

The Milestone Society

Newsletter 40

Winter 2021



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ON THE COVER

The Cock guidepost is in the centre of Sutton, London and commemorates the former Cock Inn which is mentioned in the article by Margaret White.

Photo: Richard Raynsford

Editorial

This is the second *Newsletter* to be produced during the current COVID-19 restrictions; I am pleased to report that The Milestone Society has continued to operate during this period thanks to the use of computer technology and the activities of members. Once again, I'm heartened by the reports received which indicate that despite the difficulties of travel and social distancing, sterling work is being carried out throughout the country to ensure that our heritage of milestones and other highway infrastructure is conserved.

Locally, I have noticed that a large number of traditional finger posts in Somerset have been restored; these include a number of older style guide posts around Wedmore although one of the restorations has resulted in a less than authentic result. (See article by Janet Dowding.) In my travels between lockdowns, I have found a previously unrecorded old style finger post and an unusual post which have both now been added to the database. Flipping through a Facebook page on Somerset Fingerposts I also came across a further example of an old-style fingerpost in Weston super Mare, but current restrictions have prevented me from visiting the site.

I am very happy to report on the interests and activities of members and would particularly value contributions from those parts of the country that are under-represented in the *Newsletter* at the present time together with news from abroad. I was very pleased to receive an item from Margaret White, a new member who has written a well-researched article on milestones in Sutton.



Fingerpost Aldwick, Somerset



Fingerpost Mark Moor, Somerset
Photos: Richard Raynsford

Richard Raynsford

A message from our Chairman, Rob Westlake

At the start of 2020, no one could have envisaged what the year before us would hold. It soon changed dramatically as coronavirus became a word that would control every part of our lives. The situation has continued into this year as the country endures another full lockdown.

Throughout this period, the Milestone Society has continued as our members and friends have found more time to carry out research and to increase their knowledge of their local area as daily exercise was allowed. Others have used the time to research and update records – all of which is welcomed and of value to the Society.

Your officers have been busy throughout, with virtual committee meetings and our AGM, along with answering email enquiries from around the country and abroad. This, our latest newsletter brings to you some of the details and stories behind our continuing work, to ensure that our wayside markers remain for future generations to treasure and enjoy.

Please help us by keeping a watchful eye on those items in your locality and when and where possible in the surrounding areas as the restrictions are eased.

Most of all, please stay safe and well as we look forward together to more positive times ahead.

New Committee Member



Bruce Keith

bk@milestonesociety.co.uk

I am pleased to announce that a new person was appointed to The Milestone Society Committee following the AGM; he is Bruce Keith who lives in Peterborough nowadays and has submitted the following account of what sparked his interest in milestones.

My interest in milestones has a somewhat quirky pedigree. I spent my formative years in a village on the Wade road along the Great Glen between Inverness and Fort Augustus. Journeys down the old A9 to visit grandparents in Dundee, a distance of 145 miles, took over 4 hours, on a good day, and in response to the plaintive call, “*Are we nearly there yet?*” my Dad would instigate a game of “spot the milestone”. I suppose it predated Eddie Stobart lorries! To add an element of challenge, having ascertained the mileage to the next town, he would ask me to calculate how long it would take for us to reach it if we travelled at an average speed of 40 mph.

Certainly, a good distraction on a protracted journey and it didn’t half improve my arithmetic skills!

Perhaps the milestones encountered in my childhood embedded an interest in measuring distance, which, in turn, led to a career as a surveyor? These early car journeys certainly laid the foundation of my interest in my surroundings and nurtured an interest in the built and natural environment, and I have had the extreme good fortune to have enjoyed a professional involvement in the protection and enhancement of our heritage assets across the UK and Ireland.

I captured my interest in Scottish bridges and the engineers, architects and briggers who brought us these structures, in my book *Bridgescapes*, published in 2017 to coincide with the opening of the iconic Queensferry Crossing. I've spent my retirement presenting the book at meetings of history, heritage, civic, landscape and amenity societies across the country, but the real pleasure has been meeting people, each of them with their own interest, but all with a shared passion for celebrating our heritage.

Like the rest of us, when the lockdown arrived last March all the travelling came to an abrupt halt. Something I could do whilst confined to my study – there are only so many times the shed needs painting – but which offered the prospect of some purposeful travel and discovery when the constraints are finally eased? What better opportunity to explore further the history of these old milestones I'd encountered on the roads of Scotland? My journey, metaphorically, had begun....



A9 milestone
Photo: Keith Bruce

Rekindling my interest in milestones, I quickly encountered The Milestone Society – manna, in the form of Christine Minto, who has been an absolute star in so generously sharing her knowledge, wisdom and enthusiasm and in introducing me to several Scottish members, all of whom have been equally receptive and, without exception, so well-informed. John Riddell, for one, has a wealth of knowledge on the milestones and Post Horse Duty markers in and around Edinburgh, (See *Milestones & Waymarkers vol 13 – 2021*) unearthing, often literally, the heritage of the city in which I spent a major part of my life, but which has afforded me a whole new perspective on Edinburgh's past.

It's a privilege to join the Committee and I hope I can bring some added value to the Society. Over the years I've been involved in several organisations where I've had the rudiments of governance, policy and partnership working hewn into shape. The enthusiasm of the membership is key, however, to promoting our objectives and my early impressions are that the Society has that in spades.

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The Society operates a system of County Contacts: please contact the appropriate person if you have a local enquiry. **As you can see, we do not have a contact in some areas, and our Berkshire and Oxfordshire contacts are looking to step back. If you would consider becoming a contact in any of these areas, please get in touch with Ken Hawkins at ken-hawkins@tiscali.co.uk.**

Obituaries

Sadly, I have to report the death of four members of the Society since the last *Newsletter*, one was John Nicholls, a stalwart of the Society who was remembered in obituaries sent out with the AGM papers. Two further obituaries have been received from Janet Dowding and Colleen Morrison, who also raised a query about John's archive.

John Nicholls

I first got to know John when, as co-ordinators, we all went up to Banbury for the co-ordinators meetings. We always seemed to find topics apropos the meeting to discuss on milestones and other related things. I got on with him very well and, when I invited him to come along to the Surrey Group meetings at Send Manor, he came and became a regular member of the Group. He had to travel all the way from Essex, through the Dartford Tunnel and deep down into Surrey and was never late! Eventually he gave the Group little talks and presentations on Essex milestones, fingerposts, and information on coal tax posts around London. These made the meetings more varied and interesting. As a regular member and contributor, he will be greatly missed.

Janet Dowding

'I've only just learned of John Nicholls' sad death last August – via the notice on your website and would like to express my condolences to your society and his family, to his son in particular. I am sure John said that he aimed to give a copy of his research to Essex Record Office. I wonder if he did so? I very much hope so, it would be a tragedy if his work were lost.

I found your website while looking for John's, which sadly seems to have been taken down. I wonder if you might know if John's data was preserved and if it is still possible to make inquiries in respect of it? I'm a member of Tiptree's online local history group, on Facebook, and I'd hoped to search John's website for data on Tiptree's way markers, its guideposts in particular.'

Colleen Morison

John V Nicholls' archive – update

Following John's passing in August last year, an appreciation of his achievements on behalf of the Society was assembled by Jan Scrine; it was included with the papers for the on-line AGM in October and via a link on the website Publications page.

For some time, Jan and others had encouraged John in his efforts to sort out his extensive records so that his work would not be lost. This was no mean task, given his many other interests that included railways, all matters Essex (his home county), and commercial shipping in the Thames estuary, all this supported by a mass of documentation, books and photographs. John tried hard to tackle this task at a time when his health was failing rapidly.

So, it is very pleasing to report that the relevant parts of John's extensive archive have come into the Society's safe keeping, assembled and transported from Essex to Gloucestershire by his son Owen, and at no cost to the Society; we do owe him an especial vote of thanks. Owen has also waived any intellectual and/or copyright to the materials thereby transferred into Society ownership; greatly appreciated. That must be a yardstick for any future donations from others too.

The challenging task of sorting out four large boxes of stored material now faces us, so that any essentially archive material can be identified and suitable homes found (Essex Record Office being a first port of call). There will be milestones and posts of course, and John's pride and joy were fingerposts, on which he was an expert in Essex and Cheshire especially. During his time as editor, no edition of *Milestones & Waymarkers* was complete without his 'Pointing The Ways' fingerpost pages.

John's work was far-reaching. Recently Colleen Morrison, a member of Tiptree's online local history group, came searching for data on Tiptree's way-markers, its guideposts in particular, having already spotted the loss of John's personal website.

Colleen's comments on John are well worth sharing here: "John worked so hard to produce such wonderful research, not just on milestones but on guideposts and way

markers in general. He was tireless in his dedication to this. I contributed in small ways some of John's photos and data, because I believed his work was important and so worthwhile. I have great respect for John." And amen to that.

It is hoped to provide a permanent memorial to John by attaching a plaque to a restored finger post in Essex.

David Viner

Les Bowerman

Les Bowerman who hosted the Surrey group meetings at Send Manor has also passed away and is remembered in an obituary written by Michael Knight.

'It is with sadness that I report the death at the age of 88 of Les Bowerman, a member who lived in Surrey. Les had become involved in milestones particularly along the A3 London to Portsmouth road which passed through Ripley near to his home at Send.

Prior to becoming a member, Les and his wife Anne, both ardent VCC cyclists, had founded the Send & Ripley Historical Society, which thereafter took an interest in roadside heritage. This resulted eventually in his home, Send Manor, becoming the base for local members to hold twice-yearly Society meetings, at which Janet Dowding was the ever-present recorder of proceedings.

On one occasion it was me, also a Veteran Cycle Club member, who was sought as a speaker to deliver a talk to the Historical Society on "Milestones and Turnpike Roads". Staying overnight at the Manor it was impossible to avoid collision with the confusion of cycles, numbering some 300 in his collection.

Interestingly, the closing phases of the "turnpike era" coincided with the rapid development of the bicycle and not infrequently we read of issues where velocipedists were confronted by toll keepers demanding a payment to pass through the gate. As we know to this day 'fees' have never been imposed on the cycling fraternity.

Les was a man who was fully aware of this benefit, he will be sorely missed.'

Rodney Ousbey

The third member to pass away in the past six months is Rodney Ousbey (1949-2020) who is remembered in the following obituary by Mike Buxton.

"Rodney Ousbey was a Warwickshire member of The Milestone Society and a regular attendee at the early Warwickshire Group Milestone Society Meetings. He had a wealth of road transport and turnpike related knowledge particularly horse drawn coaches and carriages. He ran a business restoring and maintaining an impressive variety of coaches, carriages and traps in his rather ramshackle workshops which

belied their amazing and often beautiful content in the form of superb horse drawn vehicles from pre-motorised times. The exemplary work he undertook on these vehicles was a testament to his skill and craftsmanship.

Every time I and other members met Rodney, he would tell us stories about the old coaching and turnpike era. He could tell you all about the coaches traversing the roads out of London to the Midlands and beyond as well as other parts of the UK during the height of the coaching period. Just as an example he'd tell you about the history of the express coach "Tantivy" (London – Birmingham), the fitness, durability and welfare of the horses, coach construction, frailties of the braking methods and so forth.



Rodney Ousbey
Photo: Mike Buxton

Rodney also spoke about his enthusiasm for modern horse-drawn coach driving. He frequently drove bridal carriages at weddings and took part in carriage races including competing against the Duke of Edinburgh.

Rodney was instrumental in rescuing the 'gas lamp style' milepost just south of Newbold on Stour where he lived, when a wayward verge cutter, who he reckoned was operated by an individual who had had a very liquid lunch, managed to smash it with his machinery and just left it in pieces on the verge. He and a friend took all the pieces to his yard where, with our knowledge, it was safely kept for several years until, in 2017, we came to take it to Leander Architectural near Buxton for restoration along with the other five mileposts. The Newbold milepost's continuing existence is due to Rodney's care and interest.

Rodney initiated the Warwickshire Group's discovery of the seventh gas lamp style milepost in a front garden in Kenilworth which culminated in the milepost being donated to the Milestone Society for erection on the Long Compton – Stratford upon Avon turnpike road where it once stood. (This project is in abeyance due to the COVID-19 pandemic.)

Rodney was delighted that The Milestone Society had facilitated the restoration of all the then known 'gas lamp style' mileposts from Newbold on Stour to Long Compton and was proud to have been able to advise us about the existence of the seventh. Information on the project can be found on two websites:

<https://warwickshirewayside.co.uk/restoration-project>
<https://www.findingtheway.org.uk/restorationproject.html>

Rodney will be sorely missed in Warwickshire.

Stella Shorthouse

Stella became involved with the Milestone Society as friend and companion for over forty years to one of our founder members, Laurence Dopson. He was proud of being member number 30, and after Laurence's death in 2012, she carried on his membership (and his number).

They appeared together at meetings, including our early committee meetings held at Jewry Wall Museum in Leicester. Whilst Laurence was an active and valued committee member, Stella would disappear into Leicester for the day and they would meet for lunch. Alan Rosevear's obituary of Laurence in *M&W* 5 (2012) reflects his work for the Society; he did the legwork to achieve our charitable status and was very useful as a freelance journalist. He and Stella obviously worked as a good team.

They were assiduous attenders at meetings, including the trip up to the 2012 Spring meeting at Burton-in-Kendal, regarded by many of us as one of our best gatherings. I have an abiding memory of Laurence and Stella gathering themselves afterwards in the tiny marketplace by the cross in Burton before getting into their car and setting off; I sailed by on my long route home and spotted this stalwart pair happily sorting their bags and bits & pieces. Something to treasure.

A Midlander from Wolverhampton, Stella passed away on 21 December 2020 at the age of 86.

David Viner

Terry Keegan Memorial Award

The Milestone Society presents an annual award to a post-grad part time student who has undertaken work on a subject relevant to the Society; this year's award was presented to Jen Leadbetter of Birmingham City University for her research on a 'Stone at Wynham Lodge'. She has submitted the following pen portrait.

'I turned 50 last year - so I am a mature student at BCU, very much enjoying being back at University studying something I love. I have always enjoyed architecture and taking an interest in my surroundings; after a year in a local school of art I left my home town of Halifax and went to Dundee to study architecture. Dundee was a complete shock to my system - I think I spent most of my time there in thermal long johns!! - but it also cemented my love of buildings (and the sea). After Dundee I spent a year in Glasgow taking a further year in architecture at Strathclyde University before having a [surprise] baby and having a complete life change as I got used to being a young mum. I returned to my home town and began my own business designing and making leaded mirrors - taking art classes whenever I could. When my son was older and we had moved to Melton Mowbray, my career could take a front seat and I ended up studying with RICS - becoming a Home Inspector. This seemed to

be an ideal job as it was practical and kept me in touch with buildings; it especially trained me to take note of how well a building stood the test of time and ultimately led to me undertaking surveys in hundreds of houses of all shapes, ages, and sizes as a Domestic Energy Assessor.

When the time was right, I decided that I could move a little more towards a long-term career and decided that becoming a Town and Country Planner would pick up on different skills I had learnt throughout the years - so it was back to university this time with the University of West of England. I gained an MA in Planning whilst working in the local planning department at the Council and now have been very lucky to gain employment with a wonderful firm based in Nottingham. At Aspbury Planning I was inspired to learn more about our rich and wonderful historic buildings by a Heritage and Conservation Planner, who has a long and pragmatic career in guiding building development in the best interests of our heritage assets. That just about brings me up to date as I returned to BCU and took this Post Graduate Diploma, which I am enjoying immensely - despite it taking up vast numbers of hours, blood, sweat and tears!



Jen Leadbetter receiving the Terry Keegan Award from Jan Scrine

Bargain books and publications – Members’ offer!

The Society’s publications

Despite the fact that more and more of the Society’s publications are also available on-line via our website, interest remains in the acquisition of traditionally published printed copies, especially where members may have missed an issue or want to build upon the runs they already have. New members might also like to acquire back copies from before they joined. Whilst we hold a reasonably good stock and runs of back copies, there will come a time before too long when selective reduction becomes necessary. Hence the offer to members now, to keep stocks moving along.

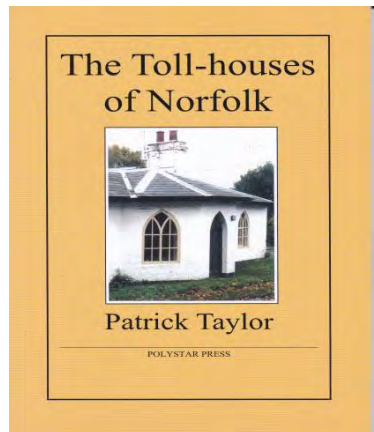
What do we hold from twenty-plus years of publication? All *Newsletters* from issue no 1 in July 2001 right through to no 39 (Summer 2020). Although one or two issues are getting low, we also hold a full run of *Milestones & Waymarkers* from vol one (2004) up to date. In addition, *On the Ground*, published annually between 2004-2007, was a record of practical work undertaken by the Society and its members; some of these have become rather rare but recently more have been gifted and we hope to offer these too. Get in touch if interested.

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

Patrick Taylor's The Toll-houses of series

The late Patrick Taylor's series of regional studies in this series will be well known to Society members and readers of the Journal. Under his own Polystar Press imprint between 2001 and 2014, Patrick published nine titles, which together with a short appreciation of him are listed in *Newsletters* 38 (p.4) and 39 (p.4). As they appeared, most of the volumes were also reviewed in the *Newsletter* too.

Before he died in October 2019, Patrick had offered his remaining stock to the Society via John V Nicholls for the benefit of members, and some of these appeared at Society meetings in the days when we could still hold such things. With John's own passing in August 2020, stock passed to me so that it could be made available via our books back-stock promotion. We have good runs of *Suffolk*, *Norfolk*, *Essex* and *Cambridgeshire*, plus a single volume of *Cornwall* (first-come, first-served!). The best way to fully appreciate Patrick's considerable contribution via his books is to own and use them.



Membership offer

Society members can obtain any of the above free-of-charge, subject only to proof of membership number, and actual p&p costs at the time of order. Also, to non-members subject only to a modest charge per copy, plus p&p. A donation to Society funds would always be welcomed of course. To order or for further details please contact David Viner by email on dv@milestonesociety.co.uk or by post to 8, Tower Street, Cirencester, Glos GL7 1EF.

David Viner

Any Questions?

The Milestone Society responds to a wide range of enquiries. Here are a few recent examples:

Listing

1. John Thornton consulted the Society for advice about painting the milestone in Hambledon, Hampshire. It seemed that he had the only original milestone in the series. The rest had been restored with replica plates or replica stones, or both. John is actively pursuing listing for his very special milestone.

2. Margaret White thought that the milestone at Rose Hill, Sutton should be scheduled like her other local milestones, rather than grade II listed. She found some amazing information about re-carving milestones after the Second World War in her local council archives.

Roman Milestones

1. Philip Bowell in Dorset was concerned that his local Roman milestone had disappeared. It was moved during the construction of a new roundabout for the Olympic Games. After a search he found it buried in undergrowth on the roundabout. He contacted a whole list of people at Highways England and Dorset County Council and reports that ‘an undertaking has been made to clear round the milestone and initiate a regular cutting regime.’

2. Keith Bramley, an enthusiast for all things Roman, wondered if he had found a Roman milestone at Sparrowpit, near Buxton. The stone was not recorded on old maps and had no visible inscription. Looking a bit like a Roman milestone does not, however prove that it is one. Keith is looking for more supporting evidence.

Replica Stones

Haydn Williams sought to replace backing stones for cast iron mileplates near Carmarthen with concrete replicas. Stone replacements would be very expensive, but he had found a supplier who could make very good copies in a mix which would mimic the original stone.

Stolen

Helen Kirk spotted a cast iron milepost for sale on ebay. Our experts identified it as a Grade II listed post which had ‘disappeared’ a while ago from the roadside near York. The police were informed and would pursue the matter.

Warley Place, Essex

Conservation volunteers at a nature reserve in Essex were curious about old milestones used as steps or pond edging in what had once been a very elaborate garden at Warley Place. John Nicholls had looked into this in 2013. These were

milestones discarded by Cheshire County Council when they erected new cast iron mileposts in 1896. At about this time, the old milestones were used by the Backhouse Nursery of York to landscape the Essex garden of Ellen Willmott at Warley Place.

Edmund Boulter's Mounting Blocks

Ruth Crook of Grantham Civic Society contacted the Milestone Society for advice about conserving a very worn set of steps erected by Edmund Boulter in 1703 on the outskirts of Grantham. It was a coincidence that this enquiry was about the 'Boulter Stones' mentioned in the last *Newsletter* (Number 39 page 38). Much successful research followed, which is featured in the 2021 issue of *Milestones and Waymarkers*.

Ian Thompson

Cornwall (Ian Thompson)

Not a Milestone but a Boundary Stone

A query from Reg Sheppard concerned a stone near Boscarne, Nanstallon, not far from Bodmin.

Reg thought it might be a milestone since it was carved '3 / P' and there was a place nearby called Polbrock. The stone was marked on the 1907 Ordnance Survey map as 'stone', where one would expect a milestone with such a clear inscription to be labelled 'M.S.' with the destination and distance. A parish boundary stone would be labelled 'B.S.', but this stone was not on a parish boundary.



SX0406 6714 Boscarne turn,
Nanstallon

Photo: Ian Thompson

The '3 P' stone was not marked on the 1880 Ordnance Survey map, suggesting that it was erected between 1880 and 1907, though it was not impossible that the surveyor missed it in 1880. The style of the stone and its inscription would match a late 19th century date, between 1880 and 1907.

On the 1907 map, the road through Nanstallon and along the valley did not go as far as Polbrock. If this was a '3 P' milestone giving the distance to a place called 'P', possibly Polbrock, there should be a '2 P' and a '1 P', and possibly a '4 P' stone, but there were no other marks on the 1907 map of likely 'stones'.

Reg had been writing a history of St Benet's Abbey in Lanivet and came across the Reverend Phillips Flamank, rector of Lanivet who was also the lord of the manor of Boscarne. Perhaps what he had assumed was a milestone was a boundary marker of the Phillips Flamank estate.

Cornwall Record Office, called Kresen Kernow, has been closed since the start of the first COVID lockdown, but a look at the on-line catalogue, after noting that the '3 P' stone was within a few yards of a property with the initial letter 'P' - Pendewey. revealed references to all sorts of conveyances and other legal documents, which could not be accessed until Kresen Kernow re-opened, but which might give details of Pendewey land bought or sold or inherited, any of which could give a reference to boundary markers. And, linked to Pendewey was a landowner with a 'P' - not Phillips, but Deeble Peter esquire, who also had lots of interesting documents about parcels of land.

P for Phillips? P for Pendewey? P for Peter?

Another Boundary Stone

Rosalind Hayward contacted the Milestone Society about a boundary stone between Roche and St Dennis parishes. The stone was tucked away off the road among the gorse bushes of Tregoss Moor, south of the access road to the 'Butterfly Trail' nature walk. It was 36" high, 8" wide and 9" deep. The south face was carved with a 6" high letter A, and the north face was carved with a 6" high letter F. A and F seemed to have no connection with Roche or St Dennis.



SW99634 60002 Tregoss Moor boundary stone South face



SW99634 60002 Tregoss Moor boundary stone tucked away among the gorse bushes



SW99634 60002 Tregoss Moor boundary stone North face

Photos: Ian Thompson

A possible answer was found in Lake's *Parochial History of Cornwall*. In St Dennis parish just south west of the boundary stone 'Ennis-Cavan formerly belonged to the Arundells', which would link with the carved A. And in Roche parish 'the principal landowners were the Earl of Mount Edgcumbe and Viscount Falmouth'. This suggested the F might be for Falmouth.

And another Boundary Stone

Christine Wilson was curious about a boundary stone in St Ewe parish, marking the parish boundary between St Ewe and St Mewan. The stone was on the west side of the road, just south of the road junction and field gate. It was 25" high, 10" wide and 8" deep. The east face was carved with a 6" high letter A, and the west face was carved with a 6" high letter E. E might stand for St Ewe, but A did not stand for St Mewan.



SW99204 49141 St Ewe boundary stone location looking north *Photos: Ian Thompson*



SW99204 49141 St Ewe boundary stone east face

Like the previous example from Rosalind Hayward, the letters seemed to stand for landowners, rather than parishes.

Much of the land here was owned by the Mount Edgcumbe estate, whose name was carved on some of the nearby farm buildings. It seemed likely that the carved E stood for Edgcumbe rather than Ewe. Consulting Lake's *Parochial History of Cornwall* suggested that the other big landowner in St Ewe was the Arundel family of Lanherne, which would link with the carved A.

Two New Milestone Discoveries

It seems that during the lockdown people have been exploring their local areas more carefully. This resulted in the discovery of two milestones at opposite ends of Cornwall being added to the milestone record.

West Cornwall:

While walking on the B3301 at North Cliffs, Camborne in a howling gale in October, Linda King spotted what looked like a milestone. She did not investigate it up close as she was trying to get to the shelter of Tehidy woods without being blown over the hedge, but she came back on a quieter day for further investigation. The stone was set back away from the road and was only visible because of some recent gorse

clearance. Linda pulled the ivy off the surface to reveal a square section stone 10" by 10", standing 45" tall, with chamfered edges and a pyramid top. The inscription was difficult to see, but it was possible to feel the letter shapes with your fingers, and adding a little charcoal made them show up in a photograph. TEH / IDY / 2 / MILE. The inscription was in capitals two inches high with serifs. The break in the name, putting it on two lines and the missing S from miles suggested an early date or an old-fashioned style. With its chamfered edges, it must have looked smart when new, but it was quite weathered now. Perhaps the stone was not the best quality.



There was a hole filled with lead near the top of three of the faces. The purpose of these holes is unknown.

New find at SW62650 43080 Gwithian
Photo: Ian Thompson

Cornwall is fortunate to have had two early editions of the 25inch Ordnance Survey maps for 1880 and for 1906. The milestone is shown on both.

On the early map it is labelled TEHIDY 2 MS at grid reference SW62650 43080, which matches its current position. On the later map it is labelled M.S. Tehidy 2, Gwithian 3 with the same grid reference. (This shows how the Ordnance Survey did not always use the literal inscription on the milestone.)

Looking on the maps for the next milestone, which should be TEHIDY 1 MILE, there was nothing shown. The 1880 map had M.S. Tehidy 3, Gwithian 2 at SW 610 428. This was not on the later map, so may no longer survive.

Both maps marked M.S. Tehidy 4, Gwithian 1 at SW59587 42607 and this was shown on a modern OS Explorer Sheet 102, published in 2007. A search for TEHIDY 4 MILE found nothing on the ground.

The milestone Linda discovered gave a distance of 2 miles to Tehidy, the ancestral home of the Basset family. The Bassets came from Normandy with William the Conqueror and gained their Cornish estate by marriage in the 12th century. The family were the main land owners in this part of Cornwall with their wealth coming from mining as well as agriculture. It seems likely that the milestones on this coast road to the neighbouring church at Gwithian were erected by the Basset family, but this has yet to be proved. Tehidy Country Park is now owned by Cornwall Council as a public amenity.

The north entrance and car park for Tehidy Country Park is exactly one mile from Linda's milestone, which could explain why there is no one mile stone on the old maps. However, it is nothing like one mile from this car park to Tehidy House. Perhaps there was a different route in, along a serpentine drive, with a mile stone somewhere in the grounds.

East Cornwall:

Diana Sutherland of the Cornwall Archaeological Society recorded a milestone discovered on the north side of a green lane running behind the Methodist Chapel at Hole, to the east of Egloskerry, grid reference SX2771 8651. The milestone was inscribed L above the number 4, with an incised arrow pointing west near the base. It was rectangular in plan, tapered and with a shaped top.



New find at SX2771 8651 Hole Barton, Egloskerry
Photo: Ian Thompson

Ian Thompson met the landowner, James Colville of Penheale Manor, at the end of the green lane and splashed a few wet yards up to the milestone. The milestone was set firmly upright at the edge of the lane in front of a hedge. This appeared to have been its position for many years. The milestone was revealed a short time ago when the hedge was cut back to stop it encroaching on the green lane.

There is a very similar milestone a few yards away on the main Egloskerry to Launceston road at SX 276 865 with a similar inscription, but with parallel sides, a rounded top and a bench mark on the top. This is grade II listed (Egloskerry 67933) and was erected by the Launceston Turnpike Trust, matching other milestones at intervals of one mile along this road. Because it is deeper and does not taper this appears a much heavier, more substantial milestone than the one on the green lane.

Why was there a milestone on the green lane?

Was this the original route of the Launceston road, continuing along the line of the hedge to the east, following the northern edge of the unenclosed Racecourse Down as far as Little Athill?

The road running north to Hellescott Bridge is not shown on any early maps. It first appears on the 1880 OS 25" map, starting along the green lane and then turning north, but only goes to fields. On the 1906 OS 25" map, the road goes all the way to Hellescot Bridge and a new line has been made linking it to the Egloskerry to

Launceston road to the east of the Chapel and Sunday School, leaving the green lane as a separate parcel of land.

Study of the Egloskerry Tithe Map of 1839 and the corresponding St Stephens Tithe Map, shows the line of the Egloskerry to Launceston road much as it is today. The green lane is shown, with the sharp turn to the north ending in fields as on the 1880 OS 25" map. This shows that the green lane was not on the line of the turnpike road in 1839. However, the route from Launceston to Egloskerry was first made a turnpike in 1760.

At present, the two possibilities are that the newly discovered milestone is on a very early route from Egloskerry to Launceston, or that the newly discovered milestone was discarded and re-erected in its present position when a new milestone replaced it on the current road. That is, either the road moved, or the milestone moved.

Milestone Repaired and Protected

The rather lightweight milestone in mid-Cornwall 'NEWQUAY 6' has had an eventful time in recent years. It was first recorded by the Milestone Society beside the A3058 in 1995, but in 2005 it was spotted in the front garden of a house in Staffordshire! Our Society negotiated the milestone's return to Cornwall and in 2006 it was re-erected with due ceremony back beside the A3058 with a new concrete base so it would not be stolen again.

In February 2019, the milestone was knocked over in a road traffic incident. Because it had been cemented in, it could not be stood up again and had to be removed for restoration and repair. In January 2021 it was reinstated with a new concrete base. To reduce the risk of a further traffic impact and to make the little milestone more visible in long summer grass, two 4" by 4" wooden posts 3 feet high were set up on each side along the verge. This simple solution had been used to protect the nearby 'NEWQUAY 3' milestone at Quintrell Downs in 2019 and has proved successful there, so far.



Newquay 6 at SW8755 5696 A3058
repaired, reinstated, protected
Photo: Ian Thompson

Milestone Not Moved and Not Damaged

The Bodmin Turnpike Trust 'B 11' stone, a Grade II listed milestone in Indian Queens at SW925595, stood in front of a breeze block wall and a light industrial complex when it was repainted by the Milestone Society in 2008. When it was re-surveyed in 2019, the wall and the industrial buildings had been demolished and a terrace of smart new homes had been built. It was clear that great care had been taken not to disturb the milestone during the construction of the new houses. It would be nice to think that this was because the house builders had affection for old milestones! It is more likely that, because the milestone was Grade II listed, they were required by law to note the milestone in their planning and to ensure it came to no harm during their work.



Grade II listed milestone at SW925595 in front of new houses at Indian Queens

Cumbria (Terry Moore)

With generous support from the SHAP Memorial Fund, WE_KDSP 15 was weld repaired and restored by Terry Moore and re-located to a safer site directly opposite, and conveniently by a metal bench seat at NY 26752 13180 (Original c.1900 location). Milepost CU_PRAP01, near PENRITH was removed in November for safety reasons during the redevelopment of a new housing estate. It is undergoing weld repairs and is being restored by Terry before being reinstated in summer 2021. CU_PRAP15 at WINDERWATH is awaiting funding before restoration which will take place in summer 2021.



CU_PRAP01 before restoration
Photos: Terry Moore



CU_PRAP01 after restoration

Traditional Cumberland finger post restoration projects continue with Council funding seeing a further 7 being restored, two in my local parish and others near ASPATRIA, PENRITH and GREYSTOKE.



Langrigg Crossroads fingerpost *Photo: Terry Moore*

Devon (Tim Jenkinson)

South Zeal Boundary Stone

Society member Paul Buck has been instrumental in encouraging members of South Zeal Parish Council in West Devon to reinstate a fallen boundary marker inscribed with SZ/4/DC/4/. The stone which currently lies beside a public footpath close to the village centre once marked a boundary between South Zeal and the Duchy of Cornwall and is one of four such stones



South Zeal boundary stone

Photo: Tim Jenkinson

erected in 1884 to resolve a Dartmoor mineral rights dispute. Two other stones are still extant on the slopes of Corndon Hill high above the village. Paul has been asked by the Council to provide a commentary on the history of the stone and the dispute, to be used on an interpretation board that will be set up beside it once it is relocated to a nearby recreation ground. It is hoped that work to complete the project will be carried out in 2021.

Stop Press: as at December 2020, Paul has discovered another boundary stone near South Zeal which is marked with a 'B' embedded in a wall at SX 6561 9219 and stands opposite the entrance to Moor View.

Okehampton Milestone Returned

On 18th October 2020, a 19th century granite milestone inscribed with **Okehampton/2/Miles/** was returned to County Hall in Exeter after a 63 year absence. About a year previously Dartmoor Guide Paul Rendell had spotted an out of context photograph of the stone on Facebook posted by a member of a Scout Group in Hertfordshire. Concerned by what he saw he duly contacted Mark Fenlon of the Milestone Society in Devon who set about investigating the whereabouts of the stone in the hope that it might be returned. After a series of careful negotiations Mark was able to establish contact with the Scout Leader Jeremy Finch who kindly agreed to bring it back. He was able to provide a background to the history of its disappearance from the roadside in 1957 when a group of scouts 'acquired' it as a souvenir of their stay in the county. After a bit of detective work it was deduced that the stone was most probably taken from a spot on the north side of the old A30 (present day B3240) at Drew Cottage (SX6137 9507).



Okehampton milestone
Photo: Tim Jenkinson

Devon County Council was contacted about the prospect of the return of the marker and County Archaeologist Bill Horner arranged to receive the stone from Mr. Finch at County Hall on October 18th with County Representative Tim Jenkinson, Highways Officer Charlie Nyeko-Lacek and Okehampton Town Councillor Kevin Ball in attendance. Probably dating to c.1829 when the main road through the town was upgraded by the Okehampton Turnpike Trust, the stone which is in relatively good condition with some damage to its base is currently in storage with the intention of returning it to the roadside in Spring 2021.

Repainted Finger Post, East Devon

For the past two years Cornwall Rep. Ian Thompson has been advising a group of enthusiasts from Colaton Raleigh Parish Council about repainting a cast iron finger post in East Devon. He has even visited the site to make an assessment. The post stands at SY 079889 near the hamlet of Dotton on a section of the B3178 between Newton Poppleford and East Budleigh and had in recent years become neglected and rusty. Work on the post was completed in October 2020 with the three arms painted white with numbers and lettering picked out in black. The original road classification of A376 has been obscured as it is no longer applicable. The photograph shows from left to right Barrie Papworth, Cllr. Christopher Pound and Cllr. Stephen Manley who each helped in the restoration.



Restored Dotton fingerpost *Photo: Tim Jenkinson*

Milestones cleared of vegetation

Two of South Devon's granite mile markers have recently been cleared of vegetation to make them visible once more. The first just off the A382 in Forder Lane at Kings Cross (SX 8044 8004) on the old turnpike between Newton Abbot and Moretonhampstead was rescued once again from the overgrown branches of a nearby bush. The second on the A383 between Ashburton and Newton Abbot at Bone Mill Cross (SX 8115 7184) had a luxuriant growth of ivy and brambles removed in November that had completely overwhelmed the milestone.



Kings Cross Milestone
Photos: Tim Jenkinson



Bone Mill Cross Milestone

only damage was a large chip on one side. It is another NCC Main Road milestone, made of concrete with a finer cement covering (Norwich 10/Holt 11; NO_NH10). It was reported to Cawston Parish Council and NCC Highways, further action is awaited. In the meantime, Alan has repaired the chip with cement.



NH 10 Photo: Carol Haines

Northumberland (Iain Davison)

The news from Northumberland is not good and yet is in some ways encouraging as there could be a successful outcome.

Several missing mileposts and other artifacts have appeared on Facebook, two of the mileposts are listed Alnwick 5 / Chatton 9 and Morpeth 29 / Cornhill15. Cornhill 41 / Morpeth 3 and Morpeth7 / Belsay 2 are not listed. In twenty years of searching for mileposts in Northumberland, the only one of these mileposts that I was able to locate was Morpeth 7 / Belsay 2. Although, I recall that either Christine Minto or Terry Keegan had seen Morpeth 29 / Cornhill 15, only to notice that it was missing the next time that they passed the site two miles south of Wooler.



The Morpeth/Belsay milestone which went missing about twenty years ago was reported to the police but was not logged as the owner had not reported it missing. The Council was notified of its disappearance but whether any action was taken at the time is not known.

The Council's Heritage and HER Officer were informed of the Facebook posting of the missing mileposts. In view, that two of them are listed, I am sure that action will be taken to locate them and have them restored to their rightful positions. We will just have to wait and see if the non-listed items can be recovered.

The Council has also been advised that two mileposts have gone missing recently, namely NB-MPAN 04 (Morpeth 4 / Alnwick 15) and NB-MPAN 08 (Morpeth 8 / Alnwick 11).

The Council's HER Officer has undertaken to keep me posted of any progress in their investigations.

After sending his original report, Iain has now informed me that the Facebook posting included a further milepost with the letter 'M' for Morpeth on it and an old-style fingerpost showing directions to Broomhouse, Chatton, Fowberry Mains, Doddington and Wooler.



Surrey (Janet Dowding)

I am glad to report that, in response to my Surrey article (Page 15) of *Newsletter 38*, Feb 2020, two of the "missing" milestones have been found.

The first has been located by member Jenny Hills and is at SU 828 460, S.W. of Farnham on the A325 (West Street), north of the Coxbridge roundabout junction of A31 and A325, between Bushy Reeds and Coxbridge Farm. Although shown on Landranger 186, it is not shown on Explorer 145, leading to the assumption that it was missing. Jenny's 2020 photo of it is shown here. It is now No. SY174 on the Surrey list.



Coxbridge milestone
Photo: Jenny Hill

Jenny has also located the missing Runfold milestone which once stood at SU 861 475, on the old A31 Guildford Road through Runfold. Because it had disappeared from this location, it was assumed that it had gone missing at some stage. However, Jenny remembered reading in a local newspaper some years ago of its removal to a new location - SU 8635 4770, on the north side of the new A31. Coming from the big

Shepherd & Flock roundabout east of Farnham, going towards Guildford, the top of the milestone can be seen behind the crash barrier, just before the sign for the exit to Runfold. It is a very busy fast road so difficult to get to the milestone on foot. A photo of it is in my article mentioned above. It is on Landranger 186 in its old position but not on Explorer 145 in its new position. It is now No. SY175 on the Surrey list.

Yorkshire (Christine Minto)

Easingwold to Stillington

There are just two mileposts on this 3 1/2 mile stretch of road north of York between the old A19 and B1363 towards Helmsley [YN_EWSG02]. They were painted 10 years ago and again in 2020. Although there is no maker's name, they are the same style as posts on the Thirsk to Helmsley road and the road between Whitby and Guisborough. These have F Mattison & Co inside the back and are one of four styles cast by this firm. First, they made some Highways Districts posts [YN_LBHW06] and then three styles of post for the North Riding County Council [YN_HMPI09, YN_HWKS06, YN_SCP105].



YN_EWSG02 Photo: Helen Kirk



YN_LBHW06 Photo: Christine Minto



YN_HMPI09



YN_HWKS06



YN_SCP105 Photos: C. Minto

Northallerton, Bedale and Londonderry (the Yorkshire one)

Two bare and rusty Mattison of Bedale castings have had a makeover by Hilary Jones. The Londonderry post has the hands pointing the wrong way, possibly from the first set of castings by Mattison [YN_BBCT14]. The Bedale post is one of the more elaborate North Riding of Yorkshire posts [YN_NALB09]. They had been noticed by locals which led to a report of an unrecorded milepost, a rarity for Yorkshire, in Northallerton. It is on a short piece of road into Northallerton that I had never explored. My son and I went out one sunny day and found it quite easily [YN_NALB01]. It is one of only two known of this design. The other is 2 miles further on in Ainderby Steeple. There is no maker's name on the back but the arrows are like Mattison arrows so this could be a fifth style cast by them. Some locals are interested in looking after the mileposts near Northallerton. So fingers crossed.



YN_BBCT14
Photo: Hilary Jones



YN_NALB09
Photo: Hilary Jones



YN_NALB01
Photo: C. Minto

Wakefield to Aberford

The 1 mile WRCC post on the A642 north of Wakefield has been completely neglected by the City Council despite being grade II listed. Stephen Skellern set the ball rolling and permission was given by the Conservation Officer for me to refurbish it. As with the two posts that Hilary dealt with there was very little remaining paint so the time-consuming work of cleaning down to the bare metal did not take as long as usual. After painting, one passer-by asked if I had attached a new front to the stone! [YW_WKAB01]. Also, on this road I was told of a new post, clearly made for the homeowner of sheet metal, there must be some significance in the places named [YW_WKAB03S].



YW_WKAB03S
Photos: C Minto



YW_WKAB01

Selby

In 2018 a resident in Selby notified that he had a milepost in his garden, this was originally from the start of the Selby to Leeds turnpike and was fastened inside his front wall. Both Dave Williams and I visited him. He was keen to have it painted so that he could display it on the road side of the wall. Dave painted it but has recently discovered that it has 'disappeared'. Said to have been stolen, maybe it will appear on ebay or at auction [YN_SYLE00].



YN_SYLE00

Photo: Dave Williams

Scotland (Christine Minto)

Angus

Canmore and Geograph feature a metal post on the B9128 4 miles south of Forfar towards Carnoustie at Craichie. It is very similar to the posts cast by Anderson of Arbroath on the Forfar to Friokheim road [AN_FRFH03] and they have the maker's name in an oval on both faces. The Craichie post does not have the ovals. However, I have a 1980s black and white photo of the inside of the 3-mile Forfar to Carnoustie post and that shows the maker inside as SAE.Co/C-A. There are however 2



PK_BGDK01 Photo: Christopher Dingwall

odd shaped posts on the Blairgowrie - Dunkeld road in Perthshire which also have this maker's logo [PK_BGDK01]. Intriguing, a visit to the B9128 is needed.



AN_FRFH03

Photo: C. Minto

Arran

Alan Thompson reports that the original stone 32 at Dougarie Boathouse on the west side of the island, which is on private land but visible from the road, has been taken up [AYN_ARR32]. Building work is taking place but Alan knows some of the workmen and has been assured the stone is safe and will be reset. Also, another stone, number 7 south of Lamlash, smashed during timber extraction is to be replaced.



AYN_ARR32

Photo: C. Minto

Ayrshire

One of the benchmark enthusiasts, Jon Glew, has just found a 'new' milestone for South Ayrshire. It is on the B7044 about half a mile east of Ballantrae on A77. It is only inscribed on the left face but has a benchmark on the top [AYS_DJBL09].



AYS_DJBL09 Photo: Jon Glew

Dumfries and Galloway

In Penpont where the A702 crosses the minor road to the west of the Nith between Dumfries and Sanquhar is a large building now used as a cafe but once a tollhouse [DG.PENPONT]. In 1841 the tollkeeper was George Swan aged 40 who lived there with his wife and 7 children. The minor road was clearly an important route as Alverie Weighill has found all but one of the milestones from where it leaves A76 at 7 miles from Dumfries up to the 18-mile mark [DG_DFSQUC17].



DG_PENPONT
Photo: Morris Service



DG_DFSQUC17
Photo: Alverie Weighill

A walk into the hills south of New Abbey resulted in Jon Glew finding a 'new' stone near the southern route from Dumfries to Dalbeattie, part of the New Abbey Trust, 17 miles to Nether Clifton road end. Alverie had found a 16 milestone on the A road near Caulkerbush. Jon discovered this one on the B road in the village a short distance away [DG_DFDBSB16]. There are 3 styles of stone on this road so possibly each Parish made its own.



DG_DFDBSB16
Photo: Jon Glew

City of Edinburgh

Of the 5 remaining stones on the Corstorphine Trust road from Edinburgh to Glasgow, the 1, 2 and 3 miles from Edinburgh still have incised legends whereas 7 & 8 are defaced. They are near Turnhouse, now Edinburgh airport. At the beginning of WW2 on 16 October 1939 Spitfires from 603 squadron based at Turnhouse shot down the first German aircraft having a go at the Forth Bridge and naval dockyard. 1 and 2 have some small holes in the front edge [CE_EDGW01]. John thinks that maybe during the war a metal plate was fixed to each stone to cover the legends. Edinburgh 3 had been used as a gatepost before being restored and displayed at the front of Specsavers in Corstorphine so was probably missed as a possible clue to invaders as to where they were. Hopefully 1 and 2 will be having some sensitive restoration next year and plaques mounted nearby explaining their history.



CE_EDGW01

Photo: J. Riddell



CE_EDLLGS Photo: John Riddell

The guidestone mentioned in NL39, P 31 near to Turnhouse on the original high-level route from the city westwards is still in situ. In January 2021, the extent of the proposed housing development can be seen. Houses between a road, a railway (just above the top of the stone) and Edinburgh airport, the white buildings on the right will surely need triple glazing.

East Lothian & Borders

Tollhouses

The Post Road District Trust went through the current admin areas of City of Edinburgh, East Lothian and The Borders. At least 3 tollhouses are in existence. The one at Aberlady has been modernized but is authenticated by the John Gray Centre [EL.ABERLADY]. Goatfield Tollhouse at Haddington is the simple classic shape with a window in each gable end [EL.HADDINGTON]. One property in Grantshouse claims to be The Auld Toll House according to plastic lettering over the door of the property whose renovation has stalled [BD.GRANTSHOUSE].



EL.ABERLADY Photo: Beth Riddell



EL.HADDINGTON Photo: C. Minto



BD.GRANTHOUSE Photo: J. Riddell

Milemarkers

Metal posts were erected, possibly after the formation of the County Councils, along the route which became the A1 although it is known there were milestones before that time. Some posts remain from West Barns near Dunbar, East Lothian, to near Burnmouth in Berwickshire. They look very similar but have subtle differences, so each county acquired their own castings. For Berwickshire there is a raised edge round each face and only the mileage to Edinburgh and Berwick [BD_EDBE52]. Those in East Lothian have flat faces and there are letters and numbers for the distance to various places. The one on display outside the William Arrol Building at Heriot Watt University shows the spike that went into the ground [EL_EDBE29]. Recently another post from Berwickshire was found on display in East Lothian. Off the main A1 in a small group of houses called West Meikle Pinkerton is the post being used as a house number [BD_EDBE38].



BD.EDBE52 Photo: C. Minto



EL.EDBE29 Photo: C. Minto



BD_EDBE38 Photo: J. Riddell

Fife

On one day of my stay in Edinburgh in August I caught the train across the Forth to Inverkeithing. A ride eastwards to Aberdour failed to find any milestones however it was a pleasant ride and sometimes walk along the Fife Coastal Path back to my starting point. I then west westwards on main and old roads and eventually found a 'new' milestone in Newmills near Culross. This is a stone from one of the earliest Fife tollroads dated 1790. Obviously moved, it is safe where it is in an alcove but has been set at the wrong angle [FF_DFAO05]. Back to Dunfermline along the A994 I did not find 3 stones that I have recorded in the database. Then south towards North Queensferry where I found number two, in Rosyth [FF_NQDF03]. It is on a 1733 turnpike authorized by Act 25 GII 93. It would have had a metal cap with N F/3 and DUNF/3 cast like those found north of Kinross [PK_PTKR16]. The intention was to then ride back across the 'old' Forth Bridge but a sign 'Inverkeithing ½ mile' was too tempting so train back across the iconic bridge.



FF_DFAO05 Photo: C. Minto



FF_NQDF03 Photo: C. Minto



PK_PTKR16 Photo: C. Minto

Highland

In October Terry Moore, on his quest to climb all the Corbetts, mountains over 2000 ft, left the A87 at Cluanie Inn on the Kyle of Lochalsh road and took the old main road to Tomdoun in Glen Garry. When Loch Loyne was dammed for a hydro-electric scheme the level of the loch rose, a new section of A87 was constructed and the old road severed. However, Terry found two milestones at 1 and 2 miles from Cluanie [HI_CLTD02v]. In 1960 on a club cycling tour we picnicked by Loch Garry and had a swim before continuing to Tomdoun and over the hills to Cluanie. And I never noticed any milestones! I thought there might be remaining milestones at the Tomdoun end and, on Geograph, there is one, half a mile up the hill from the village.



HI_CLTD02v Photo: Terry Moore

On the Inverness to Perth route, after the introduction of road numbering in 1922/23, large metal posts were erected at 5-mile intervals. Only two remain. The most northerly is at Carrbridge, Inverness 25 and Inverness 45 on the A86 west of Kingussie. Terry Keegan photographed IV35 in 2003 sitting precariously on the verge near Alvie [HI_IVPT35]. It is now missing. Does anyone know where it might be? Possibly a museum or a private collection? I also have a 1940s black and white photo of IV75 and IV70 was photographed by Ken Diamond in the 1980s, both in Perthshire but not found. The post in Carrbridge is well-cared for and IV45 has just been repainted [HI_IVPT45]. There may be a foundry name on a spine at the back, but it is filled with paint unfortunately [HI_IVPT45b].



HI_IVPT35

Photo: Terry Keegan



HI_IVPT45

Photo: Lucy Caird



HI_IVPT45b

Photo: Lucy Caird

There are still a number of stones on the old route of the A9. IV39 near West Lodge of Dunachtonmore has been painted. I failed to find IV11 near Moy in 2015 but it is there near the railway bridge on the B9154.

West Lothian

John Riddell spent several days exploring roads in West Lothian. When Livingston was developed as a new town in the early 1960s many of the routes in the area were changed or even lost. But there had been a bewildering pattern of roads which would have been used by cattle drovers and travelers. Many of these routes were later turnpiked. There are two 'new' tollhouses. One is on a dead end road at Long Livingston and is dated 1759 [WL.LIVINGSTON] and a modernised one at Guns Green on the B7015 [WL.GUNSGREEN].



WL.LIVINGSTON *Photo: John Riddell*



WL.GUNSGREEN *Photo: John Riddell*

However the milestone records have increased by 12 this year, most on the quiet minor roads once frequented by the drovers between Mid Calder and Carnwath. The stones are rectangular with a slightly curved front and a proud band of stone on which, presumably, a legend would be painted [WL_EDCW13]. One stone John found at a garden centre [WL_EDWS14] having been knocked by a vehicle, is to be relocated to about its original position by the roadside. This stone shows the full size and shape.



WL_EDCW13
Photo: John Riddell



WL_EDWS14
Photo: John Riddell

One fingerpost, three photographs

When Richard Raynsford sent me some photographs recently of restored fingerposts in Somerset, I realised that one looked very different to my previous photograph of it. In *Somerset Roads – the legacy of the turnpikes*, page 101, under the heading “Sedgemoor Guide-posts”, it states “With the disappearance of guideposts from major roads and the alteration of others with aluminum and plastic, instead of cast-iron, arms, very few examples resemble the standard design approved by the County Works Committee in 1907. However, along roads in Sedgemoor parishes are guideposts with the old-style finials and arms which have been cast locally at Mark rather than at Wells”. It goes on to list 9 old guideposts of which the one at Yarrow near Mark, ST 3808 4694, caught my attention.

Also, in *Somerset Traditional Fingerposts* handbook 2017 is the comment “fingerposts go through modifications in their lifetime, with components lost, removed, or switched over, not least during the dismantling and re-assembly of WWII”. Nothing illustrates these “modifications” more clearly than the old fingerpost at Yarrow.

The first photograph in date I found on Geograph, taken in 1996 by a W. Marsh. It shows two arms. By the time the Milestone Society came into existence and I started my own photographic surveying in Somerset, my photograph taken in 2007 shows only one arm – the Glastonbury arm was presumably lost between 1996 and 2007. However, a link photo on Geograph states “three other arms of the sign have been broken off”. So, what place names could have been on these other 3 arms and at what date?



Fingerpost 1996



Fingerpost June 2007

Then along comes Richard’s photograph taken in 2020, showing the same fingerpost with three arms! One restored “old” arm and two completely new ones, the letters however being different in size to the original.

This leaves some questions:

a) Is the 1996 photograph the absolute original from the late 19c/early 20c i.e., with 2 arms or is it the old Geograph photograph indicating “three other arms”? (thus, a total of four).

- b) Did the 2020 restorers not know about the previous “Glastonbury” arm?
- c) If they did, why did they not add a new “Glastonbury” arm?
- d) If they did not know, where did the idea to put arms on with “Mark” and “Burtle” come from, other than that these are two local villages?

It is also noticeable that they have not restored the black “S” to the ball part of the finial. This fingerpost has never been listed.



Fingerpost 2020 Photo: Richard Raynsford

No doubt other old fingerposts have equally interesting and complicated pasts.

Janet Dowding

Visiting the guidepost at ST380 469 Yarrow nr, Mark, Sedgemoor, Somerset in the summer of 2020, I found that it had been restored with two new fingers although these were thinner than the original finger and use a smaller font for the lettering. I sent a description of the restored guidepost to Somerset Co-ordinator, Janet Dowding for inclusion in the database.

The guidepost is one of only two in the county with distinctive shaped fingers and it is a pity that the restoration has not replicated the original form of the guidepost. However, we should be pleased that an effort has been made to retain this important piece of our roadside heritage even if it is somewhat different to that which previously existed.

Richard Raynsford

The Sutton Milestones – The Brighton Road

I joined The Milestone Society in 2020 to find out more about the history of the three milestones dated 1745 in the London Borough of Sutton where I live. The stones mark the route from Southwark, south of London Bridge, via Kennington, Clapham, Figge’s Marsh, Mitcham and Sutton to Banstead Downs, which was a popular destination for horse racing as early as the 17th century. Eight stones survive along this route. At the time, the road was no more than a muddy lane impassable in the winter months.

In the 1750s the route was extended to Brighton, then a small fishing village called Brighthelmstone, which had been put on the map by Dr Richard Russell who advocated the health benefits of sea air and sea bathing in the Sussex village.

Westminster Bridge opened in 1750 allowing traffic to travel to different destinations in London and in 1755 the Reigate Turnpike Trust was established. The roads were widened and hardened with gravel and flint and toll gates set up. More milestones were erected through Reigate leading to Brighton and the stagecoach era began.

Sutton, 12 miles from London, was the first staging point for the coaches. An account from 1801 describes the journey leaving Blossoms Inn in Lawrence Lane at 7am, crossing the river at London Bridge. Passengers alighted at 9am for breakfast at the 17th century Cock Inn in Sutton (now sadly demolished), partook of a glass of elderberry wine at the Tangier Inn, Banstead (also gone), made a stop for lunch in Reigate (at the White Hart or The Swan), had dinner at Staplefield Common, a liquor at Handcross, tea at Patcham, and arrived in Brighthelmstone at 7pm.



Brighton Rd. Milestone



Brighton Rd. Milestone
N. face



Brighton Rd. Milestone 'J. Parrot'
Photos: Margaret White

I was puzzled by the fact that the stones are defaced on the flanks, and that while those in Rose Hill Park and the High Street show the destinations as Royal Exchange and Whitehall, the stone from the same set in Brighton Road shows XIII miles to the Standard at Cornhill.

The Surrey Rep, Janet Dowding, provided an answer. Her research shows that the Standard, a water pump at a junction of roads at Cornhill, was the earliest measuring point in London and remained so even after its removal in 1674. Whitehall was a later destination, indicating that the stones must have been re-carved after the opening of Westminster Bridge.

But this is not the only time the stones have been re-carved.



High St. Milestone
Photo: Margaret White

A photograph taken in 1910 in an old book of Sutton shows the High Street milestone with modern numbering on the left flank reading 'Whitehall 11 ½ Miles', presumably with the former destinations with Roman numerals left intact on the front face as they appear today having been re-carved after WW2.



We know that the milestones [Sutton High St. postcard c.1910](#) were removed in WW2 following fears of an enemy invasion. The Minutes of the Highway and Works Committee 12th June 1940 state:

“On the instructions of the Ministry of Transport all direction signs and milestones have been removed from the public highways in the Borough”.

The question remained as to whether they were defaced prior to removal and the archivist at Sutton Library found this reference to defacing in the Council Minutes of 5th October 1972:

“A question was asked by Alderman Letts whether ‘in view of the fact that it is extremely unlikely that the milestones of England will ever again be of value to a potential invader, his committee will consider restoring such milestones as still remain to their former splendor and reinstating the lettering which was removed from them in 1940.’

The implication was that they were not restored and re-sited until the 1970s but at a recent visit to the archives, I found a follow-up reference in the Council Minutes of 23 January 1973 confirming that, following Alderman Letts’s question, a report had been undertaken:

“The report revealed that there were five milestones in the Borough; they had been re-inscribed at the end of the 1939-45 War and were in a reasonable condition.”

The other two milestones referenced are one in Cheam Road, installed in 1755 when a turnpike road was made going east-west between Carshalton and Ewell, crossing the north-south London to Brighton road at the Cock Inn, and the other in London Road, an alternative route from London via Morden along the line of the old Roman road.

The Archives also answer the question of why the Brighton Road milestone was re-carved with Cornhill as the destination. This one was restored by a private donation

from Mr Ely, owner of Ely's department store in Wimbledon. The stone stood outside his house in the Brighton Road. (Ely's store is still there but sadly the large villas along the Brighton Road have been replaced with blocks of flats). An old map of 1888 showed that this milestone once gave Cornhill and Westminster Bridge as the destinations. After the War, Mr Ely chose to re-inscribe the stone with the earlier more historic destination, leaving the left and right flanks defaced.

Evidence of earlier restoration of this stone appears on the defaced right flank. An inscription remains at the bottom giving the stonemason's name of J Parrott Sutton 1892, but sadly one must guess what the inscription once said.

It is pleasing from an historical point of view that Sutton Council chose to re-carve our milestones after the War with the original Roman numerals, but the milestones in other Boroughs along the route towards London show modern numbering, either re-carved or left intact in 1940. This needs further investigation when time and lockdowns allow.



Rose Hill milestone
Photo: Margaret White



Rose Hill Tollhouse
Photo: Margaret White

The Reigate Turnpike Trust ceased operation on 31 October 1881, but miraculously, the early 19th century tollhouse that once stood at Rose Hill has survived. It was moved on rollers for 1 ½ miles to Wrythe Green where it exists today as a private home now named Woodcote House, a Grade 2 listed building.

During my research, I found that while four of the Sutton milestones were listed as scheduled monuments in the 1970s, the Rose Hill milestone was overlooked for some reason and I have applied to Historic England to rectify this. In the meantime, with advice from Ian Thompson from the Society, we have cleaned our milestone, and the Friends of Rose Hill Parks have been awarded £3200 from Sutton Council to refurbish the area around it and to put up an information board.

With so many historic buildings lost in Sutton over the years, the milestones stand as silent reminders of the reasons for Sutton's early development from a few isolated farms to being a major commercial and passenger route from the Capital and, with the coming of the railways in 1841, becoming the busy and prosperous town it is today.

Margaret White

St Botolph's Milestone

While spending lockdowns sorting through material I acquired while writing my book, I came across a letter, sent to me in 1995, by the curator of the library and church records of St Botolph's Church in Boston, Lincolnshire concerning the milestone that sits against the wall of the church. The stone is LI_ZBO on the Society's database for out of place stones and notes that it might have come from Spalding. The inscription appears to read "100/FROM/LONDON".

Some of John Orange's long letter gives his assessment of the milestone and its possible history: -

"There are various guidebooks which tell something of the history of St Botolph's Church but rarely is the milestone mentioned except as a passing remark – 'a milestone having been fixed to the wall at some time in the past'.

I was for 45 years a stonemason by trade. Boston parish church is built mainly of Barnack ragstone which was quarried at a small village near Stamford; Burghley House and much of Stamford itself is constructed of the same local material. I have examined the milestone very closely and am satisfied that this also originated in that vicinity; perhaps near Ketton, four miles on the Leicester side of Stamford. This may be a mere coincidence but, being an avid viewer of the Last Night of the Proms every autumn – I recall on several occasions Richard Baker commenting on the fact that certain of the more energetic and enthusiastic promenaders would, after the evening's event at the Royal Albert Hall, set out along the A1 to walk the hundred miles to Stamford in order to place a wreath on the grave of the late Sir Malcolm Sargeant who lies buried in the cemetery there; a significant number (100) being the figure cut into the stone at Boston. (Boston is rather more than one hundred miles from London.)

To the stone itself – it has not been in its present position for more than 300 years and I would think considerably less – perhaps early Victorian era. A chapel was demolished during the late 17th century, which same chapel abutted on to the eastern side of the porch where the stone is. It is not the best of places to have erected a mounting-block ... It may have been erected by an individual (without proper authority) for his own use, but I would have thought a more substantial step-platform would have been more appropriate; there is a good example three miles away at Frampton complete with a metal pole to assist mounting and dismounting, no doubt milestones would be erected at staging-posts and coaching inns where horses were rested and fed. When a milestone was renewed, the old (damaged) stone would be carted away to a builder's yard for future re-use and utilised for whatever purpose they were considered appropriate ..."



LI_ZBO Boston
Photo: C. Haines 1995

A letter in *Country Life* in June 1971 notes that Boston is 116 miles from London. The writer wonders if the milestone was brought to its present site “to act as a mounting stone for horse-riding churchgoers”. From its present position beside the church, it would not have been easy to mount a horse. A coloured lithograph of Boston May Sheep Fair, painted by George Northouse (c.1850) shows stagecoaches driving through the marketplace which is filled with pens of sheep and has the spire of the church in the background. Perhaps the milestone had several previous locations, possibly beside an inn, before being brought to St Botolph’s.

Carol Haines

Boundary Stones in the Bayton/Mamble area

Within the boundaries of the adjacent parishes of Bayton and Mamble in north Worcestershire stand five stones. Of the five, two stand on modern parish boundaries. The other three are far from any modern boundaries. Three of the stones stand beside modern C roads, one is at the end of a no-through-road and one is on the bridleway extension of this no-through-road. Four of the stones lie within the Parish of Bayton, whilst the fifth is two miles away on the border between Mamble and the neighbouring parish of Lindridge.

All five stones have four faces, and all appear to have been inscribed on two adjacent faces, although weathering has effaced the inscription on one face of one of the stones. The inscriptions on each face are of two letters separated by a comma and followed by a full stop.

The stones lie:

- at SO719730 on the boundary between Rock and Bayton at Tanner’s Brook. The east face is inscribed R , L . ; the south face is inscribed M , L .



Photos: John Atkinson

- at SO713730 in Hollywell Lane, Bayton Common. Dug up by a builder, it now lies in a garden. One face is inscribed M , L . ; the other is cracked, but may read B , L . or possibly R , L .



Photos: John Atkinson

- at SO698731 on the Clows Top road out of Bayton. The stone is broken and has been removed for repair. The west face is inscribed B , L . and the south face M , L .



Photos: John Atkinson

- At SO694697 on the Frith Common road at the boundary between Mamble and Lindridge. The west face is heavily eroded, but the south face is clearly inscribed L , L . and bears a benchmark.



Photo: John Atkinson

- at SO705739 on the north side of the Bayton Pit road, a short way from the junction with the B4202. The south face is inscribed B , L . ; the east face is inscribed M , L . and also bears a benchmark.



Photo: John Atkinson

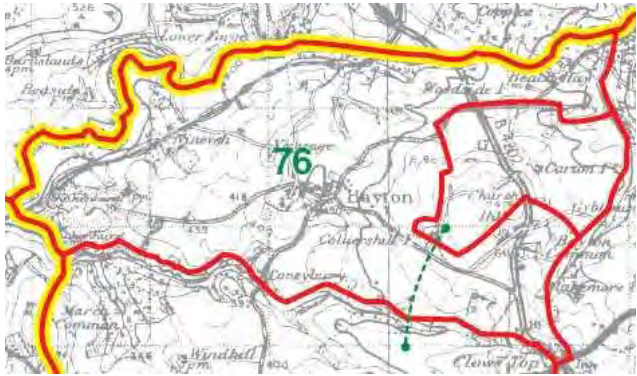
Three questions arise:

- What is the origin and purpose of the stones?
- What is the meaning of the repeated letter L?
- In general, the inscribed faces of the stones face the parishes whose initials they bear. However, one face of each of the four stones which lie within the present parish of Bayton is inscribed M , L . , but does not face the present parish of Mamble. In the case of the stone on the north side of the Bayton Pit road, although the B , L . faces Bayton, the M , L . not only faces Rock rather than Mamble, but the stone itself lies further from Mamble than any of the other stones. The stone which stands on the modern Rock/Bayton boundary at Tanner's Brook is inscribed R , L . on the Rock face, but M , L . rather than B , L . on the Bayton face. How can this be explained?

The answer to this third question is suggested by the following map which shows the boundaries of Bayton in 1850 and its Mamble outlier or exclave:

Parish boundaries as they were in 1850 have been superimposed on an Ordnance Survey map taken from the 1940s. The map shows that in 1850 part of present-day Bayton (covering roughly Teddon, Carton, Colliershill and Clay farms) was, in fact, an outlying portion or exclave of Mamble (see the dotted line linking it to Mamble). With slight variations, the area covered on this map matches the outlying portion of Mamble shown on the copy of the Mamble tithe map kept in Mamble Church and on maps held at the Record Office in Worcester.

We still do not have documentary evidence of when the stones were installed and why, but they appear to mark the tithe/parish boundaries of Mamble in the early nineteenth century when the ML on stones which now lie in the parish of Bayton really did face Mamble or, to be more precise, its outlying portion.



Historic Parishes of England & Wales
Roger Kain and Richard Oliver

But what does the L stand for? Probably 'Liberty', defined by Wikipedia as: *an English unit originating in the Middle Ages, traditionally defined as an area in which regalian right was revoked and where the land was held by a mesne lord (i.e. an area in which rights reserved to the king had been devolved into private hands). It later became a unit of local government administration.*

John Atkinson

News from Mumbai, India

Following an article in the *Guardian* newspaper our Chairman contacted Rahul Chamburker of Vaastu Vidhaan Projects who has sent us the following article.

'In the 18th century, Mumbai, then Bombay city was mapped from the south islands' end and proceeding towards north as the city limits expanded. This mapping saw a new development in street furniture, called the milestones. Obelisk in shape and stone monoliths, these milestones have the distance engraved on their front faces. The distance was measured from a starting point or the zero-mile marker which was the St. Thomas Cathedral near Elphinstone Square which was the central landmark of the fort of Bombay. Unique in style and making a deference in the colonial settlement of Bombay, these milestones were erected in the 19th century. Strategically placed for the animal driven carts (known as 'Victorias') to traverse the roads of Bombay, milestones were a useful indicator of the colonial city roads. In due course of the city's journey and changing street traffic ways, milestones fell out of real use and went into a state of



Restored Milestone

despair. The milestones got partially buried due to road works and other infrastructural works related to city development. Eventually they were ignored and thus used by city vendors for ancillary activities.

These markers of city limits were bound to become history markers and acquired Grade 1 status in the official listing of the heritage structures of Mumbai as part of the heritage awareness movements post the 90s. Further, a comprehensive project has geared since 2017 under the auspices of the Municipal Corporation of Greater Mumbai (MCGM). The Heritage Conservation Cell of MCGM, as part of the various heritage conservation initiatives undertook this unique project. Messrs Vaastu Vidhaan Projects (a prominent firm working in the field of built heritage conservation) were appointed to prepare a comprehensive conservation scheme. After a thorough survey, an itinerary of the existing status of these milestones was prepared in consultation with city historians and the Heritage Conservation Cell. Messrs Jeernodhar Conservators Pvt Ltd was selected to execute the project.

The holistic perusal of these milestones involves creating an urban circuit of all the lost and found milestones. The project scope includes marking the actual locations and restoring the stones to their original status and creating a common identity around the stone in form of creative cobbled stone and granite paving, to depict the yesteryear era.

These aspects are intended to ensure a enduring life of these heritage antiquities using authentic materials and best practices in conservation. Plaques containing information about each milestone would be placed in the vicinity of the milestone, with an all integrated QR code, for visitors to access more information. The practice of generating such codes for heritage structures is pioneered by Vaastu Vidhaan for MCGM.

Ar. Rahul Chemburkar co-founder at Vaastu Vidhaan says, 'We generally tend to forget such non ornamental, small but important heritage fragments. Their vitality lies in the fact that they define the 200-year-old city planning, road structures and settlement patterns. The main cart-driven roads where these milestones were required are not credited enough through history documents. The role of milestones in Mumbai's history would now be reinstated by these pioneering conservation efforts. Further an attempt would be made by our team to chalk out this exercise of mapping and preserving milestones on a pan-India level. Drawing from the extensive work of Milestone Society UK, the near future of milestones in India would certainly be ensured to be bright'.



Sketch of proposed replacement milestone

Book Review

I was very pleased to receive a copy of *Boundary Markers in Cumbria* by Colin Smith, it provides a comprehensive coverage of the various boundary markers in Cumbria some of which are very unusual; these include those associated with plague, Local Health Boards and mines. Colin is part of a small group of volunteers who have searched out and restored a number of the boundary markers, many of which were very difficult to find. Identifying the reasons for the markers led him to undertake research on a wide range of subjects. The book includes a comprehensive survey sheet and a database of some 600 markers. Very few of these have statutory protection whilst a number with listed status were no longer in situ, a problem which also exists with some milestones and guideposts.

The book is well illustrated although the lack of identification with the pictures sometimes made it difficult to link them with the text. I recommend the book to anyone with an interest in boundary markers and Cumbria in particular. It is available from Bookcase, 19, Castle St., Carlisle CA3 8SY Tel. 01228 544560. £16 plus £3 p & p. bookscumbria@aol.com



Richard Raynsford

The Milestone Society 2000-2020 - a Memoir

'twas just a little article in CA Magazine:

A Study Day on Milestones, whatever could it mean?

I went along to Dudley, some cheery people there –

I got hooked by their keenness which took me unawares.

They sought a minutes scribe, a money person too –

Guess which mug just 'volunteered'? I leave the guess to you.

I battled with the finances, with Paypal, Gift Aid as well,

And witnessed many a hot debate, too extensive to tell.

I then took on the websites, like Topsy they have grown,

And we added the Repository, on Google Earth it shown.

We taught stone carving to the lads who'd only heard of bricks;

We next produced a Heritage Trail in people's mind to fix

The variety of the milestones, the modes of transport too –

The packhorse tracks, the Roman Road, canal and railways new.

And as we ticked off eighteen years, we were "Finding the Way!",

With poetry and Highwayman, an Ed Resource to play;

Six mileposts now stand again, in livery most proud -

We've walks galore for folk to try, alone or in a crowd.

Our meetings have traversed the land, from bonnie Scots to Wales,

Our Journal and our Newsletters tell fascinating tales.

We're celebrating twenty years of diligent review,

Made lots of friends along the way and learned a great deal too.

But now we need a few more folk to help to run the show,

Might you have some hours to spare? If so, just let us know!

Jan Scrine



Time somehow seems to fly at
Glastonbury come and test it.

DEADLINE FOR JUNE 2021 NEWSLETTER

Contributions for inclusions in the Autumn *Newsletter* should reach the editor Richard Raynsford by 30th June 2021. Contributions are accepted on the understanding that the editor reserves the right to modify submitted material to achieve a suitable length or style consistent with the overall size, aims and content of the publication. Submission of articles in electronic form using Microsoft Word (*.doc, *.docx or *.rtf) or Open Document Format (*.odt) and pictures in high definition JPEG or PNG format (*.jpg or *.png) is particularly convenient but paper copy is also acceptable. Please note that due to postage costs, material submitted is not normally returned unless specifically requested. E-mail the editor at **newsletter@milestonesociety.co.uk** or call Richard Raynsford on 01749 890418 for further information and address details

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Staff of Vaastu Vidhaan Projects inspecting restored milestone, Mumbai, India.



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FROM
ST THOMAS
CHURCH