflets! The series of Geocaches around the Trail pulls into the town those who would normally speed past on the bypass, to read about its importance as a posting stage on Ogilby's road from Oxford to Aberystwyth. I was also invited to write an article on the Highways of Bromyard for the local history society magazine and a number of talks around the county are spreading the word. Jeremy Milln has just been elected as a county councillor so we will have strong representation in high places, too!

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Two more milestones in need of tender loving care in Herefordshire sent in by Jeremy Milln.



HF_HFRS01 A49 opp. Broadleys
Photos: Jeremy Milln



Broadleys milepost, Holme Lacy

Huntingdonshire (*Michael Knight*)

English Heritage have placed four unlisted milestones on the Heritage Register, these are located along the B660/B645 which was turnpiked under a 1756 Act; a fifth is due to be lifted from a ditch and reinstated within the parish of Weston.

Norfolk (*Carol Haines*)

In mid-February a new milestone appeared in the county, opposite The Angel Inn at Larling (see photo). This will have the national ID of NO_NT21N (TL9821 8899). A suitable piece of stone was spotted by Nigel among some rubble in West Dereham and was donated by the Glovers, a farming family. The carving was done by Bretts of Watton, and was featured last year on the BBC Countryfile programme. Funding came from Dudley Stammers, Roudham and Larling Parish Councils and Norfolk County Council. The Angel was once beside the Norwich-Thetford Turnpike but was by-passed by the A11 some years ago. The inn dates back to 1631 and has been owned for the last 36 years by Brian Stammers. It is now run by his son; Brian could remember the original turnpike milestone, but couldn't recall whether it was one of the wedge-shaped designs or one of the older, larger stones. It was lost over 30 years ago, and would have stood a little further west, but it was decided to place the new stone on the verge opposite the pub car park where it could be seen by customers.



Photo: Carol Haines

Brian knows a great deal about the history of the inn. It was once used by mail coaches when changing horses. In the 19th century a local man organised a trotting race between his horse and that of a London man. The horses had to trot the six miles from The Angel to the 15-mile stone in Attleborough. The local horse

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won. In the late 19th century cyclists would stay overnight at The Angel on their way from London to Gt. Yarmouth.

Marker Stones

On a recent tour round the Swaffham area, Tony Garrod and Roger Harvey photographed several historic stones, including what is thought to be a glebe stone in Beachamwell. Early OS maps mark "Stone" in several places in the parish, particularly in a square on heathland north-east of the hall. It is thought these stones once had a G inscribed on them. A glebe is defined as a piece of land serving as part of a clergyman's benefice and providing an income. It is hoped that the stone can be set upright in the near future.

The village also has the remains of two mediaeval crosses. One stands 50m east of St Mary's church (TF 7511 0533). It was once at the opposite end of the green but in the 19th century was moved c.670m north-east where it was set up as a glebe boundary marker and had a G incised on one face of the socket stone. It has reputedly also been used as a mounting block. The parish council moved it to its present site in 1981.

The second cross is 550m north-east of the church (TF 7540 8945). There is a report that it was knocked over by a cart in 1910.

The Cowell Stone is also in Beachamwell (TF 7673 0954). It is a large erratic now set in a base of flints and is reputed to date from the Bronze Age. For centuries it has been used as a boundary marker at the junction of three parishes (Beachamwell, Narborough and Swaffham), and near the crossing of an east-west Roman road with the Icknield Way.

Toll boards

On a visit to Felbrigg Hall last year two signs were spotted in the kitchen area: "On Tuesdays and Fridays during July, August and September a charge of one shilling is made for each motor vehicle passing through the park. Charabancs are not admitted." The money was collected at the lodges at either end of the drive. For several hundred years curious visitors had been keen to see stately homes and had paid to drive their carriages, and later their cars, round the grounds. Presumably these notices date from the early 20th century. There are two milestones on the Felbrigg estate, one leaning against the stable block, one against the wall of Marble Hill Lodge North, and there is another on a lane in Sustead. The Hall was acquired by the National Trust in 1969.



Photo:
Richard Raynsford

Book browsings

The following quote is from *Through East Anglia in a Motor Car 1906* by J.E. Vincent: NORWICH TO LONDON BY ROMAN ROAD

Roads: The surface is reasonably good, and the milestones are legible so long as the road is in Norfolk. On entering Suffolk the milestones are often found illegible, and the surface of the road becomes noticeably worse. The main road from Colchester to London, via the East End of London, is of fairly good quality, but traffic is very troublesome during the later part.

In George Ewart Evans' book on oral history, *The Days That We Have Seen*, tramps or people who went from one workhouse to another were described as "milestone inspectors" or "turnpike sailors".

Northumberland (*Iain Davison*)

The past six months has seen the fortunes of milestones in Northumberland sway from good to bad. The good news is that three milestones have been added to the Society's database. Firstly, NB_ANAH07 was found in the hedge on the road from Alnwick to Whittingham near Jockysdike Bridge, secondly, NB_ANGT 07 on the unclassified road from Alnwick to Glanton near the East Lodge of Shawdon Hall, and thirdly on the road from Alnwick via Whittingham towards

Alnham NB_ANAH10 is built into a stone wall sited opposite the South Lodge to Callaly Castle. All the milestones are shown on the 2nd Ed OS map for the area although they do not appear as a continuous run of milestones. Details and photographs of these new finds have been added to the County Council's Historic Environmental Record.

The bad news is that on the A696/A68 Newcastle- Otterburn-Jedburgh route, one milestone has been completely lost and two have been damaged, one possibly beyond repair.

NB_NCJB27 on the section of the A696 to Otterburn has



NCJB 35



ANGT 07



ANAH 10

completely disappeared following a road traffic incident in which the crash barrier was damaged and with the subsequent replacement by the County Council all trace of the milestone has been obliterated. The Council has been asked if they would consider replacing this milestone as it is interesting to note that the milestones on either side, NB_NCJB26 and NB_NCJB28 are already

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replacement stones. The remains of NB_NCJB35 in the small village of Rochester on the A68 Newcastle –Jedburgh route has landed up as a coping stone on a dry stone wall. The Council are investigating the circumstances as there is clear evidence of recent works to the footpath and highway at the site that may have contributed to the damage. The third incident, again on the A696 involves NB_NCJB17 which already has a history of damage. Around the year 2000, the verges of the carriageway were reinforced to accommodate the transport of large heavy vehicles to the firing ranges at Otterburn. In removing the milestone about 2 foot of its height was lost and consequently was that much lower when it was reinstated. Once again it has been damaged, this time at ground level. The Council has been informed of the damage; hopefully this one can be repaired.



NCJB 28

Iain Davison



NCJB 26



NCJB 28



NCJB 17

Worcestershire (Jan Scrine)

Unfortunately the sad loss of Connie Swann was followed by the death of her husband Robbie; Neville Billington and I visited their son, collecting relevant books and artefacts. Amongst these were two wooden patterns that Connie had cut for the Blists Hill foundry

to make cast iron plates for two of the 1930s 'Bradley' milestones. Neville contacted Droitwich Arts Society and member Malcolm Brooks painstakingly painted them; they were then presented to the Droitwich Spa Heritage Centre on 17th May.



The Worcester Group's five replacement 'To Worcester Cross 1 mile' mile-plates around the city have continued to attract interest and were featured in the newsletter of the Worcester Civic Society. The

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Civic Society has devised a Heritage Ride and we are hoping to erect half a dozen replica milestones along this route; these would be produced as a community initiative and Ringway the contractors would be willing to facilitate installation. We are now hoping for permissions from the Highways Dept.

Then there was the curious case of the disappearing mileplate, from the Bradley milestone with a single distance on it, 'To Stourport', not far from the Jubilee Milestone erected by Terry Keegan and friends. The area around it was neatly mown for about 3yds. x 5 yds., none of the local councils or Highways knew anything about it; no-one said they had taken it for refurbishment. Perhaps the thieves wore yellow vests and mowed the grass as cover for their theft operation?!

Please watch for it appearing on eBay, at an auction or at a car jumble...



Photos: Jan Scrine

South Yorkshire (Christine Minto)

In the last Newsletter, the usually drowned milestone in Redmires reservoir was reported, Yorkshire Water kept to their word and now there are two interpretive boards about the stone which is on the old route into Derbyshire [YS_XSHEFcp - Yorkshire Water].



Photo: Christine Minto

There was never a South Riding although the southern bit of the West Riding was designated South Yorkshire in the 1970s, and there are many West Riding posts still in situ. Two proved interesting during restoration, an H had been cast for an N [YS_WWSW07n] and 'made up' with solder with other badly cast letters given the same treatment. But just count how many letters and numbers to be cleaned out and repainted! [YS_WWSW07]. Thankfully, not as many as on the Barnsley Pontefract road where the maker's plate, John Lees & Son, Gomersal, now stands out. [YS_BNPO05]



North Yorkshire (Christine Minto)

F Mattison of Bedale cast many posts in the North Riding in the late 19th century, however some sets had the hands pointing the 'wrong' way and cast replacements were either put over them [YN_RCLX05] or they were painted. This happened to the posts westwards from Askrigg on the north side of the Ure. The Yorkshire Dales NP has done work on the remaining posts but they are either on the wrong side of the road or the hands point the wrong way. This one is passed on the right going to Sedbergh but you see the Askrigg face first [YN_AKSB05M].



YN_AK5B05M



YN_LBHW03R

Photos: Christine Minto

However, the YDNP has replaced eight lost and broken posts on the main road from Leyburn 3 miles to Hawes. They have a distinctive, different hand to Mattisons [YN_LBHW03] and only Leyburn 8 which would have been in Aysgarth is missing.



YN_RCLX05



The smashed post on the A19 north of Easingwold reported in the last Newsletter has had most of its pieces retrieved, put together [YN_YOTK17a] and repaired as good as new [YN_YOTK17b]. Hopefully it will be back on the roadside in June.



Photos: David Whitlock

There are many tracks over the Pennines and other Yorkshire hills. Walkers may pass large standing stones without realizing their significance. David Garside, who has given several

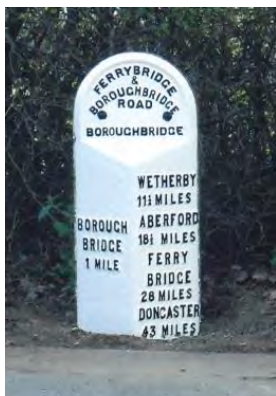
talks at the Society's Yorkshire meetings, appreciates their worth whether they are inscribed or not. In Nidderdale on an ancient route to Kettlewell two new stones have been added to the database. Neither has a legend but would be a guide to the traveller especially in inclement weather. One is just north of Middlesmoor in Moor Lane and



Photo: David Garside

the other is at the highest point of Scar House Pasture where the original line of the track probably goes through Scar House Reservoir [YN_XLOKa].

Boroughbridge was the West Riding limit north eastwards. The last West Riding post just south of the town was repainted by Brian Bradley-Smith about 15 years ago. Now Dave Williams has cleared all the encroaching vegetation and refreshed the paint [YN_FBBB28].



YN_FBBB28

Photo: Dave Williams

Many of the WR posts around Huddersfield and Holmfirth made by Brayshaw & Booth, Liversedge, have been freshened by Rowan Denton. One of the rarer flat attachments is on the old bridge in Holmfirth [YW_GFSLH10]



YW_GFSLH10

Photo: Christine Minto



YN_YOTK14
Photo: David Garside

On one of his recent walks David spotted a post from the York to Thirsk road which was in situ 1 mile north of Easingwold in the 1960s or even 70s. But, even though 'listed', it is many miles from home in Smelthouses, 2 miles SE of Pateley Bridge. [YN_YOTK14]. Further investigation is needed.

Although 'new' stones keep appearing there are losses. On the York to Oswaldkirk Bank (south of Helmsley) turnpike three-step mounting block stones were set up at 3 mile intervals about 1772. Presumably to save money, wooden poles were set at the 1 and 2 miles in between. 3, 9, 18 and 21 were in situ with 6 found in a ditch in 2009 by Dave Williams. 3 had been dug out by Jeremy Howat in 2006 but in 2008 the nearby house owner dug it up and put it in his garden. However on Jeremy's insistence it was put back on the verge albeit the wrong way up. 6 disappeared after Dave spoke to a local farmer, now 9 has also vanished.

The most easterly point of the West Riding was in the village of Eastoft. The boundary cut the village in two with the main road called Yorkshireside and the adjacent High Street across the grass verge in the Lindsey part of Lincolnshire. There is a nicely refurbished fingerpost made by Duckington of Lincoln [LI_EASTOFT] and the nearby milestone also states Boundary of Snaith Highway Board [YW_GOCR10].



LI_EASTOFT
Photos: Christine Minto



YW_GOCR10

West Yorkshire (Christine Minto)

Sedbergh is now in Cumbria but still the north western outpost of the old West Riding. The 1893 West Riding posts made by William Towler of Leeds located in Garsdale [YW_HWSB12f] are now mostly in a very sorry state [YW_HWSB07] as are those on



YW_HWSB12f
Photos: Christine Minto



YW_HWSB07

the 5 miles to the Westmorland border on the Kirkby Stephen road. However, the 18thC/19thC stones set up by the Sedbergh Turnpike Trust along Dentdale are better cared for with only the last one, Sedbergh 12, missing, in spite of being 'listed'. The Sedbergh Trust had a total of 62 miles and roads radiating from the town still have the same style of milestone as those in Dentdale.

West Yorkshire (*Jan Scrine*)

Our Crossing the Pennines Heritage Trail continues to attract nice comments on our facebook page; the re-instated repaired Hare Sculpture is popular! We have a number of Geocaches along the route which are regularly visited; the one by the ancient milestone at Oakwell Hall is logged a great many times during school holidays.

If you've been watching the 'Gentleman Jack' series on BBC1, you might have recognised Shibden Hall as the venue for our Beyond Graffiti project on 2013-4, where we took a hundred young people to learn about the highways history and to see the wonderful collection of carriages in the barns, including Anne Lister's chaise.

Member Rowan Denton's efforts in painting Brayshaw and Booth cast iron milestones has attracted plenty of media publicity – we donated £200 from the Yorkshire kitty plus a hi-vis vest and he started a Just Giving page which raised £510 funding for the required long life paints.

On a trip back to Yorkshire, I noticed that the Bed & Breakfast by the Wappy Springs Inn at Outlane had gone missing, beside a new industrial development. Discussions were held with Kirklees Highways who were sympathetic, since it had been noted in the planning application (spotted by the eagle eyed Stan Driver) and supported by the local councillors; eventually the developers agreed to replace it. That means having a mould made and then the casting – probably at least £4k in total.



Photo: Jan Scrine

Stan is the retired Senior Conservation Officer at Kirklees and spoke at our first Autumn Meeting, in Dewsbury, following up with an initiative to refurbish a large number of Kirklees milestones. So he was well placed to chivy the Council when we received a recent report of a Bed & Breakfast milestone being smashed by a car on New Hey Road, Marsden. Hopefully, if a mould is made for the Wappy Springs milestone, it could also be used for this one, although the cost would still be around £2k – it's doubtful if the motorist's insurance would be persuaded to pay for it.

SCOTLAND (Christine Minto)

City of Aberdeen



Rubishaw Tollhouse
Photos: Alverie Weighill

On a visit to Aberdeen Alverie Weighill checked out the three tollhouses that Alan Rosevear had picked up from Scottish Heritage. Not good news. At the addresses recorded for two of them, Kittybrewster was demolished sometime after 1991 and no sign of Mile End, but success at Rubislaw. The tollhouse is part of the building now used by Aberdeen Drilling Consultants. [AD.RUBISLAW]

Alverie also spotted this stone on Clifton Road which was not outside No. 56. [CA_MARCH56] It is one of a series of 67 March Stones that mark the ancient boundary of the Royal Borough and the Freedom Lands of Aberdeen. The earliest reference to Riding the Marches is in 1525. Between 1790 and 1810 the stones to be found today were set up to replace cairns and other features. Some of the stones also have CR for City Royalty or Regality.



CA_MARSH56

If you are wondering about the slight differences to the style of the IDs - all the milestones in the City are CA, those in Aberdeenshire are AD. (AB is for Argyll & Bute!) But when Alan R set up the tollhouse dbs he used a full stop instead of an _ and he put the city and county together under AD. Clear as mud!

Argyll & Bute

A road I hadn't been able to include in earlier visits to Campbeltown was the minor road round the south east corner of Kintyre and on to Southend. Founder member of the Society, Terry Keegan, had sent me pictures of milestones he'd found there so that was one of the goals for my recent Scottish cycle tour. The first 3 miles are flat, with three stones and views across to Davaar Island. The tide was in so no walk across the causeway. After those flat miles the road, which is part of the 140 mile Kintyre Way walking route, goes up and down for the next 7 or 8 miles. Each mile is marked by a stone stating how many miles From Campbeltown. There are views across the Firth of Forth towards Paddy's Milestone, alias



AB_CTSEUCE10

Ailsa Craig. The 10 mile stone was missing but I found one outside a house 3 miles away! [AB_CTSEUCE10] Such a busy road. One road sweeper and his mate with a bucket on the front of his unit clearing the grass from the middle of the dual carriageway! And a white van man.



Another corner of Argyll & Bute I wanted to explore was the B844 road across The Bridge over the Atlantic to Easdale of slate quarrying fame. It poured with rain all day but better than sitting in the hostel at Oban looking at the grey sky and sea and it does have a great drying room. Just 2 complete posts, both painted white with a rusty, broken one. These are the rarer Bonnybridge style with the ball on the top.

AB_KIES05 Photos: Christine Minto

CITY OF EDINBURGH

In 2007 Terry Keegan organized a meeting in Aberfoyle and produced a 20 page booklet of pictures and articles about Scottish milestones from many sources. Among the Ken Diamond collection was a photograph of a Victorian Anonymous pillar box. [CE_EDNB03kd] Between 1879 and 1883 no-one thought to put the monarch's monogram of the new style boxes, hence the 'Anonymous' designation by the Letter Box Study Group, of the box made by Handyside of Derby. On the OS Portobello Town Plan for 1893/4 it is plotted as Edinburgh 3 - Haddington 14 M.P. & L.B. The 1893/4 25" says M.P. The 1906 25" doesn't show M.P. but all letter boxes as L.B. This box was near 118 Portobello High Street which was built as a Burgh Chambers in 1878 and became a police station in 1896. Perhaps the plate with the legend was removed in 1940. But the current pillar box, made by Machan of Falkirk, was only installed in the 1990s. No monarch's monogram,

Terry Keegan -
Scrapbook of Information on Scottish Milestones and other Waymarkers
pub.2009

IS THIS A MILE 'POST' ?

This delightful illustration of a pillar box doubling up as a milepost was found amongst the papers in the Ken Diamond collection. Ken Diamond, who had been photographing and collecting information on milestones for many years before the Milestone Society was formed, left all his twelve large albums of photographs and his many scrapbooks of cuttings about milestones, fingerposts and every conceivable piece of roadside furniture to the Society when he died well into his nineties.



Photo: John Riddell

but Queen Elizabeth is only the First in Scotland so most post 1952 letter boxes north of the border have the Scottish crown instead. But the box is in exactly the same spot next to the drainpipe! [CE_EDNB03pb]

Something slightly different to the usual stone/metal MSs and a historical record.

Orkney

On a recent visit to Orkney, John Higgins found a plaque attached to the wall of the Parish Rooms in Stromness with a table of distances to 26 places. In my collection I have a photo taken in 1983 by J Malden of its wooden predecessor. This one [OR_SMPL26], within a wooden frame, has most of the same places mentioned.

TABLE OF DISTANCE FROM STROMNESS			
KIRKWALL	MRG	BERWICK	MRG
EDINBURGH	8	STANDISH STONES	6 1/2
JOHANNESBURG	9 1/2	SCARSDIFFE	10 1/2
STROMNESS	PPS	SHARPS BRASS	8
ORPHIR	PPS	BY SEA	2
ROSENDALE	PPS	GRANSMAY	2
LEWIS	PPS	ARANSNESS	5
SANDWICK	PPS	BY LAND (Short Measure)	6 1/2
TWATTE	PPS	KOSGHOPPE	12
PALACE BIDDAY	14	LYNESS	15 1/2
YENNAIDY	5 1/2	OLD MAN'S HEAD	6
BLACK CRAG	1 1/2	DIABOLIC STANE	3
WARDHETTE	1 1/2	BERRIEDALE	3
HOUTON	7	BLACKWICK	5

Photo: John Higgins

Borders

In February, Iain Davison's foray across the border resulted in 4 'new' stones on a minor road north from Duns towards Gifford and Haddington. This was part of the East Lothian Kilpallet Trust. Each stone is a different shape but set where they are marked on the pre 1900 OS map and one has the mileage to Duns [BD_DNHD06] .



BD_DNHD06

Photo: John Higgins



BD_DNBE08 Photo: Christine Minto

A March visit to Berwick on Tweed and 4 days cycling by Christine resulted in one new milepost on the B6460 with a convenient farm gate nearby at which to mend the first of 3 punctures. [BD_DNBE08] Ladykirk tollhouse on the Scottish side of the stone Tweed Bridge leading to Norham was checked. [BD.LADYKIRK] But the tollhouse which was on the English side of the 199 year old Union Chain Bridge over the Tweed was demolished in 1955! This bridge, designed by Captain Samuel Brown RN, was the longest of its kind in the world at that time.

There are various routes between the City of Edinburgh and Biggar in South Lanarkshire. The A702 passes through Midlothian, with under 7 miles in Borders before entering South Lanarkshire.



Ladykirk Tollhouse



BD_EDBG16

Photos: John Higgins

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There are 3 stones in the city and Morningside tollhouse, 4 in Midlothian, none in S Lanarkshire although there is a tollhouse at Dolphinton. Now John Riddell has found the 16 mile stone which needs attention at West Linton. [BD_EDBG16] There is also a tollhouse in the village just off the main road.

Falkirk

Carol Haines has recently been given some old milestone slides including a Scottish one probably taken in the 1980s. [FK_FKKS05] Although it is marked on old maps, it has disappeared along with others on the A803. It is the usual style made by Smith and Wellstood at the Bonnybridge foundry. Both styles cost 44/- plus 1d additional for each Letter and Figure on the Direction Plates.



SST_B818

Photo: Paul Bishop



FK_FKKS05 Photo: D. Alderton

As far as I know only one of their Finger-Posts (Road Indicator Pillar) is still in situ just in Stirling. [SST_B818] The price was 114/- with one 'Indicator Plate', plus 2d for each additional letter or figure. Extra Indicator Plates were 5/6 + 2d per letter.

Highlands

After 2 days on Mull the third of my 'must visit' pieces of road was from Lochaline, across Morvern to Loch Sunart. The first post was sadly broken but someone cared enough to prop a piece of it up. [HI_CFLAA31]



HI_CFLAA26

Photos: Christine Minto



HI_CFLAA31

Some that had been reported over 10 years ago by David Viner were no longer by the roadside although those nearest to Lochaline had been painted

[HI_CFLAA26]. These posts are unique to Morvern with some on the B road round Kingairloch, the original route from Inversanda and a few on the road along the north coast of the Sound of Mull to Drimnin. The passenger ferry to there is, sadly, no longer and that would have been my preferred route.

Melrose ‘double-eighteen’ mystery or Mysterious Melrose milepost

Appearances can be deceptive, as a recent enjoyable pursuit of what looked very much like an historic cast iron V-shaped milepost advertised for sale on the internet site Ebay proved earlier this year.

Priced at a pretty £225 and advertised as a ‘vintage milestone marker’ (sic), this item was picked up by the Society’s Facebook group, setting the ball rolling to check whether it might be a highway item removed from the roadside either legally or perhaps illegally and which ought to be reported.



But something wasn’t quite right from the outset. The post seemed too squat to conform to standard size, bearing in mind a likely late 19th century date for so many surviving V-shaped mileposts installed by highway authorities such as Cheshire County Council in the 1890s. It also boasted an intriguing embossed rose motif on the front face which had no obvious explanation.

The key lead was the MELROSE name (larger lettering than one might expect) on the front elevation with an 18 on either side. So, easy-peasy, eighteen miles from the Scottish border town of Melrose presumably and perhaps removed from the roadside long ago? Or a boundary marker of some kind?



The vendor, in Nuneaton, was helpful in allowing Robert Caldicott to view and measure, and confirmed its acquisition some two years ago from a car boot sale at Clarach Bay near Aberystwyth (near his family’s holiday home). Not much of a sense of the Scottish Borders there then. And no evidence of a maker’s stamp or mark either. Two holes cast into the bottom flange was evidence of its having been secured to a base of some sort.

John V Nicholls enjoyed researching the eighteen-mile radius from Melrose, without resolution, and Iain Davison further pondered the boundary marker explanation. Searching Melrose in the Society’s database didn’t produce anything useful either, the only two mileposts giving reference to Melrose (BD_KSGS 09 & 10) being on an unclassified road from Kelso to Galashiels.



Photos: Robert Caldicott

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Lateral thinking took us away from highway location names to wonder about a specific property, a guest house or Bed & Breakfast maybe, for which this marker served as location-finder and both house name and number. That makes sense. So we've concluded in the absence of anything better that Melrose 18 & 18 was commissioned for that purpose from a local foundry somewhere, and has been private property all along. And not necessarily anywhere near the town of Melrose itself!

Melrose History and Archaeology Association were of the same opinion. As it happens, the marker didn't find a buyer at the advertised price and disappeared from the pages of Ebay. So, should you find yourself booking into a Melrose Guest House somewhere along the way, do enquire whether there might once have been an 'historic mile marker' (sic) to catch the eye at the entrance!

David Viner

Two Direction Stones in the Parish of West and Middle Chinnock, Somerset.

An application has been made for the inclusion in the National Heritage List for England of two Direction Stones situated beside the public highway. These Direction Stones are rare examples of mid-18th century markers which were installed to assist travellers before the creation of Turnpike Roads. The stones have pointing hands cut into the surface which indicate the direction to named principal destinations; distances are not shown.

Standing at their original locations, as marked on early maps, these Direction Stones would have been installed to assist travellers wishing to pass between the towns of Yeovil and Crewkerne.

Finding the way has always been a fundamental part of any long distance travel and while local people would know which way to turn at a cross roads or junction, a stranger would not. This matter was addressed by central government at the end of the 17th century. In 1697 an Act of Parliament (8&9 WIII c.XVI) authorised local Justices of the Peace to instruct highway surveyors to put up a direction stone or post *'for the better convenience of travelling in such Parts of the Kingdome which are remote from Towns and where several Highways meet.'*

The first Direction Stone in this application can be found on the A30 between Yeovil and Crewkerne at the corner of a side-road to Middle Chinnock at O.S. Grid Ref: ST477123. The route ran up Foxwell Lane, through the centre of Middle Chinnock, then up Poop Hill to a staggered cross road where **the second Direction Stone** is located at O.S. Grid Ref: ST473140. This stone then directs travellers up Smokey Hole Lane onto Chiselborough Hill en-route to Yeovil via Odcombe.

The John Ogilby strip maps of 1675 include one for a road between Andover and Crewkerne. The map shows the route between Yeovil and Crewkerne as generally being along the present A30, via West Coker; not via Odcombe! However, this

Other News

section of the map has several inaccuracies, so it might not have been accurately surveyed at the time! Records indicate that in the 18th century the route through West Coker was much in need of improvement e.g. the Somerset Industrial Archaeological Society publication '*Somerset Roads – The Legacy of the Turnpikes*' by Bentley and Murless, page 65 records that before 1728 the original main street through West Coker was not suitable for wheeled traffic! Real improvements through the village possibly did not occur until '*The present road through West Coker was authorised by the 1800 Act, and completed in 1802*', and '*The hill climbing from East Chinnock towards West Coker was not lowered until 1863*'. This also explains why, when constructed, the original 1753 Crewkerne to Yeovil Turnpike avoided West Coker by turning north at East Chinnock to run via Odcombe, before turning south to re-join the A30 line at Cuthedge at ST532143.

Before the creation of turnpike roads, each parish was responsible for the maintenance of the roads in their area. They were understandably more willing to work on roads used by local residents in preference to the roads which ran along their boundaries, these being mainly used by passers-by. Being easier to drain of rain water, any roads over high ground would require less maintenance!

The second Direction Stone being situated away from a main road has survived in a much better condition than the one on the A30. The incised pointing hands can be clearly seen, as can the destinations and a date 1745 is also visible (see photos). This stone may have also been accessed by travellers coming from West Chinnock village.

The 1675 Ogilby strip map for the route between Weymouth and Bristol is depicted as running through the village of West Chinnock. At its northern edge a side-road is shown indicating a route east '*to Euil*'. This is the present Smiths Hill Lane, at the eastern end of which is the staggered cross road where the second Direction Stone can be found. The stone indicates the road to Yeovil as turning north up a hill called Smokey Hole Lane.

The stone also indicates a route continuing straight on to East Chinnock, along Eastfield Lane. However, the absence of this route from maps of the period, including Day & Masters (1782), would indicate it soon fell into disuse. This is most likely due to the lifting of parish responsibility for maintenance, post turnpike. The track does run along the side of an unstable hill and would have required regular attention! The stone is inscribed with the date 174(5); the creation of the Crewkerne/Yeovil Turnpike is 1753 and this would then have provided a convenient alternative route to East Chinnock.

The inscription on the stone indicates 'Crewkerne Road' to the west; Crewkerne could be reached by proceeding back through West Chinnock or down Poop Hill and Middle Chinnock to the pre-A30 road.

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Support for this listing request for the historic Direction Stones has been given by West and Middle Chinnock Parish Council and the South West Heritage Trust (heritage advisors to Somerset County Council). The Somerset Industrial Archaeological Society (SIAS) and the Milestone Society have also expressed support for this application

1st Stone shown on 1886 O.S. six-inch as 'B.S'.

2nd Stone shown on 1886 O.S. six-inch as 'Stone'

Peter Banks

Maps showing the location of the Stones



Historic England Map showing the location of the stones



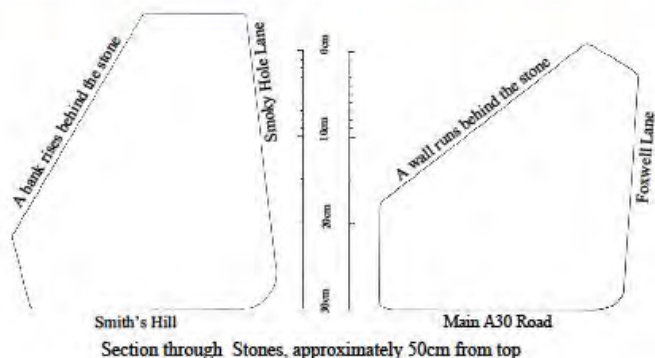
Map of area with stones and historic through routes

Two Direction Stones in the Parish of West and Middle Chinnock

One located North of Middle Chinnock
at the junction of Smith's Hill and
Smoky Hole Lane; O.S grid ref: ST473140



Another located South of Middle Chinnock
on the A30 at the junction of Foxwell Lane;
O.S grid ref: ST477123.

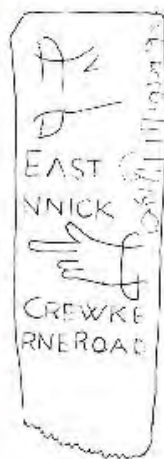


Made of the local Ham Stone, and located in the same parish, both stones are of similar size and cross section, with similar inscribed pointing hands and text. This would indicate that they were probably installed at the same time; unfortunately, due to erosion, no date can be found on the Foxwell Lane stone to confirm this.

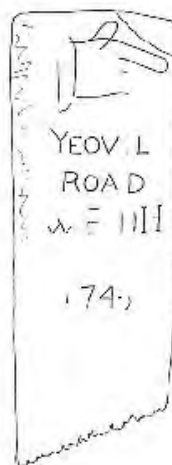
Stone at Smoky Hole Lane ST47321401



South Face



East Face



The Stone at Smoky Hole Lane ST47321401 was leaning over and vulnerable to passing agricultural traffic. It was reset in a safer position by the South West Heritage Trust in August 2018



Looking west along Smith's Hill before repositioning the Stone.



The Stone in its new position higher up the bank and upright.



A long steel sheet behind the Stone was pressing against it; this had to be cut and removed.



The Stone proved to be longer than expected; This required a hoist to lift it out.



The bottom of the Stone was found to be rectangular in section. The tractor has reversed into Eastfield Lane.



Looking north up Smoky Hole Lane with the Stone in its new position.

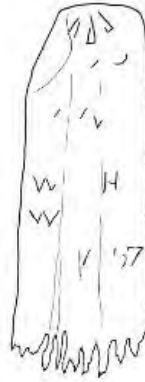
Foxwell Lane Stone ST477123



South Face



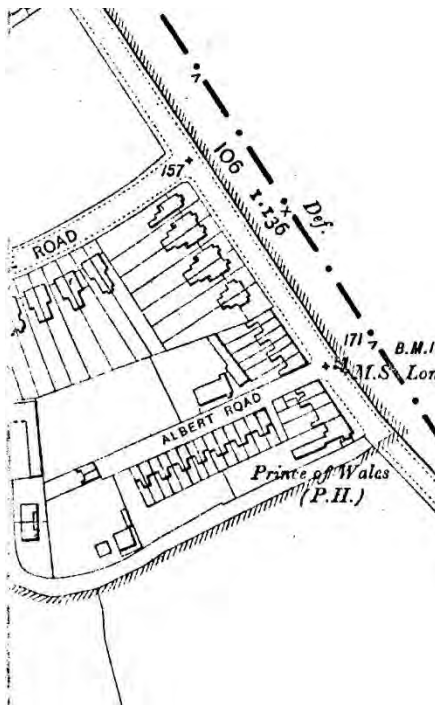
East Face



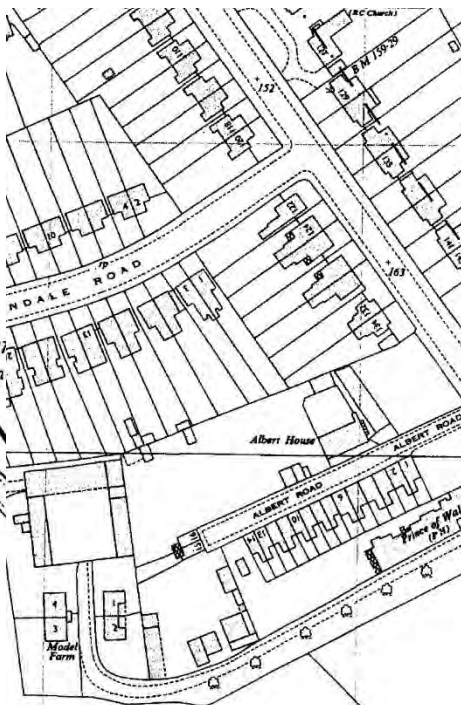
Peter Banks

A missing milestone for Mottingham, London Borough of Greenwich

While investigating Mottingham's history I became aware that a milestone once stood by the roadside at Mottingham Road opposite Albert Road which shows up on a post-war map as being 'defaced' – no doubt to confuse the Germans if they landed! This 'London 9' stone stood in front of empty land where some semi-detached houses were built in the 1950s that together with pavement works may have seen the demise of the milestone.



Extract of the 1909 map



Extract of the 1950s map

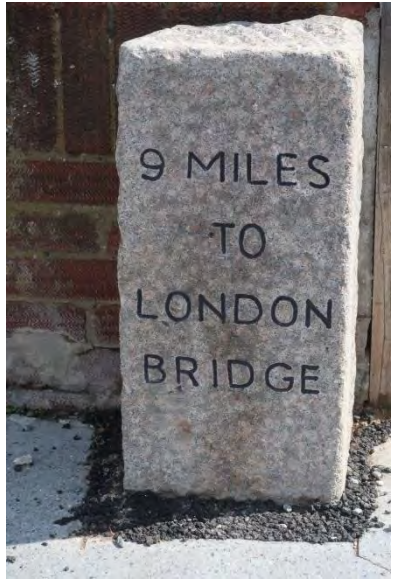
Due to a quirk of history the boundary between Greenwich and Bromley boroughs passed through the houses on this side of the road as it was the alignment of the ancient boundary of the Crown lands where the park fence once stood which caused problems, I understand, for the later householders with paying local rates and deciding where to vote at election time.

A few years back with the adjustment of ward boundaries by the Boundary Commissioners the borough boundary was sensibly moved to the centre of Mottingham Road with the houses now totally within Greenwich Borough.

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In concurrence with our Amenity Committee I wrote to Greenwich to see if there was a possibility of a replacement stone being fitted to the pavement at the appropriate location. They were informed of extant adjacent stones, one in Mottingham Lane west of Carters Hill Close, and the other at the top of White Horse Hill set into a brick retaining wall. As a point of interest neither of these original stones is Grade 2 listed as are all the rest in Eltham - another anomaly to follow up.

Following a positive response the Council arranged for one of the kerbside stones removed from the recent works at Eltham High Street to be suitably fashioned as the replacement milestone with the design based on the one at White Horse Hill. The Society is most grateful to the Council for reinstating this reminder of our historic heritage outside 159 Mottingham Road in such a fitting way.



The new milestone outside number 159

John Kennett

Printed in Newsletter 214, November 2018

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Milestone advice in Shropshire – the Society at work

As an example of the work that goes on behind the scenes I will describe the processes that take place when queries are received by our Hon. Secretary – John Atkinson. In this case I received the following e-mail:

‘At the suggestion of Christine Minto I am attaching photos of a milestone I saw whilst travelling to Wales. It is situated on a wide grass verge close to the entrance to Bow House holiday park. On the A489 near Bishops Castle SY9 5HY. The engraving reads Churchstoke 6.5 miles Marshbrook 7 miles Craven Arms ?8 miles.

I’m looking for further information as to its age and history. Can you help? The markings at the top are interesting.’

John Smith

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I forwarded the e-mail to John Atkinson who then distributed it to various members of our Society; on the same day I received the following reply from Alan Reade:

‘Richard has forwarded your email regarding the milestone that you found near Bishops Castle.

I am the Shropshire Rep for the Milestone Society and surveyed all of the milestones in South Shropshire in 2005.

I attach my thumbnail photos for the milestones on the A488 and A489 (the one you mention is C31) from which you will see that the pattern, casting or carving of the stones produced by the Bishops Castle Turnpike Trust of 1768 is common in the district.

The trust was disbanded in 1878, which is relatively late because while Bishops Castle was a prosperous “rotten borough” in the seventeenth and eighteenth centuries (due to the Welsh cattle droving and wool trades), the area had become a backwater by the nineteenth century and well off the beaten track.

The Bishops Castle Railway (from a junction with the main line at Craven Arms) was late on the scene and a bit of a joke, being bankrupt for most of its existence and closing before WW2.’

In addition Ian Thompson replied as follows:

‘I live in Cornwall, so all I could do was a bit of a web search, with mixed results.

First I went to the Bow House Holiday Park Website, which gave me a postcode and told me it was in Shropshire, not Wales.

Then I went to the Milestone Society website, clicked on repository and called up the google earth package for West Midlands.

I typed in the postcode and there was your milestone - called SA_CSCA06.

I clicked on the pin, which gave me an image and a link to the Images of England page, showing the milestone was listed, but not giving me much more.

Back to the Google earth page and look up and down the road for other milestones. Yes, there are similar milestones either side of yours, one mile away in each direction. The milestone on the Craven Arms side, east of yours, had the best image, showing it to be in very good condition in 2012 when the photo was taken.



Photos: John Smith

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This milestone, SA_CSCA07 showed that the starburst below the benchmark on your stone was in fact the faint outline of the word MILES, and that the distance to Marshbrook should have an extra quarter of a mile on it.

So that was all good.

I tried the Turnpike.org website to find a turnpike trust in Shropshire, but I was mired in too many choices with not enough information and had to abandon this. I am sure it is in there somewhere, but it needs more local knowledge than I can offer from Cornwall to pick it out.

I had a quick look at the OS maps on the National Library of Scotland website - maps.nls.uk/geo/explore which showed your milestones on the 1903 map. Unfortunately, there was no earlier map available to narrow down a date for your milestone, so this, like the turnpike website was frustrating.

No doubt someone with better local knowledge will pick up John's circular and give you what you want, but I thought I would pass on the little I had found.'

This was all passed onto John Smith who I hope was very satisfied with the speedy response.

Richard Raynsford

The case of the Hadleigh Obelisk

Another interesting trail resulting from an enquiry to John Atkinson is illustrated in the following account of the Hadleigh obelisk.

In April John Atkinson received an email from a gentleman with a query about an out of place milestone he had seen in the grounds of Hadleigh Guildhall in Suffolk. John sent out a request to Society reps to see if anyone could solve the mystery of where it had come from. The stone at the Guildhall, showing an inscription of "X/MILES/TO/LAVEN/HAM", had a distinct break in it (Photo 1).

Carol Haines (Norfolk) had seen the obelisk milestone in the centre of Hadleigh (SU_HDLE) in 1991 and had noted that the top part had been broken and repaired at some time (Photo 2). Carol saw the obelisk again in July 2017 and no break was visible (Photo 3). Comparing photos, the conclusion was that the top section was replaced with an identical piece and the original top had been preserved at Hadleigh Guildhall. The inscriptions on the three sides of the upper part of the milestone in the centre of the town are: XIII/MILES/TO/ COLCH/ESTER; XX/MILES/TO/BURY; X/MILES/TO/LAVEN/HAM. On the lower plinth the inscriptions are: X/TO/IPSWICH; 64/MILES/TO/LONDON; XX/TO/BURY.

John Nicholls (Essex) added that the obelisk probably dates back to the 18th century. It was restored in 1892 by the local rector and the letters in the plinth

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were leaded at that time. All of the lead, except in the B of Bury [St Edmunds] on the lower inscription, has either fallen out or been picked out.

Ian Thompson (Cornwall) approached the problem via the internet. Looking on the National Library of Scotland maps site, he found a milestone at TM 015438 labelled Lavenham 9 Hadleigh 1 on the 1904 25 inch map, so Lavenham 10 must be the one in the centre of Hadleigh at TM 026424 on the north corner of the junction between Lavenham High Street and George Street, labelled M.S on the 1904 map. Checking this with the Society's repository, he found the obelisk was now on the south corner of the junction. Studying the Flickr image attached to the Google earth pin, it looked like the obelisk in place now has had a new top. He also came to the conclusion that the stone in the grounds of the Guildhall is the old top.

The mystery appears to be solved, although we don't know exactly when the top was replaced.

Carol Haines



Obelisk top at Hadleigh Guildhall
Photo: Laurence Nicholls



SU_HDLE in 1991
Photo: Carol Haines



SU_HDLE in 2017
Photo: Carol Haines

Wroxton Obelisk

Mervyn Benford sent me a couple of pictures of the obelisk at Wroxton, Oxfordshire in the spring, this dates back to 1686 and is probably the oldest in the country.



Wroxton obelisk



Photos: Mervyn Benford

A 'Private' Milepost in Manchester

My friends in Sale, Manchester know of my interest in milestones, so I was not surprised that they wanted to show me one near their house when I visited them this year. What did surprise me was that their milestone was not on a turnpike road, though their part of Manchester was criss-crossed with turnpikes, all throbbing with modern traffic. The milestone was in fact not a stone but a triangular cast iron milepost with a sloping top and an open back, in a leafy suburban road called Brooklands Road. One face of the milepost read 'TO BROOKLANDS STATION 1 MILE', while the other face read 'TO PROSPECT HOUSE 3 MILES'. There was a date of 1863 cast into the sloping top. I am sure that Milestone Society members in the Manchester area will have, by now, identified this milepost and will know its story, but I live in Cornwall and was visiting for just a couple of days. What could I tell my friends?

Brooklands Station is a stop on the Manchester Metrolink light railway. I know because we have used it to get from my friends' house to the city centre. What and where was Prospect House, three miles in the opposite direction and four miles from Brooklands Station?

I took the conundrum of the Manchester milepost back to Cornwall with me. I switched on my computer and began investigating. The Milestone Society database code always mystifies me, so I started with the Google earth overlay and found Brooklands Road.



There was the pin for the milepost, duly surveyed and recorded. It was called CH_BSPH01 with a photo link from 2008. Spot on! I could now decode this as 'Cheshire_BrooklandsStationProspectHouse01'. I found this on the database spreadsheet, but there was no CH_BSPH02. CH_BSPH03 was recorded as 'not found' in 2008.

A local history website for Altrincham described Prospect House as the home of Samuel Brooks, a local entrepreneur. When the Manchester South Junction and Altrincham Railway was being planned in the 1840s, the land to the north of Altrincham was open. Samuel Brooks enclosed the land for housing development and laid out 'Brooklands Road' and 'Brooks Avenue'. He sold land to the new railway company for their new line and for a new station, making it a condition of

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the sale that the station be called 'Brooklands Station'. The Manchester South Junction and Altrincham Railway (and Brooklands Station) opened in 1849.

The Ordnance Survey six-inch map of 1897 (from the website of the National Library of Scotland) on line shows all three mileposts. The on line map is geo-referenced which is helpful:

BROOKLANDS STATION 1 MILE / PROSPECT HOUSE 3 MILES, my friends' milepost, is at SJ792898 on the west side of Brooklands Road.

BROOKLANDS STATION 2 MILES / PROSPECT HOUSE 2 MILES is at SJ798883 on the west side of what is now a green cycling route, north of the junction with what was Sugar Lane in 1897.

BROOKLANDS STATION 3 MILES / PROSPECT HOUSE 1 MILE is at SJ804869 on the east side of the road, just south of Roaring Gate Farm.

My conclusion is that these mileposts were a personal project by Victorian entrepreneur Samuel Brooks to mark the road from his house Prospect House to his railway station which he had named Brooklands Station.

The Milestone Society website has very few milestones surviving in the area to the south of Manchester, despite the large number of turnpike roads which once existed here. I was pleased that one of Mr Brooks' mileposts was still in place and still has a story to tell.

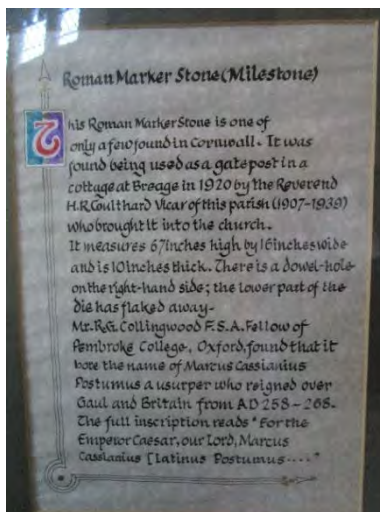
Ian Thompson

Roman Honorific Pillar no Longer a Milestone

Our understanding and interpretation of history does not stand still. We no longer believe that the Druids built Stonehenge!

What were once called a hundred years ago collectively 'Roman Milestones' are now accepted by historians to be a more complex mixture of objects.

It is not impossible that some were set up at intervals of one mile but there is very little evidence to support this. Some were set up to record road repair or improvement. Some were erected at crossroads, bridges, fords or the crest of a hill as waymarkers. Some have no connection with roads. Almost all still carry traces of an inscription about a Roman



'Roman Marker Stone' information board, with no mention of miles or destinations.



SW618284 Breage, Helston. 'Roman Marker Stone' inside the church of St Breaca with a new information board at its foot.

Emperor. Collectively, they are now called '**Roman Honorific Pillars**', though I bet you will carry on calling them 'Roman Milestones'!

The inscribed stone in Breage Church in west Cornwall was once thought to be a 'Roman milestone' marking an undiscovered road to transport tin to a Roman harbour at St Michael's Mount. However, a new notice in elegant calligraphy has been placed beside the stone in the church, now calling it a 'Roman Marker Stone' and making no mention of a road. The stone, like all the others in Cornwall, honours an emperor, but makes no reference to distances or destinations. It is a Roman Honorific Pillar, not a milestone.

Ian Thompson

News from our foreign correspondents

The statue of Dick Whittington and his cat is located in central Perth, Western Australia whilst the finger post was spied in a shopping mall in Perth, these are the only milestone related features found in a three week tour of the oldest European settlement in this part of Australia.

Michael Knight

Not long back from a fortnight in Sri Lanka. Part of the British legacy are well maintained milestones – sample attached. Bridges and culverts are also marked with numbers and the boundary of the road owned by the state is marked with RDA (Road Development Authority) stones.

Doug Roseaman



Photos: Michael Knight



Photo: Doug Roseaman

Defaced Milestones



Diverted by a road closure at Tintern Abbey in the Wye Valley, Ian Thompson came across a lonely guidestone with directions painted on the surface. The directions proved reliable, but did not seem to match the



gaps left when the original inscription was removed. Is this an example of the stones defaced by government order when the nation braced itself for Hitler's invasion following Dunkirk?

MON_LOTR03A
defaced guidestone,
Whitestone, Tintern.
Defaced in 1940?
What did the original
inscriptions say?

In Cornwall there are ten stones which probably were defaced in 1940. Can the database tell us how many there are nationwide?

Ian Thompson

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 Ten (2017) at £3.00 each, except Vol Four (2011) which is out of print. We're also pleased to say that we have copies from the run of *On The Ground*, published in seven issues between Sept 2004 and Sept 2010, but without issues 3 and 4 (2006 and 2007) which are o/p. These are £2.00 each. And there is a good run of the *Newsletters* from our very early days, from issue no 1 in July 2001 right through to the latest issue No 36 in February 2019. Some are low stocks, some are plentiful. These are £1 each.

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

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Dates for the Diary

The Milestone Society AGM and Annual Conference 5th October, 2019 Milton Malsor, Northamptonshire (Details enclosed)

And Finally

I include two photographs taken on my recent trip to Norwich showing a milestone on the A148 Holt to Cromer road at Sherringham (note the spelling on the milestone is Sherringham) and another on the B1113 Norwich to New Buckenham road at Tacolneston (the name is pronounced Tackleston), both are part of an almost continuous sequence that survives on these routes.



Sherringham, Norfolk



Tacolneston, Norfolk

Photos: Richard Raynsford

DEADLINE FOR THE NEXT NEWSLETTER FOR MARCH 2020

Contributions for inclusions in the March *Newsletter* should reach the editor Richard Raynsford by 31st January, 2020. 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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Back Cover – South West Peak Landscape Partnership – Small Heritage Adoption Project. Two residents receiving their certificate for monitoring an ancient guidestone at Longnor, Staffordshire

Photo: Jan Scrine

