

Milestones & Waymarkers

The Journal of the Milestone Society
Volume Thirteen 2021





MILESTONES & WAYMARKERS

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Volume Thirteen - 2021



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Cover Pictures:

Top left: DG_DFEF20; Durisdeer, Dumfries & Galloway; picture by Christine Minto

Top right: YE_BRBV20; Tickton, Yorkshire; picture by Christine Minto

Bottom left: WL_SAWM20; Warminster; picture by Richard Raynsford

Bottom right: AD_ADBM20; Banchory, Aberdeen; picture by Christine Minto

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EDITORIAL

Clare Curtis and Derek Turner

Readers who recall *Milestones & Waymarkers* (M&W) issue 12 (2020), will note that one item prominent in that issue is missing, the 'Editor Wanted' advertisement, and another, an editorial, is restored. Because of John Nicholls' serious and sadly terminal illness, the post of editor for 2021 became vacant. Mike Hallett, a member of the editorial panel, nobly stepped into the breach and has put together the great majority of this issue pending the appointment of a substantive editor, two in fact, for future issues. Clare Curtis and Derek Turner will share the role. Derek will be the commissioning editor responsible for acquiring contributions and editing them as necessary for consistency with M&W's style. Clare will take on responsibility for collation, design, publishing, printing, and distribution.

That is for the future. This issue, like Brexit but rather later, reflects a period of transition, with a troika of editors. It is perhaps appropriate, therefore, that many contributions relate to past as well as recent achievements. The new team of two looks forward to receiving contributions for 2022 from many members and other milestone enthusiasts. ■

THE FIRST TWENTY YEARS—A Miscellany of Memories

Compiled by Derek Turner and Jan Scrine

Prelude

It is strange but true that the destruction of the Berlin Wall and the foundation of the Milestone Society have something in common: both events came about partly by mistake.

On 9th November 1989 an off-message spokesman for the GDR announced that the wall was coming down. By the time his mistake was realised, it was too late; the damage had been done, literally. By a strange coincidence, ten years later almost to the day an archaeologist published an article that referred to a milestone society - that in reality did not actually exist. Both the fall of the Berlin Wall and the idea of a society for milestones had been under consideration but the GDR spokesman and Jeremy Milln 'slightly jumped the gun'. A few days after the false start on 17th November 1999 the Society was conceived in the form of a draft manifesto.

In the world of biology it usually takes two to conceive; similarly in bringing a society to birth. It was Terry Keegan who played the main part in this, but a society needs members and these proved easy to recruit thanks mainly to the Society's inadvertent godparents, Mervyn Benford and Carol Haines, both of whom by a most fortunate coincidence had increased awareness of milestones through publication.

All of the founders became milestone enthusiasts relatively late, after earlier interests in other kinds of wayside furniture as their reminiscences reveal and their conversion to the cause of milestones pre-date by several years the foundation of the Society. A good deal earlier, Carol and other enthusiastic individuals were keen to preserve the milestone heritage. Ken Diamond, with his large and invaluable collection of photos, anticipated Mervyn's later likewise large collection. Keith Lawrence's recording of Oxfordshire waymarkers, though less detailed than Alan Rosevear's early 21st century surveys, preceded him by a quarter of a century. But these enthusiasts worked alone, unaware of what the others were doing. It was the four founders, aided by fortunate circumstances, who were chiefly responsible for turning individual enthusiasm into a thriving society. Their stories illustrate how that came about in the first section of contributions – 'Before the Beginning'.

Some of those stories are already on record. This is not the first occasion on which the Society has looked back – as well as forward. In 2010 Jeremy Milln and Terry Keegan wrote the articles reproduced here for Issue 7 of *On The Ground*. Whose idea that was, is not recorded.

In 2020, however, the germ of the idea for reflecting on the Society's first twenty years came from Derek Turner, who came up with the notion of writing something about the Society's Oxfordshire group as a replacement for more practical activity during the pandemic lockdown. Jan Scrine realised the potential of this idea for the Society as a whole, suggested an article from multiple authors with the title of '20 years of the Society in 100 paragraphs', and sent out invitations to members to contribute a paragraph each.

Subsequently, the article's shape and content evolved. Fewer than 100 members responded, but some responded with a good deal more than a single paragraph.

It became clear that the article would not be a balanced nor a comprehensive account of the Society's first two decades but would be a collection of reminiscences that reflected the diversity of its members and their activities. For just as milestones themselves, though they share a destination and a number as one common feature, they otherwise vary enormously across the country in size, design, material and the amount of information provided, so too the Society's members, with widely varying location, expertise, enthusiasms and ways of expressing these, demonstrate that variety in the contributions that follow.

Of these, Jan Scrine, since the beginning one of the most active members, has provided a concise overview of the two decades, albeit reflecting her own particular enthusiasms and stressing the important fact that the membership is not just a collection of individuals sharing a common interest but a society, a social organisation where people from different areas and backgrounds can come together – virus permitting – to share information, enthuse each other and enjoy the experience.

At Jan's suggestion, other members have responded to give greater detail and a more personal slant to some of the major successes: the development of the monumental database by Alan Rosevear in refreshingly anecdotal style that would be unlikely to appear in a formal history; a short account by Mervyn and Jan of the postcard initiative; also the occasional hiccup in the form of Derek Turner's personal, and somewhat painful, memory of the disruption of one Society meeting. Other contributions about key activities and achievement include Mike Buxton on the reps meeting at Banbury and Alan Haines on the early issues of the Newsletter.

Jan's overview also stresses the importance of the work of county coordinators or representatives. Though no two reps operated in exactly the same way, Tim Jenkinson's account of his 17 years as Devon rep provides an excellent example of the wide-ranging activities that have occurred in many counties across the United Kingdom.

Collectively, the coverage of the Society's activities over twenty years is far from complete, nor is it balanced. If that fact motivates any readers with a desire to redress that balance, all contributions arising will be sympathetically received by the editors for future issues.

As they were...

The authors' photographs that head each contribution to this article are deliberately historic, mainly dating to around 2010, the mid-point of the story. This accounts for the poorer quality of reproduction than would now be acceptable but reinforces the article's historical nature.

Before the Beginning

Jeremy Milln (abridged from an article published in *On the Ground*, September 2010)



For the 1994 Institute of Field Archaeologists Annual Conference held at the University of Bradford I organised a session entitled '*Looting without digging*', *the furniture of the historic landscape*'. It was about the legacy of the dozens of types of quasi-portable fixtures that inhabit the wider environment, including benches, bollards, water pumps, wickets, horse troughs, service covers, phone kiosks, boundary markers and of course finger posts and milestones.

Writing about the same subject for the November 1999 issue of the Council for British Archaeology's magazine *British Archaeology*, I was able to acknowledge that for certain types, special interest groups had begun to foment. We had a society for sundials, a fellowship of follies, a study group for pill boxes, a trust for mausolea, a group for wells and associations for public sculpture and even village pillories and lock ups. There was as yet no body for milestones but on the strength of a brief telephone conversation

with Terry Keegan I slightly jumped the gun and suggested there was.

With gentle rebuke, we had to make good on my journalistic liberty. Terry kicked off with a sheet of A4 faxed to me on 17th November. "*What is needed is a co-ordinated effort from a strong body of interested individuals to: firstly, make known the great damage that is being done to our heritage by the neglect of these stones; secondly to record those stones that have escaped the ravages of the past 60 years and thirdly; to create a programme for the preservation and upkeep of the stones.*" With these words Terry had written our manifesto.

Terry and I soon arranged to meet, doing so at the offices of Harley Thomas, Shropshire's County Conservation Officer in Shrewsbury on 24th September 2000. It was here that we decided to organise a seminar day in October to test the waters. The idea grew quickly as we discovered just how many individuals shared our passion. It was clear that this was to be a proper conference and we needed a venue for 60 or 70 people, a formal agenda and speakers. Helped by a big splash in *The Daily Telegraph* thanks to Mervyn Benford and the rash of correspondence that followed, by Carol Haines's publication *Marking the Miles* (2000) and the expenditure of much midnight oil, we seemed to be riding high by the time we arrived at the Black Country Museum in Dudley on 28th October 2000. Many of us met for the first time and while it was to be another year before the Milestone Society was to be formally launched, this is where it began.

Terry Keegan (originally published in *On the Ground*, September 2010)



As part of the celebration of the Milestone Society's tenth anniversary it was suggested that a record be set down as to how the Society came into being. My own record of events leading up to the formation of the Society begins away back in 1996. It is a long and involved story, but bear with me and I'll attempt to make it as brief as I possibly can. Are you sitting comfortably? Then I'll begin.

I have always been an avid collector, not only of objects to do with the countryside but also any published information on those objects and, most importantly, the oral information of those who worked and used those objects. The field was vast and covered such unlikely subjects as harness decorations, patterns of field gates, horse troughs, farming tools and horse drawn farm implements, blacksmith's forges, cast iron implement seats and manufacturer's name plates. You name it – I've probably collected it.

So it will be no surprise to find in my diary of April 1996 that I started an interest in recording the local milestones here on the borders of Worcestershire and Shropshire. This was the start of the very slippery slope. The following month I discovered that I was not the only one taking an unhealthy interest in recording the local milestones as I was introduced to the late John Clarke, who was immersed in a project to record all the features to be found on the turnpike roads of Shropshire. That county had applied for a Millennium grant to publish their findings and to embark on a programme of restoration of these features – in particular, the milestones. I was delighted to be able to fill in some of the missing information on the milestones and John invited me to see their records at County Hall in Shrewsbury. There I was introduced to Harley Thomas, a conservation officer in charge of the project.

Over the next few months I searched around for others interested in the subject, hoping to find a possible society dedicated to the study and conservation – but found none. I bounced the idea of a dedicated society off John and he showed an interest, but, sadly his rapidly failing health precluded him from actively supporting it.

In April 1997, on a holiday visit to Jersey, the museum there told me of a recently published book on *'Jersey's Roadside Heritage'* by John Jean. I duly paid him a visit and purchased copy number 642 of a limited edition of 750. This book included a chapter on the island's milestones.

Great. So I was not alone. There were others out there with a healthy interest in milestones. On the final two days of my holiday, on an island with no point more than eight miles from St Helier, I madly covered over thirty miles searching for these nicely carved lumps of granite. The bug had well and truly bitten.

Back home, in my spare time I recorded milestones all over the Midlands and continued to do so for the next eight months whilst nurturing the idea of a Milestone Society.

In December of 1997 I again visited Shrewsbury to compare my findings with their records. I learnt from Harley Thomas that the county had been unsuccessful in its bid for a Millennium grant and the project was on hold as John Clarke was too ill to complete it. In passing I mentioned my thoughts on a future Milestone Society making use of the valuable information so lovingly collected by John. Harley Thomas indicated that he thought this a good idea but was not then in a position to help in any way to promote the formation of a society.

In early 1999 my diary records how things began to really take off. Firstly, I met others who were recording their local milestones and in the summer of that year I was told of an elderly gentleman who had been photographing and recording milestones for many years.

This gentleman was none other than Ken Diamond who lived on the south coast at Lymington.

When I was next in the area I arranged to meet Ken. What an amazing man and what an amazing collection of printed books, photo albums and scrap books full of interesting articles on milestones and related roadside furniture. I was flabbergasted by the quantity of material he had collected. Ken was delighted to meet someone who was as passionate about milestones as he was. He liked my idea of a Milestone Society and encouraged me to do something about forming one as he (now in his 90s) was desperate to find someone to leave his vast collection to in the hopes that they would make use of it.

Things were now gathering pace and I spent many hours in County Records offices searching for any information on milestones. I even started composing imaginary letters to possible milestone enthusiasts.

The big break came in November 1999 when I received a telephone call from a man in Lancashire asking if he could have information on the Milestone Society. He told me that he had read an article in *British Archaeology* on the various wayside features which had societies to encourage their study and preservation. There was a mention of a Milestone Society and he had been given my name as the contact man. When I had recovered from the shock I ordered a copy of the article and contacted the author, Jeremy Milln. Jeremy told me that he had heard of my Milestone Society ideas from his friend Harley Thomas and was of the opinion that such a society had a good chance of being a success.

Buoyed up by Jeremy's encouraging remarks I then set out by composing a letter requesting information on local milestones and if anyone felt there was a need for a society to champion their preservation. I sent sixty copies to local history societies throughout the country.

In January 2000 the replies started rolling in and to my amazement I discovered that many, many other folk were recording their milestones and were keen to see them recognized as an important part of our roadside heritage.

Jeremy, Harley and I agreed to meet in Harley's office and consider a way forward. At our second meeting when the flood of replies to my letter was at a peak, Jeremy came up with the idea of a one-day conference on milestones with speakers on various aspects of milestone conservation.

He mapped out a programme and a date in October was agreed. I approached the Black Country Museum and optimistically booked a room capable of holding 60-70 people.

As the months passed there were a number of interesting developments. From Norfolk we heard of Carol Haines who had studied and written up the history of the county's turnpikes and milestones and was in the process of writing a book on English milestones. Alan Rosevear sent us copies of his fascinating books on turnpike features in the Upper Thames Valley. Ken Diamond sent a cheque for £100 to help get the society started. He also informed me that he had willed all his milestone information and photographs to me for use by the nascent society.

To cap it all, in April 2000, *The Daily Telegraph* published an article by Richard Segar on '... one man's plea for these often neglected historic highway markers to be rescued.' Mervyn Benford was the man in question and the paper received hundreds of letters from its readers. These were passed on to Mervyn. More than half said they were prepared to do more to save Britain's milestones.

We contacted Mervyn and invited him to join our little group attempting to form a milestone society and he was delighted to do so. Mervyn brought with him hundreds of letters he had received and we were able to include these correspondents in our next circular, which announced the date of the meeting at the Black Country Museum. After that the applications for attending the meeting came flooding in and often included a donation to help get the society off the ground. Jeremy produced an attractive leaflet with an interesting programme of speakers. We heard from Carol Haines that her book on English milestones was ready and she agreed to have its launch at the meeting.

The final item on the programme was a discussion on whether we should form a Milestone Society and to my great delight all seventy one of those present gave a resounding 'yes' to the proposal.

The rest is history...

Mervyn Benford

The Sunday Telegraph got hold of my apparently known interest and asked to interview me. I explained I had moved on to milestones from photographing red telephone boxes – then disappearing fast as BT faced new competition. I had noticed milestones and signposts during that project and so began taking pictures.



The article drew police interest, as one stone that I illustrated had a year earlier been stolen from Charnock Richard on the A491. It had been a night job and there were JCB tracks indicative of serious intentions! The relevant police station contacted me, but they became very re-assured by the date of photograph that I had not stolen it. In fact, the sergeant invited me up and gave me a conducted tour of what remained of the rest of those very distinctive examples along the A49 between Wigan and Preston. He took me to where the foundry had been that made them, but it had apparently long closed.

The article also drew a call from Terry Keegan who knew of local interest in his area for milestones and for starting a society. We liaised, discussed and agreed Terry's suggestion, resulting in that first great event in the Black Country Living Museum at Dudley.

A few years ago, the stolen stone was 'found' and is now back in place – although I do not know the story of that good fortune. The original newspaper later accepted a further article this time by me explaining the Society and how it was progressing.

Carol Haines



Alan and Carol Haines. Inauguration of a new roundabout on A140 near Pulham Market, March 2009. Denise Bradley, Archant, Norfolk.

My interest in milestones started nearly 40 years ago, first noting all those passed and trying to find their history, then writing a series of articles on Norfolk milestones for a local industrial archaeological society. As scraps of information gradually accumulated, and no detailed account of milestones could be found, I decided to fill the gap. Research was much harder in the pre-internet days and involved visiting or writing to libraries around England. Librarians were usually most helpful because it was a subject they hadn't come across before and they regarded it as a challenge. Much time was spent in Norwich Central Library (located next to the fire station) – until it burnt down in 1994. Particular difficulty was caused by the loss of their collection of up-to-date OS maps. I asked Shire Publications if they would be interested in a book, but they decided they were not. Approaching the millennium my book was complete but no publisher had been found so I decided to self-publish, Alan and I putting the text and photos together ourselves. One person written to during research was Alan Rosevear, and this later led to Terry Keegan contacting me about forming a Milestone Society. The conference that Terry organised for milestone enthusiasts at the Black Country Museum in Dudley in October 2000 was attended by about 60 people, and could not have been better timed for the launch of my book, *Marking the Miles*.

Mike Buxton – 'Coordinator of Coordinators'

I attended the first formal meeting of The Milestone Society at the Black Country Museum in 2001 after my attention was drawn to Mervyn Benford's article in *The Daily Telegraph* by my colleague Conservation Officer at the local authority where I worked. I already had quite an extensive collection of milemarker photographs from all over the UK at that time and was fascinated and amazed to discover there were like-minded people who were seeking to get these heritage milemarkers nationally recognised, recorded and protected.



At that first meeting I promptly volunteered to be a Committee member where I have served ever since. The then Chairman, David Viner, immediately asked me if I would deal with insurance and I have done so since that day in 2001.

It was about 2003 when I took over the role of Coordinator of County Coordinators from Mervyn Benford. We now call them County Representatives. The Executive Committee and I thought it would be a good idea if we could organise an annual County Coordinators meeting. The first meeting was held in the new Banbury Museum in November 2004 and was held annually there until 2010. I organised and ran them all and was amazed that Coordinators came from as far afield as Northumberland and Cornwall. The meetings were well attended, and the first meeting covered such topics as the effects and impact of Charitable Status, funding, outside organisations, group initiatives, surveying and

risk assessment, restoration and preservation guidance, publicity, and custodians (householders, parish councils, history societies, schools). The meetings were also successful because they were a conduit for exchanges of views on the different approaches to achieving the Society's aims through the coordinators network. They also enabled personal contacts and the ability to put faces to names. Great stalwarts such as Terry Keegan and John Nicholls, who are sadly no longer with us, were regular attendees and contributors to the variety of debates as were many others who still remain county representatives. I thought the meetings enthused those who came along and instilled fresh ideas too which have, to an extent, provided a valuable foundation for what has been achieved over the following years. There were a few tales such as Terry Keegan arriving late to the first meeting, red-faced and out of breath as he hadn't expected to have to fight his way through the Sunday morning shoppers in the linked shopping arcade to get to the Museum, and Christine Minto's lovely homemade jam ending up spilt on the Museum room floor.

I gave up my role as the overarching coordinator to concentrate on Warwickshire projects, culminating, so far, in the restoration and reinstatement of the six mileposts along the former A34 between Long Compton and Stratford-upon-Avon. Work on other projects has somewhat stalled thanks to the coronavirus pandemic but hopefully later in 2021 we can all get going again.

Overview (Jan Scrine)

The First Five Years

Those who met at the 'workshop' at the Black Country Museum in November 2000 decided to form a 'Society', inspired by Terry Keegan. The Steering Group chaired by David Viner set up an infrastructure, and the inaugural meeting was held in May 2001 – the membership came from the 400 people who had responded to Mervyn Benford's article in *The Daily Telegraph*.



In those days, communication was mainly by snail-mail, landline or fax (!) and face to face – the internet was in its infancy, and presentations were done by 35-mm slides jamming in carousel projectors and by OHP (Overhead Projectors, Epidiascopes). Many of us (baby boomers!) were doing full-time day-jobs, and we fitted our new hobby around these, looking forward to the camaraderie of get-togethers to share information and new discoveries. We held our first autumn meeting at Dewsbury; then our spring meetings travelled the country to give everyone a chance to meet up in person, building long-term friendships. Committee meetings were held at the Jewry Wall Museum in Leicester, where there is a splendid lettered Roman milestone.

We provided our own refreshments and had many laughs together whilst moving the Society forward – Alan Rosevear's incredible database, Charity Commission incorporation by Laurence Dopson, the newsletters produced by the Haines's fronted by Terry's drawings, the first website, the postcard series and Society leaflets by Terry and later Liz Hayes.

County Representatives were active too; the annual Hebden meeting was set up in Yorkshire and the Worcestershire Group held coffee mornings hosted by Connie Swann to raise funds and inaugurate substantial restoration projects. Ken Broadhurst (Cumberland and Westmorland), Mike Buxton (Warwickshire) Christine Minto (Yorkshire), John Nicholls (Essex), Colin Smith (Cumbria), Derek Turner (Oxon), and many others were active, contributing to our store of knowledge shared at the meetings of the Coordinators – later renamed Reps – at Banbury, another sociable forum.

Years 5–10

By 2005 the Society was a registered charity with over 400 members and was able to attract external funding. In 2006, English Heritage's Yorkshire Region provided a grant to set up our first online images website using Google Earth mapping; in 2008 John Armstrong spent the first of many thousands of hours extending this to national coverage, the Repository, sitting in a smart new website run by Maggie Kennedy. Our restoration guidance notes written by Alan Rosevear were also uploaded and accessible to Conservation Officers, Highways Authorities and the interested public.

By 2010, our databases were substantially completed and available, our meetings were well attended, various articles had been published in the press and our two magazines (*On the Ground* and *Milestones & Waymarkers*) were well established – what about the next ten years, what was left to do?

Mike Hallett and Derek Turner led a Reps workshop at Leamington, notable for the inebriated gate crasher and lack of promised sandwiches. Although they were disappointed at the responses, those who had been around longer were delighted with the enthusiasm evinced.

Years 11–20

The on-going discussion initiated at Leamington continued in central committee meetings and in the Society generally, centred around how to encourage more people to engage with their local milestones, the main aim of the Society.

Sadly we lost Terry Keegan in 2012 – he had been our energetic leader, cheerfully picking up all the balls that the rest of us on the Committee dropped but he is annually remembered in the form of an award to a young researcher in the field. John Atkinson joined as Honorary Secretary and our Committee meetings moved to Coventry Transport Museum (with its intrusive noisy tannoy!) then the Masonic Hall and to the University of Warwick Science Park. With the COVID-19 pandemic, the new technology of Zoom came into play, under Chair Rob Westlake.

Over the decade, Society membership numbers (assiduously maintained by Brian Barrow) were beginning to decline slowly, an ageing population; so to attract younger people, our Facebook Group was set up in 2010 and had acquired over 750 members by 2020. We also ran engagement projects around the country, including the Jubilee "Roman" Milestone at Letocetum (Wall), the A34 Research Project, 'Beyond Graffiti' and the 'Crossing the Pennines Heritage Trail' which won a People's Millions award of £50k, 'Finding the Way', 'Teach The Highwayman' and 'The Judges Road', as well as major restoration work by the indefatigable Ian Thompson in Cornwall, by John Nicholls in Essex and by Nigel Ford (A 'Heritage Angel') in Norfolk, plus many other local initiatives.

We gave talks to dozens of associations, we led walks for Heritage Open Days and other festivals. Our theft-watchers led by Rob Caldicott have notched up some successes, too. We also updated our on-line presences; a smartphone-friendly website came on stream in 2018 with revised restoration guidance, and in 2019 our Repository was replicated on the Geograph site, taking our accumulated knowledge to a wider readership.

All these activities have absorbed a great deal of time and effort by the Society's stalwart volunteers – Terry Keegan would surely be proud of what has been achieved!

Postcards (Mervyn Benford, with additions by Jan Scrine)



Postcard No.1 Issued by the
Milestone Society

The Society decided that postcards would be a very useful form of publicity. I commissioned a photographer running a company that took local photos and turned them into cards that he sold. He agreed to produce cards from my library of slides and they became card No.1.

That first card had an error in the text describing one picture so a reprint was commissioned with that text blacked out. I have some 150 or so of these and about 20 of the error originals. They should be interesting to postcard collectors. They still represent good promotional material. I have small sets of several of the ones produced by others. I did produce a card dedicated to a single example for the quality of the casting involved based on the marker on the A49 that had been stolen and the photograph by which I had convinced the police I was a serious member of a heritage charity! I have some 90 of these still.

Later, Liz Hayes took over doing the postcards on behalf of the Society and its county representatives. Others were produced by county groups but were not deemed part of the national collection because they did not comply with the standard layout, charity number etc.

The Database (Alan Rosevear)

Oh, Databases are boring! – but they might help in sharing information, and there wasn't one for surviving milestones (or other wayside features) in 2000. The rag-tag army of cyclists, photographers, local historians and eccentrics who huddled under the new Milestone Society anorak, each had information in their heads, on assorted bits of paper and in photographs. These collections were as individual as the people, every one of them different in format and content. There were multiple records of some stones (often undated with no grid reference – you knew this was that 4-mile stone down your road). Yet there were many stones that were marked on maps with no contemporary record.



Unwisely, I volunteered to start a database to capture what information we each had and, by extension, devise a common format sheet to record field surveys. I was not always popular. A unified national database needed things measuring in the same units (metricists vs imperialists – not happy), the location needed fixing (pre- or post-1974 boundaries – not happy), details of the stone (photograph alone vs engineering drawing - ahh) etc., etc. But most of all, each stone needed to be uniquely identified with a National ID (Our County has an ID system vs it's obvious from the photo – unhappy).

So, I set up an Excel spreadsheet picking the best bits from the paper records that others had been using, keeping older data forms alongside the standard ones, and started trialing it with what I had from the historic super-collectors.

The earliest fresh, standard data from my own field surveys was entered on 28th May 2001. After that the avalanche started and kept going for ten years. There were thick envelopes of survey sheets from the new super-surveyors, all the sheets completed and just needing typing time – steadily the lines of data grew to hundreds. There were batches of lovely photographs with notes on the back from which some of the fields could be deduced and entered. Occasionally, detailed studies of complete roads dropped on the doormat; these needed extra fields to capture the history and links to other heritage data. The lines of data grew to thousands; lifting incomplete records from other listings and maps created slots for stones not yet surveyed. A few brave souls took a copy of the spreadsheet for a county and entered data directly – phew, and some cross-referenced using unique IDs, double phew. Gradually there was enough to start feeding back information to the county teams – which stones were still to be found? What standard designs were emerging? Which turnpike trust erected stones/posts? Mike Faherty took control of the Welsh data, saving this dyslexic from hell, triple phew.

Finally, the big step was getting wider access to the database; Maggie Kennedy and John Armstrong taking the national records on-line in 2009. A cut-down summary of the spreadsheet provided the information

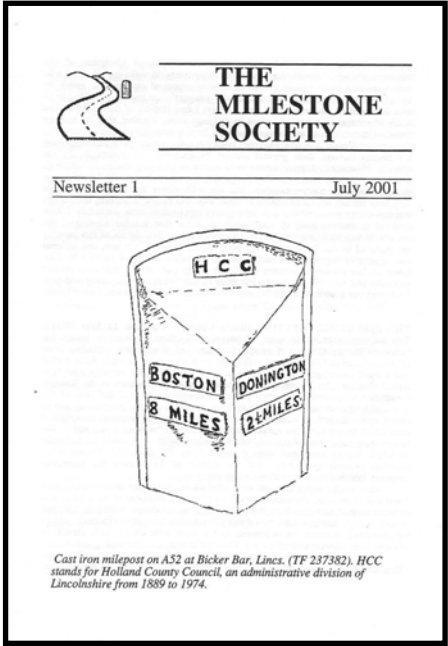
that powered the on-line Google mapping and the links to the uniquely numbered photographs. Now the gaps and incomplete records were slowly filled in by the super-hunters and we had a complete picture. At last, we had recognition and a chance to preserve the legacy when the data was transferred to the English Heritage Gateway site in 2015. The main database needed constant updating as old stones disappeared and restored stones flourished, but now we were all talking the same language. The other databases on tollhouses and fingerposts were natural progressions but like the eldest child, the milestone one was the favourite, the biggest and the pioneer – handed on and still evolving because it is still valuable in 2020, showcased on Geograph.

	A	B	C	D	E	F	G	H	I	J	K	L	M
	County ID Number	New County	Origin of this record	locate d or lost	Road Classifi cation Number	OS Grid Ref- Prefix	Easting	Northing	Civil Parish	General Location	Position	Side of Road	Old Highway Ref
1													
2	BE/001	OX	MSS	OK	B4017	SU	4875	9662	Abingdon	Drayton Road, opp Lady against brick wall c		W	ANE A
3	BE/002	OX	MSS	OK	B4017	SU	4791	9488	Drayton	20yds south of jct. with f in hedge on grass		E	ANE02
4	BE/003	OX	MSS	Y	B4017	SU	4745	9335	Drayton	Drayton Field			ANE03
5	BE/004	OX	MSS	OK	B4017	SU	4720	9182	Steventon	Beside Methodist Chape against wall on foc		W	ANE04
6	BE/005	OX	ES	Y	A4130	SU	476	903	Steventon	Milton Hill	Outside Esso Researcl	W	ANE05
7	BE/006	OX	MSS	OK	A4185	SU	4797	8879	East Hendre	North of Rowstock Corn beside hedge on n		W	ANE06
8	BE/007	OX	MSS	OK	A4240	SU	4825	8723	Harwell	Beside AERE/Harwell Sc on verge beside sp		W	ANE07
9	BE/008	OX	ES	Y	A34	SU	485	857	Chilton	Upper Farm; south of Chilton Pond			ANE08
10	OX/001	OX	ES		UC	SP	279	098	Brize Norton	Shilton Quarry		W	ASB01
11	OX/002	OX	ES		A4095	SP	2870	0879	Brize Norton	Kilkenny		E	ASB02
12	OX/003	OX	ES		A4095	SP	3003	0759	Brize Norton	Brize Norton		E	ASB03
13	OX/004	OX	ES		UC	SP	3060	0613	Brize Norton	Ven Bridge		W	ASB04
14	OX/005	OX	ES		A4095	SP	3106	0461	Bampton	Bampton		W	ASB05

An extract from an early version of the of the database dating from February 2002. The entries in bold indicated stones recently surveyed by Alan, information about the remainder being derived from various other sources.

Early Days of the Milestone Society Newsletter and the Website (Alan Haines)

At an initial meeting of a group of people interested in forming a society involved with the recording and preservation of milestones, the question of volunteers for posts on a potential committee arose and with our combined experience in academic publishing, secretarial work, and of privately publishing a book on the subject of milestones, the post of Newsletter Editor(s) seemed an obvious choice for us both (Alan and Carol). After the inaugural meeting of the Society at the Black Country Museum on 19th May 2001, we gathered material for Newsletter 1 which was published with 20 pages in black and white in July 2001. The format would evolve with successive issues but an illustrated cover page was thought essential and Carol provided a line drawing for the first one. Reports on meetings and publications were obvious additions and under our editorship sections on 'Notes and Queries', 'News from the County Groups', contributions from members, 'Foreign Parts' (reporting results from members' travels), 'Cuttings' (snippets from other publications) and 'Puzzle Corner' were added over the next editions.



Cover illustrations in following issues included fine drawings from Lionel Joseph, unique line drawings of Frank Patterson, and from the Society's Secretary Terry Keegan. Line drawings were regularly included but photo reproductions were introduced from Newsletter 4. The Newsletter was produced using Microsoft Word software and supplied to the printers as individual A4 sheets for production as the A5 booklet. The cost of producing and posting 670 copies of Newsletter 1 was £350; for 550 copies of our final edition, Newsletter 16 with 28 pages, it was ca. £450.

Newsletter 1 contained a list of 22 county coordinators from Westmorland to Cornwall with guidance from Mervyn Benford about their role; two guidance leaflets, book reviews, various other articles and short reports and two attractive line drawings of milestones on the last page to complement the front cover. That it appeared within two months of the Society's inaugural meeting was a remarkable achievement [Editor].

The first website (*milestone-society.co.uk*; the hyphen in the URL was removed later) was produced by Alan writing in basic HTML code; it contained content on the objectives of the society, safety matters, a list of officers and county coordinators, society meetings, and information on relevant publications and related websites. It was possible to make email contact, download membership and meeting application forms, and produce images on the screen by clicking on the appropriate link. Web hosting cost annually *ca.* £40 and domain registration (2 years) *ca.* £20.

The Incident at Leamington (Derek Turner)

Mike Hallett and I, as recently joined members of the central committee, were given the job of making presentations designed to review, renew, intensify and extend members' activities to achieve the Society's aims. Mike was the 'headline act', after a preliminary warm-up talk by a guest speaker on the Warwickshire HER. I was the sidekick, in line with my then role of rep coordinator, charged with leading a discussion on how the other county reps could come together to coordinate all these activities.



Mike and I had shared our presentation plans and accompanying slides, which appeared to complement each other. The programme allowed 85 minutes between us before the lunch break but the programme ran behind schedule so our time was reduced.

Mike's session went very well. Too well, in a sense. Many of the coordination issues were already being raised and I increasingly realised that what I had planned was pretty much just more of the same. Most people had already said what they wanted to say, the approach of lunch was more attractive than re-treading ground already covered. As a former teacher I had had plenty of experience of sensing when I was losing my listeners but, having no plan B, I ploughed on.

And then it happened; not a blinding flash of inspiration nor a godsend moment, but the reverse in the form of the sudden appearance of a voluble drunk who in as far as it was possible to understand his rambling rants, appeared to disapprove of our presence in the hall. With rising panic, I made some ineffectual attempts to respond when the cavalry arrived in the form of David Viner, who in firm tones and with effective actions managed to get rid of him. At least that is what I remember and all that I remember. The rest of the day is a blank in my memory, post-traumatic amnesia. Not my best experience in 20 years of the Society.

My Time With the Milestone Society (Tim Jenkinson, Devon coordinator, representative)

I joined the Milestone Society in October 2003 and after a few weeks applied for the role of County Representative (Coordinator in those days) for Devon as my predecessor Chris Woodard (CW) was moving to Wales. Having always been interested in inscribed stones, inspired by the work of Dave Brewer on Dartmoor, it seemed a natural progression to studying milestones and boundary markers in the whole of the county. Armed with CW's records I set about exploring the roads where milestones were placed, and thankfully many of these were shown on Ordnance Survey maps both modern and old. What I did not realise was the size of the county I was dealing with, having some 8000 road miles to negotiate, roughly a fifth of which had been turnpiked in the 18th and 19th centuries with milestones positioned. It was a daunting but an enjoyable challenge. The process of documenting survivors began in earnest and lasted for about a decade with invaluable support from fellow members such as Alan Rosevear, Richard Oliver and Mark Fenlon. Along the way there have been a number of highlights. Being a member of the Society has not only enhanced my understanding of Devon's wayside heritage and history but has given me opportunities to share my and others' findings in print and through presentations. The following is a chronology of some of the most important events of my journey with the Society.

November 2003

Mervyn Benford informed me of the disappearance of a cast-iron mile-plate from the roadside in Babbacombe near Torquay and I embarked on a prolonged pursuit of the whereabouts of the marker, firstly through the developer of the land into flats who had worryingly 'taken it in for safe keeping' and then the Local History Group and latterly Torquay Police. After nearly three years of investigation, the plate was finally located in the Police Lost Property store and reinstated at the roadside by Torbay Council in July 2006. Result!

May 2004

I met with members of Devon County Council (DCC) to review their existing records of milestones still extant at the roadside. This gave me the opportunity to establish contact with Bill Horner, County Archaeologist, who to this day is still instrumental in initiating actions to recover, set upright and repair milestones across the whole of Devon. Records from the surveys of roads from 2007 onwards have since been used to inform and update the County's Historic Environment Record.

2009/10 and 2014: Toll-house Books with Patrick Taylor

After the late Patrick Taylor had posted an advert in the Milestone Society Newsletter for interested parties to help him with the compilation of a book on tollhouses in his county wide series, I jumped at the chance, and this led to a very fruitful working relationship over the next three years. Two books on Devon, South and North, were published in 2009 and 2010 updating the existing records on surviving and demolished tollhouses and gates throughout the county including, for the first time, information gleaned from the Census Returns of the mid to late 19th Century supplied by Ann Jenkinson that revealed some previously unrecorded toll-collecting points. After the success of the first collaboration, Patrick and I joined forces once more in 2014 to compile a catalogue of tollhouse sites from my home county of Staffordshire. Once again, all this stemmed from my membership of the Society.



Tim and Alan at the Bittaford Milepost following the repainting

2010: Bittaford Milepost Repaint

Working with Alan in August 2010 on the repainting of the semi-pyramidal cast-iron milepost from Bittaford that was stored at the time in a depot of DCC in Kingsteignton near Newton Abbot was a great learning curve for me, and to see it returned to its original position on a section of the old A38 in October of that year, I realised that it was a fine achievement. Ten years later the post is still in position and retains its paint cover.

2012–2018: Working with Mark Fenlon

Having met Mark many years ago through our shared hobby of Dartmoor Letterboxing I was especially pleased when he decided to join the Society for we then embarked on a series of projects together including the 'Plotting Plymouth's Past' initiative, starting in 2012 with Ernie Stanton and the Old Plymouth Society. Mark went on to design two postcards from the project based on the Milestone Society collection. We were also privileged to review the Dave Brewer Archive in 2014 that led to investigating and discovering guideposts and boundary markers across Dartmoor.

Over several weeks in 2016 and 2017 we surveyed no less than 104 surviving Victorian rifle range distance markers at Butterdon on South Dartmoor and had some of our findings published in Volume 10 of *Milestones & Waymarkers*. Special mention goes to the then editor, John Nicholls, for agreeing to entertain and publish this rather quirky material.

More recently in 2018 we set about reviewing and updating Ted Masson Phillips' 1986 work on boundary stones around the town of Totnes; Mark supplied Totnes Museum with a booklet detailing our findings that included the discovery of a new boundary mark.



Tim and Mark Fenlon having lifted a milestone upright

2013: Teignmouth Heritage Centre Society Meeting

In May 2013, with the help of Alan, I had the pleasure of organising the Society's Spring Meeting at the Teignmouth Heritage Centre in South Devon. The toll-board from Shaldon Bridge tollhouse was of particular interest to members along with the old Terminus stone set outside the museum. The following day I led a walk around nearby Shaldon and Ringmore, inspecting various milestones and boundary markers and visiting two surviving tollhouses. Having a good number of Society members come to a seaside town of South Devon was a particular highlight for me.

Talks 2007–2019

It has been a pleasure to deliver talks on milestones and tollhouses for over a decade. My experience as a lecturer at Plymouth University has helped immensely with this but the progression from slides to PowerPoint presentations could not have happened without the great support I received from the late Geoff Harding of Exeter Local History Group.

Geoff supplied both the laptop and projector for all the talks we did together, and we travelled to many far-flung places in the county such as Princetown, Chulmleigh, Thorverton and Milton Abbot. We had some great adventures in all kinds of weather. Sadly our last time together was at Dawlish on April 4th 2017 just weeks before his passing.



I have also been invited to talk at various Milestone Society Meetings, most memorably at Northampton in 2016, and have been a regular contributor at the Bristol get togethers in the Spring. John Nicholls told me that after my talk on Bridge Markers in 2016 he was inspired to inspect bridges in his locality for plaques and other inscribed stones. This is a very happy memory I have of him.

Another honour for me was delivering a talk on July 16th 2013 to the prestigious Societe Jersiaise in St Helier on the subject of 'Jersey Milestones'. My partner Ann and myself had been to the island on holiday on numerous occasions and had located as many of the existing milestones as we could. We met Roger Long after the talk who had written in the very first Milestone

Society Journal about the markers and he was able to show us some that we had failed to find. All in all, it was a special talk to a select group and capped off with a superb supper at the Pomme D'Or Hotel in Liberation Square all courtesy of my role within the Society.

2020: 'Okehampton 2' Milestone back in Devon after 63 years

Following the sterling work of Dartmoor Guide Paul Rendell and the negotiating skills of Mark Fenlon, we were able to receive a granite milestone back in the county from Hertfordshire. The stone had been acquired in 1957 by a Scout Group and current Scout Leader Jeremy Finch agreed to return the stone to County Hall in Exeter.

In summary the last 17 years or so have been very rewarding for me working in the role of County Representative of the Milestone Society for Devon, so here's to the next 17. [*"at least" – ed.*]



Unveiling a new boundary stone in Plymouth

Postlude

For anyone who having read this far wishes to get a fuller account of the Society's first twenty years – or to write one – an easy and reliable source of information is available in the Society's three publications: *Newsletter*, *On The Ground* and this journal *Milestones & Waymarkers*. There they will find all the information they need to increase their knowledge or the ingredients to bake a fine history. Perhaps not quite all for the baking. A good loaf of bread needs a little salt; otherwise it is too bland. A history based solely on the information provided in the Society's various publications would lack the 'salt' of anecdote presented here. For example, Alan Rosevear wrote what might be seen as the official history of the database's early years in Volume 2 of *On The Ground*. It is a fine piece of writing, full of information and examples from around the counties, but it is not the whole story. It needs complementing with what other official historians have called their 'The Secret History': what goes on behind the scenes, recorded only in the memory of the author. This is just as much a part of history, and perhaps even more fascinating than the official version. This article, hopefully, has contributed that dash of salt essential to what might be a future well-baked history of the Society.

But loaves come in different sizes, shapes and ingredients. In the collective memory of the Society's members there is the potential for baking many other loaves recounting different events or different views of the same events, from lightweight but tasty croissant stories to wholemeal accounts. Perhaps the illustrations below of groups listening, learning, sharing, working and enjoying will encourage more members to share their ■



Top left/top right/centre: AGM at Dudley, October 2010

Bottom left: Committee away day at the Chiltern Open Air Museum, July 2011

Bottom right: Worcestershire group near Clifton upon Teme, August 2010

Photos kindly provided by Mervyn Benford, Jan Scrine and David Viner

BARGAIN BOOKS AND PUBLICATIONS - MEMBERS' OFFER

David Viner

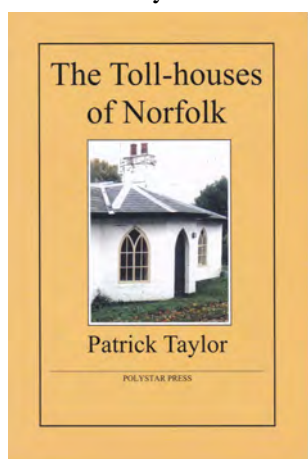
The Society's publications

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. See the details below.

What do we hold from twenty-plus years of publication? All of the *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*.

Before he died in October 2019, Patrick had offered his remaining stock to the Society via John 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.

Tim Jenkinson (Devon) has contributed this appreciation:

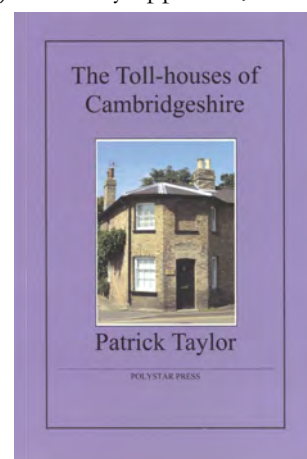
'I remember Patrick posting an advert to our *Newsletter* for help with developing his nationwide series on toll-houses in 2007, and I contacted him shortly thereafter regarding the possibility of working on a book about those we have in Devon. At that time we already had information in the county about some of these buildings, firstly from the pioneering work of Lillian Sheldon (1933) and later John Kanefsky (1976 and 1984), but there was a need to update the existing records.

'The ensuing months saw us forge a positive and dynamic relationship that produced two books, one in 2009 for South Devon and another in 2010 for the north of the county. These books were unique insofar that for the first time they included information on all tollgate sites and used Census returns to identify previously unrecorded houses and some of their toll-keepers.

'Although I only met him on a handful of occasions as we did most of our work remotely by e-mail or over the phone, Patrick was a delightful and unassuming man with a great sense of humour. Whilst he was meticulous in the detail of the books, he always entertained and was supportive of my ideas. Indeed, we worked so well together that a third book for Staffordshire was published in 2014. Patrick's calming demeanour and softly spoken voice will be sorely missed. It was a pleasure to have made his acquaintance and to have co-authored three books with him.'

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. ■



In virtually every one of its publications over the twenty years of the Society's existence there have been reports and articles on the recovery and repair of milestones and other waymarkers which for one reason or another were no longer functioning or surviving in-situ. The seven issues of *On The Ground*, published between 2004-2010 were essentially dedicated to this cause; as from vol 4 of *Milestones & Waymarkers* in 2011 that effort has been incorporated into this Journal, alongside the bi-annual *Newsletter*.

The full range of locations from which roadside heritage items have been 'recovered' is rich and varied, including the consequences of road accidents on and off the highway and of thefts, both of which are usually contemporary in their nature and so can command an element of public interest. Less dramatic are long-term removals of long-ago, including those in response to Second World War regulations, and/or items which found their way into the deeper recesses of highway depots and council yards across the land and there became forgotten.

A number of articles in these pages have focused on these various aspects and examples are listed in the References below. They discuss the Society's policy on the central role of preservation in-situ and the protection of mile-markers 'listed' as of historic importance¹. One particular strand, that of sale by auction in all its modern forms, is the focus of this review, with a reference back to a similar account in the Journal for 2017². A key theme is the role of the private collector, the recovery of heritage items discarded (or at least unloved) at some point in their post-use history, and their subsequent re-appearance when such private collections, large or small, come onto the open market.

Even before the particular circumstances of the Coronavirus pandemic in 2020 and its constraints on normal commercial activity, there had been some notable changes in the way auction houses functioned, which widened the 'offer' to prospective purchasers. Greater use of internet access, for example to catalogue information³, and the promotion of specialist sales effectively increased the range (and spending power) of purchasers. The consequences of the pandemic from March 2020 onwards greatly added to these trends, with sales going completely on-line for the duration, thereby reaching a wider audience in a way now unlikely to be fully reversed. The days of essentially local interest, shared largely within the confines of the auction room itself, are quickly becoming part of saleroom history. Whilst keeping watch on what may turn up for sale, the Society now has a much greater reach; but so too do all other interested parties.

Specialist sales

Specialist sales from two auction houses in particular produced a range of items of interest. The six-monthly Collectors Auctions by SAS in Newbury, Berkshire [www.specialauctionservices.com] contain a transport section, the sale on 09 July 2019 offering no less than 80-plus lots of road transport-related signage of all kinds from undisclosed source(s), but with a strong West Sussex component⁴. Included were thirteen fingerpost circular finial location signs from West Sussex County Council, plus signage from other counties, a number of RAC and AA directional signs and a dozen or so Republic of Ireland signs of various types. Five AA circular black & yellow 'village' signs completed the offer, the earliest for *Crawley*, plus *Whyteleafe* (two), *Caterham* and a Welsh example from *Efailwen* with distances to Narbeth (7½), Cardigan (15) and London (239) [Fig 1]. The SAS sale on 14 January 2020 offered another thirty lots, mostly pre-Warboys directional road signs by the Royal Label Factory, but a cast-iron weight-warning bridge NOTICE from Reigate RDC, 'by Order of the Council, Arthur J Head' stood out.



Fig 1 On offer at the SAS Newbury sale

In Ledbury, Herefordshire, the move of H.J. Pugh's auction business [www.hjpugh.com] from town centre to a new site with greater capacity has been matched by increased frequency of sales, hence a higher volume of lots, and the development of specialist auctions with some noticeable results. A number of these are very relevant to this review and five sales between Dec 2019-Dec 2020 included items of interest.

Carmarthenshire milepost



Fig 2

The stand-out item of significance from this group, and indeed this whole review, was Lot 488 at HJP's 01 August 2020 sale, an intact pyramid milepost in excellent condition: *To Llandyssul 4½/ To Newcastle Emlyn 4/ Cardigan 14*. Its base plate also boasts a complete *Old Foundry Co., Carmarthen* stamp. [Fig Two - Milepost CAM_CMCA15 sold for £220] Mike Faherty noted that it was not on the Welsh database and wasn't seen when John Higgins surveyed this area in 2006, which suggests that it had long gone from the roadside. Mike identified it as from the A484 Carmarthen to Cardigan road, west of Hannerffordd in the community of Llangeler (SN 363 401). The local road network hereabouts is interesting, the routes westward from Llandyssul towards Newcastle Emlyn include a milepost marked on the short, linking B4335 at Llangeler (SN 378 398).

This lot was sold alongside other road signs from elsewhere (see below), which rather suggests a collection of some kind. Either way, it seems to have been long-removed, and therefore owes its survival and condition to being preserved elsewhere over a period of time. This particular sale was held between periods of pandemic lockdown and so enjoyed a physical saleroom presence, from which emerged the successful bidder at £220 (still a relatively low price from a very modest £40 start); so hopefully with more than a passing interest in the history and significance of this fine example of local and turnpike history.

A Norfolk milestone (and another)



Fig 3

Norfolk milestone sold for £170

Two examples appeared in other salerooms, each with its own special interest. Lot 1150 in Lacy Scott & Knight's 17 October auction in Bury St Edmunds was 'a 19th century milestone carved *To Lynn 25 miles* and *To Norwich 15 miles*, measuring 48 x 34 x 29cms' [Fig 3]. From a tip-off by Mark Britton of its impending sale, an interesting back-story was unearthed thanks to Carol Haines and Nigel Ford. Nigel already has its sister stone *Lynn 24 Norwich 16* preserved in his garden, suggesting that these two (and maybe others) had long been removed for safe-keeping and preserved elsewhere. If so, they represent further examples of the 'preservation by others' route to survival. *Lynn 25 miles* had been sold at auction by Gaze of Diss in April 2017, after which Carol established that previously it had been in a garden near Dereham for many years and when the owner died c.2007 the house was demolished and the garden cleared and the milestone first went to auction in 2009 when it failed to sell. It then spent some years in the auctioneer's garden in Diss (where Carol was able to visit) before the second auction attempt in 2017. This time in Bury it achieved a hammer price of £170 [www.lskauktioncentre.co.uk]. Both these stones in the Billingford area of

B1145 were replaced by NCC Main Road milestones, probably early in the 20th century, so that their successors continue in this role ⁵.

In Kingham & Orme of Evesham's 14 August sale lot 669 was listed as a 'stone milestone marker, London 97 Miles', measuring 48 x 33 x 30 cms. Alerted, Society members offered thoughts on this rather unusual item. The nature of its inscription, and the simple stone slab 'tablet', set at angles to form a triangular shape, suggested a feature set into a wall or a building rather than freestanding turnpike-era milestone. The distance from London is the main clue, of course, possibly related to a town centre location or a civic building somewhere; a nice item for research, and the jury is still out. The hammer price was a very respectable £250 [www.kinghamandorme.com].

AA 'Village' and 'Safety First' roundels

In addition to the batch of these signs already mentioned above, a further quantity, of eight no less, adorned H.J. Pugh's 07 December 2019 sale [Fig 4 - Sale room line-up in Ledbury J. The county locations included Surrey, Sussex, Hampshire and Oxfordshire, the group achieving a fairly standard hammer price, reflecting their condition, and an average of £250 each. Such village signs are collectable and there are significant numbers in public museums and private collections⁶. One or two can usually be found



offered on internet auction sites such as Ebay, including in December 2020 a couple from the above auction being sold on.

An unusual and amusing example cropped up at HJP's 27 June sale, during the first stage of easing the pandemic constraints of previous months, and themed around vintage motor-cycles and equipment. Such sales include a section on 'petroliana', usually motoring effects of one kind or another but often also road signs. Here was a well-preserved 'safety first' roundel with a distinctive provenance at *Cefn Merthyr Common* in south Wales [Fig 5 - Unusual AA warning sign in South Wales]. How many AA signs carried the warning to 'beware wandering cattle'? The auctioneer knew its value, tried to kick off at £400 but actually got started at £200, and it raced up to a respectable hammer price of £350. Still not expensive considering its rarity value.



Fig 5

Fingerposts – finials and arms



Fig 6

A number of examples were offered for sale during 2020, the three finials in reasonable condition, the wooden arms rather less so. All appeared for sale in Ledbury (more petroliana!). A 15-ins diameter fingerpost roundel from *Wall under Heywood*, on the B4371 Church Stretton to Much Wenlock road in Shropshire, attracted a successful maiden bid of £100, hopefully representing some local interest and perhaps preservation in the area [Fig 6]. Ten pounds less secured a Warwickshire CC finial at the 26 September sale [Fig 7]; and competition between three bidders in December still only produced a £100 hammer price for a rather tired and standard Dorset CC example [Fig 8]. Buyers do of course need to be aware of the comparative age of all such signs.



Fig 7



Fig 8

The condition of the wooden arms was a strong clue to extended use and doubtless some neglect over a long working lifetime. However, examples are often collected more for the association with place name than for any road heritage interest, which seems fair enough when local provenance is being valued. A Gloucestershire set of eight sign arms were offered in three lots at the 01 August sale, and next in line to the Carmarthenshire milepost, so perhaps came from the same collection source? Even the *Lower Lode - No Through Road* sign alongside arms for *Gloucester* and for *Tenkesbury* failed to attract more than a £40 bid. Two arms with post fixings intact, for *Tetbury/Cirencester* and *Winstone/Sapperton*, plus a single *Nether Lypiatt* sign still sold for only £50. Competing interest in an *Upper and Lower Downton Farms - No Thru Road* sign, plus another, attracted £65 [Fig 9].



Fig 9 Gloucestershire Signs

The year, and this report, ends on an intriguing note with a double-arm wooden sign, faded but otherwise intact, and with enough information to be firmly provenanced. Directions to *Caxton*, *Arrington* and *Royston* in one direction and *Godmanchester* and *Huntingdon* in the other allowed Mike Hallett to quickly identify its provenance as Kisby's Hut, a former cross-roads at the northern end of Papworth Everard village at the junction of the modern-day A1198 (previously A14) Ermine Street and the B1040 [Fig 10]. Mike also commented on the round ends to both arms of this sign, which appears not to be a standard Cambridgeshire design. However, as this guide post location is very close to the boundary with the ceremonial county of Huntingdonshire, perhaps this is a traditional Huntingdonshire design? Some good parallels are needed to verify that.

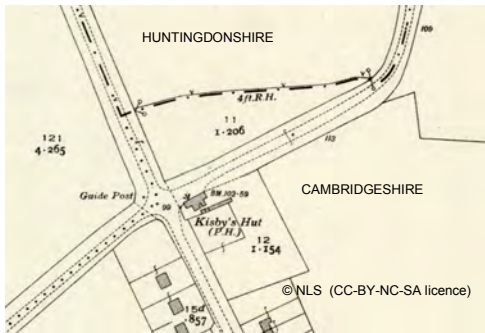


Fig 10 Kisby's Hut

Obviously somebody else was aware and the hammer fell at a respectable £220. The auctioneer's optimistic call for a £400 start but quickly latching on to a £100 bid just sums up the efforts made to flush out interested bids from the assembled gathering (whether present in the room or on-line), all of which makes attending any auction sale such a fascinating business!

Acknowledgements

The various auction houses mentioned in this report are thanked for supplying information when requested. Robert Caldicott, the Society's Theft & Recovery Liaison Officer, as ever acted as our usual first line of alert; likewise Mike Faherty with database info; and thanks too for specific details from Carol Haines, Nigel Ford and Mervyn Benford.

References

- ¹ David Viner, 'Public or private: a Quidhampton milepost preserved in a Wiltshire garden – and a test of Society policy', *Milestones & Waymarkers*, 4, 2011, 45-6. David Viner (ed), 'Furniss Collection dispersed by auction', *ibid*, 9, 2016, 33-4.
- ² David Viner (ed), 'Sold at Auction'- a flurry of recent activity' in *Milestones & Waymarkers*, 10, 2017, 42, introducing four specific reports: 'Sale of mileplates from Telford's A5 in North Wales: old and new at Cerrigydrudion in Conwy', pp.43-4 (see also 11, 2018/9, 19-20); 'A county boundary marker between Somerset and Wiltshire, sold at auction in Cornwall, June 2017', pp. 44-5; Ian Thompson, 'Theft and Recovery - a Cornish story', pp.46-7; and 'Pride of place for Feckenham's AA sign in Worcestershire', pp.48-50.
- ³ As for example by the use of catalogue access internet sites such as <easyLiveAuction.com>
- ⁴ https://www.specialauctionservices.com/getmedia/57567e17-533f-478f-a456-04092958081c/COLLECTORS-WEB_1.pdf
- ⁵ Database ref nos NO_KLNF24 and 25.
- ⁶ See Mike Bardell's article elsewhere in this issue, including an Essex museum with an extensive holding of over sixty AA roundel signs, forming the National AA Village Signs collection, its website also hosting an informative page of examples in situ or in preservation [www.cvphm.org.uk].

■

ROADS AND TUNNELS

David Viner

Like many publishers of local history in pictorial form, Amberley Publishing's lists include a heavy component of transport subjects, usually canals and railways of course, but also an increasing interest in road vehicles, buses, coaches and especially the wide range of commercial vehicles. Sometimes, but not very often, the road network and infrastructure itself is the focus. This publisher's popular Through Time series featuring contrasting old and new images taken at (roughly) the same location provides just such an opportunity, but this remains largely unexplored for the road system, despite the dramatic changes to the landscape which road network improvements so often create.

A lead was taken by Neil Clarke, transport historian in East Shropshire, who produced no less than four titles for his area in this series during a four-year bout of activity. *Waterways* and *Railways* (each 2015) was followed by *Roads of East Shropshire* (2016) and finally *Industries* (2018). There is of course much to record, with the development of Telford New Town, the interpretation of historic Ironbridge Gorge and the effects of the M54. The book strikes a nice balance between historic road infrastructure (milestones and toll-houses especially) and the evidence of road users and road-related commercial activity.

Surprisingly, no other road titles seem to have appeared in this series, so the opportunity remains for budding authors with good local knowledge of a town, district or county to share that knowledge via publication. Amberley, which is based in Stroud, Gloucestershire, has a brief for the whole of the British Isles.

Neil Clarke, *Roads of East Shropshire*, Amberley Publishing, 2016, £14.99. ISBN 978-1-446-5324-2.
www.amberley-books.com

Newly published in December 2020, *Britain's Road Tunnels* adds to Amberley's interest in this area, on a topic with its own particular fascination. Author Mark Chatterton was first hooked on this subject when travelling through the Mersey Tunnel as a child, and by travelling all over Britain has now for the first time collated all its various road tunnels into one volume, over 200 sites in total each with its location, length and opening date. Well-known tunnels like the Dartford Tunnel, the Clyde Tunnel and the Mersey Tunnel all feature and the geographical range extends from Attadale in north-west Scotland down to Samphire Hoe in Kent.

Mark Chatterton, *Britain's Roads Tunnels*, Amberley Publishing, 2020, £14.99. ISBN 978-1-398-1002-82.
www.amberley-books.com ■

THE WROXTON GUIDE POST

Robert Caldicott



The Wroxton Guide Post

Photo: Robert Caldicott

One of the treasures of Wroxton, near Banbury in north Oxfordshire, is its beautiful ironstone Guide Post or Pillar "First Given by Mr. Fran. White in 1686", one of the earliest of dated waymarkers. It stands beside a junction on an ancient route to London from Wales and the west, used by salt merchants among others, as hinted at by the nearby field name Salt Furlong. The route follows the modern A422 from Stratford upon Avon, but turns off it just west of Wroxton where the Guide Post stands, pointing "To London" and continues to North Newington, passing then as a track skirting around the south of Banbury and marked on the Ordnance Survey as Salt Way.



One of the four faces of the Post is inscribed "To Chipping Norton" (sic), and points to the southwest, to a modern sign in the hedge behind the Post. It marks a footpath, shown as a green dotted line on the Ordnance Survey map (Explorer Sheet 191) running from the position of the post towards the neighbouring village of Bascote. A 1768 map of the area was made by Edward & Thomas Smith of Shrivenham, for the landowner



The 1768 map
by Edward & Thomas Smith

Trinity College, Oxford. Entitled "A Map of the Common Fields, Meads and Commons of Roxton in the County of Oxford", it is pre-Inclosure, and shows the furlongs or field strips and their owners. The position of the Post is indicated by the red arrow, and it shows that the Bascote footpath was then an important thoroughfare. In 'A Parish Book for Wroxton & Bascote' (January 1873) the Rev. D. G. Compton remarks "A doubt existing as to whether the church yard at Bascote was consecrated, the Rvd. J. Wyeth caused Edmund, Bishop of Oxford to consecrate it on Aug 21, 1821. Previous to this all the burials were at Wroxton". So before this date this Bascote path was a "coffin road"



The Inclosure Map of 1806

from the chapel of St. Mary Magdalene, Balscote to All Saints Church, Wroxton. The Salt Way road runs south east from the junction, and is named on the map as "To Blocksham", the cartographer's guess at the spelling of Bloxham.

Also drawn for Trinity College is a map of 1805, 37 years later than the previous map. It shows the post-Inclosure landscape. All the strips of land in the old open field system have been amalgamated into enclosed fields. The Inclosure Act also defined the course and width of public roads, and you can see that the Balscote road shown on the previous map has been relegated to what is referred to as the Foot Way (circled in red). The position of the Guide Post, offset from the modern road junction, can be explained by its respect for the pre-Inclosure coffin road (now footpath) to Balscote.

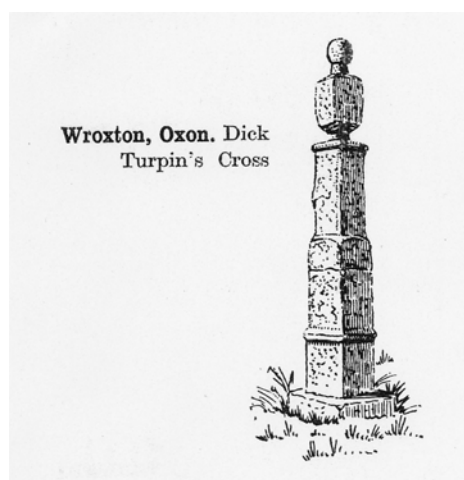
The Inscription on the Guide Post says "First Given by Mr. Fran. White in the Year 1686". Francis White of Wroxton is something of an obscure figure. The Manor of Wroxton forms part of the endowment of Trinity College, Oxford, and in their archives he appears as 'Francis White of Wroxton, Gent.' He is recorded as co-lessor of Wroxton Abbey (with Sir Dudley North) in a lease of 1684, and again in leases of 1688 and 1692. Also, there is a reference to him as steward to Lord North of Wroxton Abbey in 1680, among the North family papers in The Bodleian Library.

Oxford Record Office has little on him, but his name does appear in the Oxfordshire Quarter Sessions index. He was a signatory to two petitions by the inhabitants of Wroxton, in 1689 and 1690, against one John Lucas, a silk weaver and Richard Hedges, a labourer, who are described as "nightwalkers, robbers of hen roosts, eavesdroppers and violent". John Lucas was further alleged to have "committed divers evils and disorderly acts within our liberties". The 1689 petition asks that "this honourable Court do take some order with said Lucas so to secure us from his evil doings". In other words, a 17C 'ASBO'.

In the National Archives, at Kew, there is an Inventory of Francis White's goods for Probate purposes. He died on the 24th January 1696, leaving the Inventory, handwritten on vellum and now difficult to read, but including "wearing apparel & three hatts.... looking glasses.... press and cupboard... Large chest of drawers". Francis White was clearly an upright local citizen, maybe the Neighbourhood Watch man of his day.



The 19th Century drawing of the Guide Post



Dick Turpin's Cross

A 19C drawing of the Guide Post rather exaggerates the size of the post or pillar in relation to its surroundings. It shows the smoothly tapering profile of the post before the later restoration, and the lines of the sundial on the top stone, but no sundial gnomons are in evidence.

A drawing of the Post from a book of curiosities again pre-1974 restoration, curiously refers to the Post as Dick Turpin's Cross, the only such reference I know of, presumably dreamed up by romantics in the Victorian era.

The Wroxton, Balscote and Drayton Preservation Society in 1974 carried out a major restoration of the Post. It had become necessary because of "accumulated damage from countless small boys, who had tried to carve their names, and to general decay of the stone". E. R. Lester in his 1971 *Short Guide to the History of Wroxton* wrote "It is certainly in need of restoration if it is to survive another 300 years" ► (continued on page 25)

CORNWALL COUNTY BRIDGE STONE SURVEY

A tribute to Rosy Hanns by Ian Thompson

In the stage coach era, before county councils were established, most bridges were the responsibility of the local highway districts and parishes. A few of the most important bridges were repaired by the county. Once the county repaired a bridge, it became a 'county bridge' and was the responsibility of the county thereafter.

Glen's Highway Surveyor of 1888 (*The Powers & Duties of Surveyors of Highways*, Second Edition by R. Cunningham Glen, Knight & Co. Publishers 1888) states:

'The justices at quarter sessions have powers under the statutes of bridges (Glen lists ten statutes, from the reign of Henry VIII to the reign of Queen Victoria) to maintain public bridges at the expense of the inhabitants of the county who may be indicted if such bridges are allowed to be out of repair.'

Somewhere in all those statutes, it explains that the county was also responsible for the road over a county bridge and for a certain distance along the road each way. Measurement on the ground suggests this distance is up to a hundred yards. The limit of the county's responsibility was marked, from about 1835 onwards, by a small stone standing perhaps a foot or more tall beside the road, inscribed with the letter 'C' for 'County'. These are usually referred to as county bridge stones.

Today, according to their website, Cornwall Council is responsible for 1500 highway bridges. When Cornwall County Council was first set up in 1889, there were just 125 designated 'county bridges' (R.Truscott, retired Cornwall County Council Bridge Surveyor). How many of these historic county bridges still have their bridge stones?

Towards the end of 2019, the late Rosy Hanns decided to survey all Cornwall's county bridge stones. Armed with a copy of Mr Truscott's list of county bridges she searched diligently and recorded meticulously. Sadly, Rosy died in January 2020 with her survey not quite completed.

Rosy's records and photographs survive and have been used to put Cornwall's county bridge stones on the county's Historic Environment Record, on the Milestone Society's national database of boundary stones, and on the Geograph website, which records photographs of important features in every National Grid square of Great Britain and Ireland.

Rosy would start her survey by gathering documentary evidence. Many of the county bridges were listed, some were scheduled monuments, so she could find details of these from Historic England. Cornwall's Historic Environment Record (HER) which can be accessed through the Heritage Gateway, had all the bridges recorded as well as some of the bridge stones.

Cornwall Council's on-line mapping service had a historic layer and was georeferenced, so Rosy could obtain accurate grid references and large-scale maps of each bridge stone on the existing HER database.

She could then turn to the 25 inch Ordnance Survey maps produced between 1880 and 1907. Again, geo-referenced versions were available on-line. Rosy would find a county bridge on the map, then look for something labelled 'stone' within a hundred yards on either side. This would probably be a county bridge stone still in place at the turn of the twentieth century. Was it still there in the early twenty-first century?

Rosy would print out the documents and maps she found and take them with her to use for field notes.

In the field, she would first record the date of her visit on each sheet she used. Having parked her car safely, she would don her hi-viz jacket and search the verge for her elusive bridge stones. She carried a small selection of gardening tools to cut back encroaching undergrowth and to dig away excess soil. If there was a bridge stone there, Rosy was going to find it!

The condition of the stone and its location were recorded on the bundle of papers.



Fig 1
A typical Cornish county bridge stone
SX140572 near the county bridge at
Lerryn

Milestone Society Cornwall County Bridge Stone Survey

Site name: Stara Bridge 01
Parish: Linkinhorne
HER Number: MCO 58238
Milestone Society National ID: CW_LINKIN01br
Grid Reference: SX 29033 73761
Site Type County Bridge Stone
Bridge: Starabridge
A clapper bridge of three spans over the River Lynher
Scheduled Monument 15574: Medieval Bridge at Starabridge

Stone Description:
Stone with round top, 30cm wide, 61cm high. Inscribed 'C' 3½" high.
On the north east side of the unclassified road to the south east of the bridge

Condition notes:
Set into road bank.
Damage to both top front edges.



View of front face View towards Rillaton View towards Starabridge

Signed: Rosy Hanns Date of visit: 18.9.19

Fig 2

Example of a report form based on Rosy Hanns' exemplary notes and photographs

She would take three photographs – 'mug shots' – of each stone; a close-up front view, a location shot up the road and a location shot down the road.

She would measure the width, depth and height of the stone and the height of the letter 'C'. While the stones varied in size and thickness, the letter Cs were remarkably consistent and all the same style of letter. Of course, there were exceptions.

Some of the bridge stones were listed, but not always correctly. The two stones at Yeolm Bridge, Werrington were listed as county boundary stones, since the bridge formed the border between Cornwall and Devon until boundary changes in the 1970s moved Werrington parish from Devon to Cornwall, moving the county boundary from the

River Ottery to the River Tamar. The bridge stone at Knightmill on A39 three miles south of Camelford was listed as a milestone, in the mistaken belief that the C stood for Camelford. At one time it even had a '3' painted on below the 'C', since it was three miles from Camelford.

Most of the stones were made of local granite, but there were seven slate bridge stones: at Rodd's Bridge, Stratton Bridge, Horsebridge, Tamerton, two at Yeolmbridge and one at Badharlick Bridge. All were in North Cornwall, where the Delabole slate quarry has the biggest hole in the ground in Cornwall.

A very few bridge stones did not have a letter 'C' for county on them.

The stone at Gunnislake New Bridge (at SX432721) has 'C' for county and 'T' for turnpike side by side.

The stone south of Bealsmill bridge (at SX358769) was inscribed 'B / C T' since it marked the Boundary of the Callington Turnpike Trust, as well as the limit of county responsibility for the bridge approach.

Carclew Bridge, near Perranarworthal, linked the once busy Victorian industry of Perran Wharf to the now ruined splendour of Carclew House. The two bridge stones here are triangular in cross section, with COUNTY carved vertically on one face and DISTRICT, for district highway board, carved vertically on another face. These are the only known examples of this type of stone.

The next bridge upstream on the River Kennal is Sticken Bridge, where the Truro Trust separated its responsibility from that of the county with a much taller triangular stone, painted vertically but not carved with the words COUNTY on one face and TURNPIKE on another. Sadly, this was one stone Rosy did not get to see. She had twenty-five bridges still to go, having surveyed one hundred bridges, when she died very suddenly in January 2020. She had found and recorded details of forty-nine bridge stones.

Using Rosy's wonderful notes and her well organised photograph records, John Hanns and Ian Thompson produced a record sheet for each surveyed bridge stone.

These were sent by email to Cornwall Council's Historic Environment Service and to the Milestone Society's database team, with individual photographs being uploaded to Geograph. John Hanns has plans to complete the survey of Cornwall's bridge stones in 2021 in memory of his late wife. She was an amazing woman. ■

THE WROXTON GUIDE POST (continued)

Robert Caldicott

► *(continued from page 22)*

Money was raised locally, and the work was done by George Carter, a local stonemason for over 50 years. He cut back the face of the stone by $\frac{3}{4}$ inch to enable re-carving and cutting to take place and added his own touches, such as rings and different shapes, to signify the hands of a man and a woman. One can see repairs to the third stone up from the base, and the stone above it is possibly a new one. At the top the new gnomons enable the sundial to work. The restoration was the subject of an article in *Country Life* dated May 16, 1974 by G. Wilton, of Bodicote.

The Post now shows a little weathering since the restoration and, sadly, it has again lost the gnomons on the sundials. Recently cleaned and gently refurbished by Wroxton & Balscote Parish Council, it looks in good shape, ready to face a world very different from that of its builder, Francis White of Wroxton, Gent.

Ordnance Survey map is Crown Copyright and all rights reserved. Old maps are reproduced by the kind permission of the President and Fellows of Trinity College, Oxford.

This is an updated version of an article which first appeared in *Cake & Cockhorse* the Journal of the Banbury Historical Society in Summer 2010. ■



The restored Guide Post

EDINBURGH POST HORSE DUTY STONES

John Riddell

'Regulating Stones' were erected in 1824 along an arc measuring 5 miles from the Edinburgh General Post Office, to regulate the Post Horse Duties payable by the city's Hackney Coaches[CE_EDBG05P]. The stones are inscribed '5 Miles from the General Post Office Edinburgh. Erected to Regulate the Post Horse Duties payable by Hackney Coach 1824'. These stones are entirely unrelated to the standard turnpike road statutory milestones.

Their purpose was to improve the administration of the Post Horse Duties under the Duties on Horses Act of 1823 (4 Geo IV Cap.62) which took effect from 31 January 1824, and they were presumably erected by the Edinburgh Stamp Office.

In 1824 the GPO was at 16-20 Waterloo Place at the east end of Princes Street, the mileage measuring datum being marked by an iron bollard. The bollard was subsequently relocated to now stand outside the later GPO at the corner of North Bridge [CE_GPOpost] which was opened in 1865 and is now Waverley Gate offices.



CE GPOpost

Photo: John Riddell



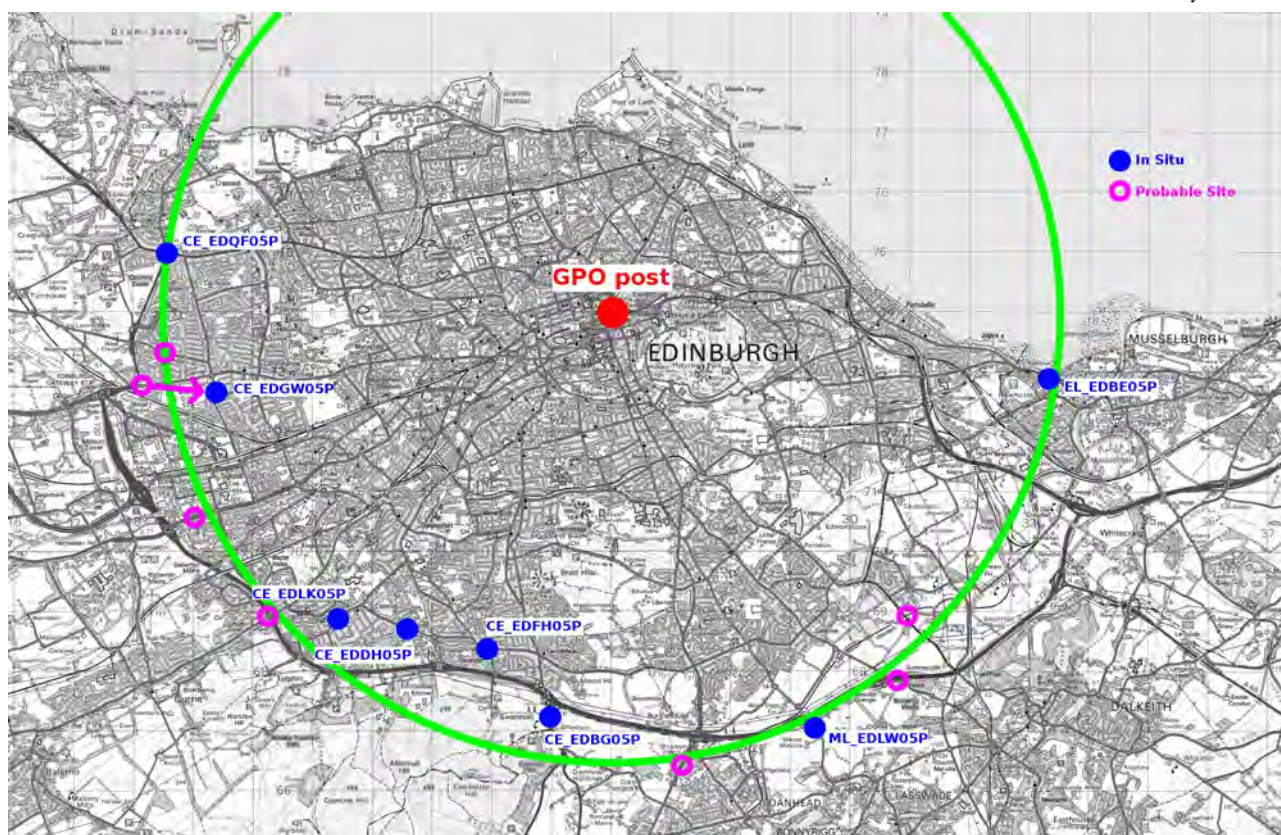
CE EDBG05P

Photo: Iain Davison

The 5 miles distance was measured along the roads rather than plotted as the crow flies, with stones marking the distance on the ten radial turnpikes and on periphery cross roads between them.

Five surviving stones have been traced on the radial turnpikes and a further three on the cross roads. The 5 miles arc matches quite closely to the route of the City By-pass dual carriageway, A720, built in the 1980s, and evidently some stones were lost during the construction of junctions.

Post Horse Duties had a convoluted and contentious history since their



introduction in the 17th century as a tax imposed upon Travelling Post along the King's Highways, the Post Roads. Travelling Post was the fastest mode of travel, by changing horses at official staging posts maintained along the route. The horses were hired for short stretches before they tired. Originally they were saddle horses but later as the roads improved they comprised almost entirely coach horses. The Post Horse Duties were payable at set rates per mile upon such horses, and being payable in addition to turnpike tolls were particularly unpopular. From the Union of Parliaments 1707 the Duties in Scotland had been administered by the London Stamp Office.

Pitt the Younger was forced to re-establish the crumbling national finances to pay for the French wars, which meant tax increases all round, including the first appearance of Income Tax. All government operated within a corrupt patronage system, particularly virulent in Scotland under Dundas. In 1779 the definition of Travelling Post was expanded to include Hackney Coaches, and a licence/voucher system introduced for collecting the Duties.

From 1787 the farming of the Post Horse Duties was commenced. Britain was divided into sixteen Districts with Scotland being the North Britain District. The Post Horse Duties for each District were rousp auctioned (sale by public auction) by the Stamp Office for 3 year periods to the highest bidder. Thereafter the tax farmer would rigorously enforce the collection of Duties to maximise his profits. The tax farmers could rely on the backing of the courts. For instance the long-standing Scottish tax farmer John Mill was a magistrate who often heard his own Post Horse Duties cases. Evidence was provided by professional informers, who sometimes took the simpler option of blackmailing the coach operators. Court sanctions could be extremely severe, one recorded sentence being 6 months gaol for a 3 pennies offence.



CE_EDDH05P at Dreghorn

Photo: John Riddell

As Edinburgh expanded and the city roads improved, Hansom Coaches superseded the sedan chairs and the Coach-Masters were aggressively pursued for the Duties. For ad hoc Hansom Coach journeys the prepaid voucher system was almost unworkable which built in extreme conflict, with the tax farmer aided by a corrupt town council. In London the Hansom Coaches had long paid a simple licence fee in lieu of Post Horse Duties to operate within a 10 mile radius of the GPO, and for decades the Edinburgh Coach-Masters agitated for a similar system.

The 1823 Act at last introduced the Stamp Office licence system to Edinburgh, with standard Post Horse Duties applicable to licensed Hackney Coaches only outwith the 5 miles perimeter. Post Horse Duties farming ceased in 1832 and in 1837 their collection was transferred from the Stamp Office to the Excise Office. However shortly thereafter with the rapid rise of railways the stage coaches died out and revenue from Post Horse Duties became fairly insignificant, with the Duties being finally repealed in 1874. The Stamp Office Hackney Coach Licence evolved into the modern Council Taxi Licence system.

The Edinburgh Post Horse Duties stones are all sandstone slabs with arched top. The lower-half is not tapered, but the upper-half front face is bevel-tapered back to a thinner top. All the stone edges are chamfered. The stones were originally designed to be free-standing as the one at Dreghorn, [CE_EDDH05P] with a visible height of 1.2m (4 feet) above buried base estimated 45cm (18 inches) although most are now partly buried by raised road/pavement levels. The original legend inscription covered the entire upper-half front face. The stones were apparently produced by different masons, as evidenced by the variety of script styles and use of capital and lower case letters, line breaks and spacing.

The stone built into a wall on the A9 Queensferry turnpike [CE_EDQF05P] states that it was restored in 1923. The one from the A8 Linlithgow/Glasgow turnpike through Corstorphine had been moved for use as a garden ornament at Dunsmuir House some time after



CE_EDQF05P on Queensferry Road

Photo: John Riddell

1850. When the house was demolished this stone was set on display on a grassy area nearby [CE_EDGW05P].

The stone at Colinton [CE_EDLK05P] is on a non-turnpike road as is the one at Dreghorn, CE_EDDH05P, which is near the previous entrance to Dreghorn Castle demolished in 1955 by the MOD. The one at Hunter's Tryst on Oxgangs Road is also on a cross road, the B701 [CE_EDFH05P]. It has lost its top,

but was set into a garden wall probably in the 1930s, and the top of the 5 has been inscribed into the wall above.

Two stones are located just south of the City By-pass. The one on the A702 at Lothianburn on the Biggar turnpike, CE_EDBG05P, is perhaps the best preserved of all the stones but is at risk from vehicle damage and property development. The other stone just outside the By-pass is on the Lasswade turnpike. It is now built into a garden wall after being damaged by a vehicle at its original location about 20m away [ML_EDLW05P]. The last one to complete the semi-circle back to the Forth is on the Great Post Road turnpike, A199, at Fisherrow near

Musselburgh. This has had the misfortune to have been twice poorly restored and the history of its surface, original inscription and correct date are lost forever [EL_EDBE05P].

There were presumably other Post Horse Duty stones on the 5 mile arc around Edinburgh as plotted 'Old MS' on pre-WW1 OS 25-inch maps (these shown on the map as pink circles). However to date only the eight mentioned in this article have been found.

Several documents have been studied to compile this information including a 24 page private publication in 1823 by Charles Craigie – *Discovery of Great Abuses practised against the Revenue and Public in General for a period of 43 years*. Edinburgh Central Library book no. B31051.

Craigie claims to have been persecuted by Scottish Post Horse Duty tax-farmer and government officials for 8 years, and thereby ruined. He claims to have been employed by the London government to investigate the situation, and to have discovered loss of government Post Horse Duty revenue through corruption to the extent of £10,000 per annum on stage coaches and £1,800 per annum on hackney coaches. ■



CE_EDGW05P
at Corstorphine Heritage Centre

Photo: Christine Minto



CE_EDLK05 at Colinton

Photo: Christine Minto



CE_EDFH05P at Hunter's Tryst

Photo: Christine Minto



ML_EDLW05P

Photo: John Riddell



EL_EDBE05P at Fisherrow

Photo: Christine Minto

MUSEUM HOMES FOR WEST SUFFOLK COUNTY BOUNDARY SIGN AND ST ALBANS AND TURVEY AA ROUNDELS

Mike Bardell

Two articles in *Milestones & Waymarkers* vol 10 in 2017 prompted me to write this article¹. In 2016 curiosity about the amalgamation of East and West Suffolk had led me into a fruitless search at Suffolk County Record Office for images of the old signs; I particularly remembered the one I regularly passed on the A131 when driving into Sudbury from Halstead. Undeterred, I asked the editors of the *East Anglian Daily Times* and the *Bury Free Press* to print letters of enquiry and immediately received a response from a reader of the latter.

Mrs Yvonne Leonard rang to say that she had a West Suffolk sign and that I was welcome to visit, and so on 16 October I made the 45-mile trip to her home in Mildenhall. The sign, which once marked the border south of Thetford on the A134, had hung on her garage wall since her late father, whose home she now occupied, had overseen West Suffolk sign removals when working for Suffolk Highways in 1974. Saddened at their loss, he had rescued a sign from the skip.



To my astonishment Yvonne wanted me to take the sign away. She was about to downsize and felt that I had more use for it; she would not countenance any payment. I explained that I did not wish to keep it but that I would find a proper home. On the way back to Braintree I called at Moyse's Hall Museum in Bury St Edmunds, but they already had one; and sadly at Sudbury Museum I also drew a blank.

I then resolved to try the East Anglian Transport Museum (EATM) at Carlton Colville, Lowestoft². Mick Bates, a committee member, was delighted with my offer and the sign was duly donated on 14 November 2016. The museum possesses an identical sign but a second was welcomed and I gave it on the basis that it might one day be exchanged for an East Suffolk sign; a forlorn hope we fear.



Soon after, I decided it was time for me to 'unload' some of the items I have collected and that my St Albans AA roundel should also go to EATM. This sign, along with two others, was discovered in the early 1980s when the sand stop butt at the TA Centre, Dunstable was replaced with a Linatex rubber curtain. Clearly all had been used for target practice. I was Head of Estates for the then Reserve Forces & Cadets Association for East Anglia when sand floors and stop butts were deemed a lead hazard. I had the foresight to photograph all three signs before fixing the St Albans

roundel to my garage wall. The Turvey roundel was given to a friend and it is now at the private Colne Valley Post Box Museum, Halstead, Essex where it may be seen by arrangement³. I regret that I cannot remember what happened to the Houghton Regis roundel but in mitigation I was not a member of the Milestone Society then.

On 6 June 2017 I made another visit to EATM and handed the St Albans roundel to Mick Bates, formally recorded in front of their 1930 built London tram number 1858. The roundel is now in the Car Showroom part of the collection, and the West Suffolk sign is in a roadman's caravan as part of the road construction display in the Steam Building. The museum is well worth a visit.

¹ David Viner, 'From the Archives: Historic county signs are now museum pieces', p.33 and Christine Minto, 'AA village signs', p.50.

² 'East Anglia's Premier Working Transport Museum'; see <https://www.eatransportmuseum.co.uk/>

³ <http://www.cvphm.org.uk/>. The museum has an extensive holding of over sixty AA roundel signs, forming the National AA Village Signs collection; its website also hosts an informative page of examples in situ or in preservation; see <http://www.cvphm.org.uk/AAVillageSigns.html> ■



EDMUND BOULTER'S MOUNTING BLOCKS – A PROGRESS REPORT

Ian Thompson

Introduction

Getting on or off a horse is not the easiest task. Steps to aid the process – mounting blocks – have been constructed down the centuries and mounting blocks survive beside our roads in almost every corner of Great Britain. This is the story of a series of mounting blocks in the East of England erected at the instigation of one individual, Edmund Boulter, at the dawn of the turnpike era.

What is unusual about Mr Boulter's mounting blocks is that he erected so many, that they were all carved with his initials and a date, and that they were made of a single large block of stone with steps cut to a standard design. Investigating the written evidence for these mounting blocks and investigating their survival and location on the ground involved a remarkable number of people, all of whom contributed to the improved knowledge of Edmund Boulter's mounting blocks.

The Milestone Society Newsletter

In July 2010 the *Newsletter* cover picture was a reproduction of a drawing of a Boulter stone at Wansford by Frank Patterson supplied by Gerry Moore with the original caption – 'Mounting-stone and milestone too. This is one of the oldest in series form erected in England by a Mr Boulter A.D.1708'. The drawing is signed and dated 1917. Frank Patterson (1871-1952) was an illustrator, renowned for his pen and ink drawings of cycling in the early 20th century, published in cycling journals of the period.

Quoting from *The Great North Road, Then and Now* by Norman Webster, 1974, the Newsletter editor, Chris Woodard said there was only one surviving stone known today, at Water Newton, but this was dated 1704, not 1708 as in Patterson's illustration.

There was another quotation, from Paterson's *Roads - An entirely original and accurate description of all the direct and principal cross roads in England and Wales* which ran to eighteen editions from 1771 to 1829. This is a different Paterson to the Frank Patterson who did the drawing. The quote read, 'From Stilton to Grantham, at every Mile are Blocks, made of the famous Ketton Stone, with three Steps, which were placed there by a Mr. Boulter, for the easy mounting of his Horse, he being a very corpulent Man, and travelled that road every Week for many Years; each Stone engraved E. B. 1708.'

Paterson's *Roads* gives the distances from London in tables for each route radiating from the capital. This has Water Newton 81 miles from London and Wansford 83½ miles from London, making Water Newton and Wansford 2½ miles apart. This is in conflict with the statement that the mounting blocks were set up 'every Mile'. So, were these 'mounting stones and milestones too' as claimed by Frank Patterson? And when were they set up - 1704 or 1708? Had the mounting block at Wansford in Frank Patterson's drawing disappeared between 1917 and 1974? Stilton and Grantham are 35 miles apart. If they ran 'from Stilton to Grantham, at every Mile' there would have been an awful lot of mounting blocks. Where are they now?

Chris asked Milestone Society members for their help.

In July 2020 the *Newsletter* carried a reminder from Carol Haines that we had found no more stones, but that they were mentioned in a number of documents. She reported that Alan Rosevear had found a reference in Lord Harley's diary for 10 April 1725 in which he reported that there were twenty Boulter mounting blocks 'at one mile distant from each other'. He was travelling north from Stilton to Stamford, places fifteen miles apart, which implies the stones ran northwards beyond Stamford. Harley states that the initials carved on them were T.B. for 'Thomas Boulter a grocer of London', rather than E.B. for Edmund Boulter who was not a grocer, which adds a little more confusion. Carol gave some other, later quotes, which we will look at shortly, and asked members again to investigate what happened to all the other mounting blocks, if only one survives today.

Gonerby Hill Foot

It was a fortunate coincidence that in August 2020 Ruth Crook of Grantham Civic Society contacted Milestone Society secretary John Atkinson to ask for advice on protecting or preserving a Boulter mounting block at Gonerby

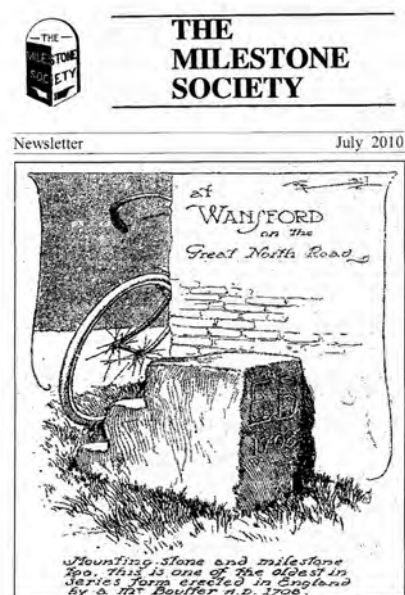


Fig.1 Boulter Stone at Wansford, drawn by Frank Patterson

Hill Foot, inscribed 'E B 1703' near where the Civic Society wanted to erect an information board. She knew of another Boulter mounting block at Sibson near Water Newton and sent photographs of this block and hers for comparison.

Gonerby Hill is a steep hill to the north of Grantham on the line of the Great North Road. A Boulter mounting block found here stretches the line of blocks over thirty-seven miles of road.

Sibson Inn Hotel

Ian Thompson, the Milestone Society's Heritage and Conservation queries man, responded to Ruth, and followed up her mention of a Boulter mounting block at Sibson. He contacted David Hinds at the Sibson Inn Hotel who was most helpful and supplied pictures of the Boulter mounting



Fig. 2 Gonerby Hill Foot, Grantham original image from Ruth Crook



Fig. 3 and 4 Edmund Boulter mounting block, Sibson Inn Hotel.

Photos : David Hinds

Grantham, a mounting block at Sibson and had a lead for a third surviving mounting block at Stamford.

The Green Man, Stamford

Keith Hansell responded to Ian's enquiry to the Stamford and District Local History Society and volunteered to visit the Green Man and investigate. Keith took some excellent photographs of the block at the Green Man. It did look like a Boulter block, but the inscription and date were rather worn.



Fig. 5 and 6 The Green Man, Stamford

Photos : Keith Hansell

A little later, Keith shared a write-up of the 'Boulter Resting Stones' in an article from Lincolnshire Archaeological Group, written by Neville Birch in 1972. A copy was in Stamford Museum. This described the Boulter stones as being resting places for pedestrians. *'Two steps were cut into them to form resting places for children and adults, respectively.'* This seems hard to believe, though the author goes on to add, *'No doubt, they were also useful as a mounting block for horsemen!'* The article states that by 1955 only five stones remained in or near their original positions, but gave no actual locations.

Local Milestone Society Members

Ian Thompson lives in Cornwall, a long way from the Great North Road. He contacted Society membership secretary Ken Hawkins to ask for contact details of Cambridgeshire members who might be willing to help on the ground. He received an enthusiastic response from Sally Weald, who was very busy with another local project but was keen to help where she could, and from Bruce Keith, who offered to visit all three of the known Boulter block locations and take photographs and accurate measurements, so that the blocks could be compared and shown to be a standard design. Surprisingly, Sally and Bruce did not know each other, despite living close to each other on the outskirts of Peterborough.

Carol Haines in Norfolk had found the Gonerby Hill Foot mounting block marked on the 1899 Ordnance Survey 25" map as 'Stone' in pretty much the same spot where it now is, on the verge beside the original route of the Great North Road (grid reference SK9045 3727) on the north side of the road a few metres east of a milestone (labelled 'M.S. Newark 13 Grantham 1').

The Cedars, Castor

Searching Historic England's listed buildings for mounting blocks, Ian found one in the grounds of a private house, The Cedars in Castor. Castor was not on the line of the Great North Road, but on a road to the east, running into Peterborough.

Bruce Keith from Peterborough made contact with the owner of the Cedars, with the publicans at the Green Man and Sibson Inn Hotel and with Ruth in Grantham and arranged meetings with each of them. These were most successful, producing photographs and measurements for comparison, and a wealth of new information.



Fig. 7 and 8 The Cedars, Castor

Photos : Bruce Keith

The mounting block at the Cedars was against the wall the opposite way round to the others. It was inscribed 'E B' and the date looked like '1707'. There seemed to be no connection between Edmund Boulter and the Cedars. A

possible explanation could be that the mounting block was moved here from its original location beside the Great North Road at some time in the last three hundred years.

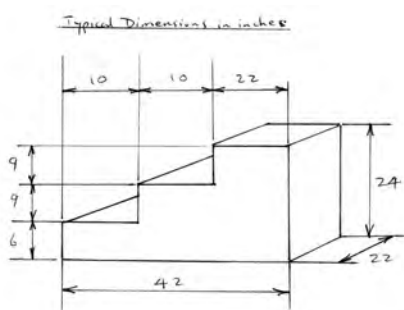


Fig.9

Sketch with typical dimensions
in inches

A notice in the bar at the Green Man gave a potted history of the Boulter mounting blocks, confirmed that theirs was dated 1708 and mentioned that there was an Edmund Boulter mounting block at The Fox near South Witham. A chap in the bar mentioned a mounting block at the Blue Cow, South Witham, but Bruce found this to be 'a two-stepped concrete effort'.

Photographs and measurements at the Sibson Inn Hotel were recorded and found to be a good match to the other two. Each dimension was within an inch of being the same. Since the stones were made in different years, and over three hundred years ago, this amount of discrepancy seemed acceptable.

Who was Edmund Boulter?

There is a biography of Edmund Boulter on Wikipedia, but Sally Weald found a more reliable version at www.histparl.ac.uk, a parliamentary history website. Edmund Boulter was born in about 1630 and died on 15 February 1709. He would have been in his seventies when he began erecting mounting blocks. His father was a maltster in Abingdon, Oxfordshire, but Edmund was apprenticed to a London haberdasher and grew to prominence in the Haberdashers' Company, holding important offices. Unmarried and childless, he was generous to his less fortunate relatives. He inherited wealth later in life from his uncle, Sir John Cutler. The biographer says 'He was a benefactor to the poor, contributing £100 to the corporation of the poor of the City of London in 1702, and to the less agile riders of Lincolnshire, paying for the instalment of 'a great number of horsing-stones, each of three steps, inscribed E. B. 1708' on the road to Stamford'.

'Horsing-stones' is an unusual way to describe mounting blocks. We shall see later the source of this quotation in this modern biography.

Edmund Boulter had long standing connections with Boston in Lincolnshire. He gave books to the free school in 1681, and had warehouses in the town. For a short while he was the Member of Parliament for Boston. However, a link to Boston would not explain the erection of mounting blocks on the road between Stilton and Grantham.

Why was Boulter, in his seventies, inspired to erect a series of mounting blocks beside this stretch of the Great North Road? Perhaps the answer lies in the legacy he received from Sir John Cutler on Cutler's death in 1693. This included a property known as Gawthorp Hall, near Leeds. According to Charles G. Harper, writing in 1901 and quoted below, Boulter and his family lived at Gawthorp Hall for a time, while he continued working with the Haberdashers' Company in London, and representing the borough of Boston at Westminster.

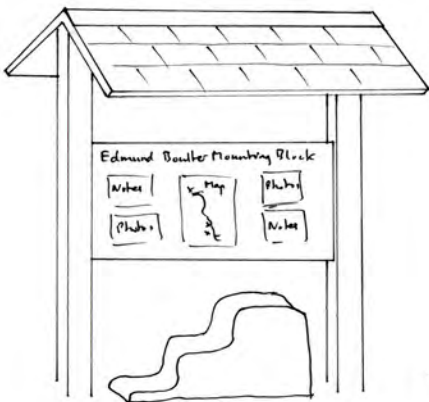
So, Edmund Boulter, from the 1690s to his death in 1709, was commuting along the Great North Road from his home at Gawthorp to his work in London. Perhaps he had plans for more mounting blocks along the whole of his route – a legacy for travellers, benefitting from his recently acquired wealth.

Gawthorp Hall no longer exists. It is now part of the Harewood Estate, dominated by the magnificent Harewood House, built for the Lascelles family between 1759 and 1771 to the design of architects John Carr and Robert Adam. The Lascelles family still own Harewood, which is open to the public. The Harewood estate was created in its present size by the merging of the two adjacent properties, the estate based on Harewood Castle and the estate based on the Gawthorp Hall manor house. The properties were combined when the Wentworths of Gawthorp, who had inherited that estate from the Gascoignes, bought the neighbouring Harewood estate from the Ryther family. The combined estate was subsequently sold to the London merchant Sir John Cutler in 1696, after whose death it passed to Edmund Boulter. The Boulter family sold the combined estate to the Lascelles in 1721.



Fig. 10 Grantham updated photo with undergrowth
Photo :Ruth Crook

Gonerby Hill Foot, Grantham



Bruce met Ruth by the Gonerby Hill Foot mounting block. Since her original photograph there had been some considerable increase in vegetation! Bruce cut back the encroaching undergrowth to look for the inscription. This mounting block is much more heavily weathered than the others studied, though all show evidence of weathering. Limestone is particularly vulnerable to acid rain attack, and the location of the Gonerby Hill Foot block is more exposed than the others. Where a puddle of water forms, the acid can attack the stone, producing an ever-deepening puddle. Small erosion holes were identified on the stones at Sibson and Stamford, but the hole on the top step at Gonerby Hill Foot was eleven inches deep! It was not possible to read an inscription, but there was an earlier photograph, showing the date as 1703, in the library at Grantham.

Fig. 11 Gonerby Hill Foot, Grantham. Suggested information board and protective roof

To help preserve the Edmund Boulter mounting block at Gonerby Hill Foot, Ian suggested that the proposed information board be built over the block and fitted with a small pitched roof to keep the (acid) rain off.

Tollbar, Great Gonerby

Ruth understood that the steps at Gonerby Hill Foot were to allow riders and coach passengers to dismount to walk up the very steep hill. She thought there might be a similar mounting block on the other side of the hill, near Old Tollbar House. Edmund Boulter was travelling before the turnpike era, so there would not have been a toll bar in his day, but Ruth spotted a 'Stone' on the 1888 Ordnance Survey 25" map, which could be a mounting block.

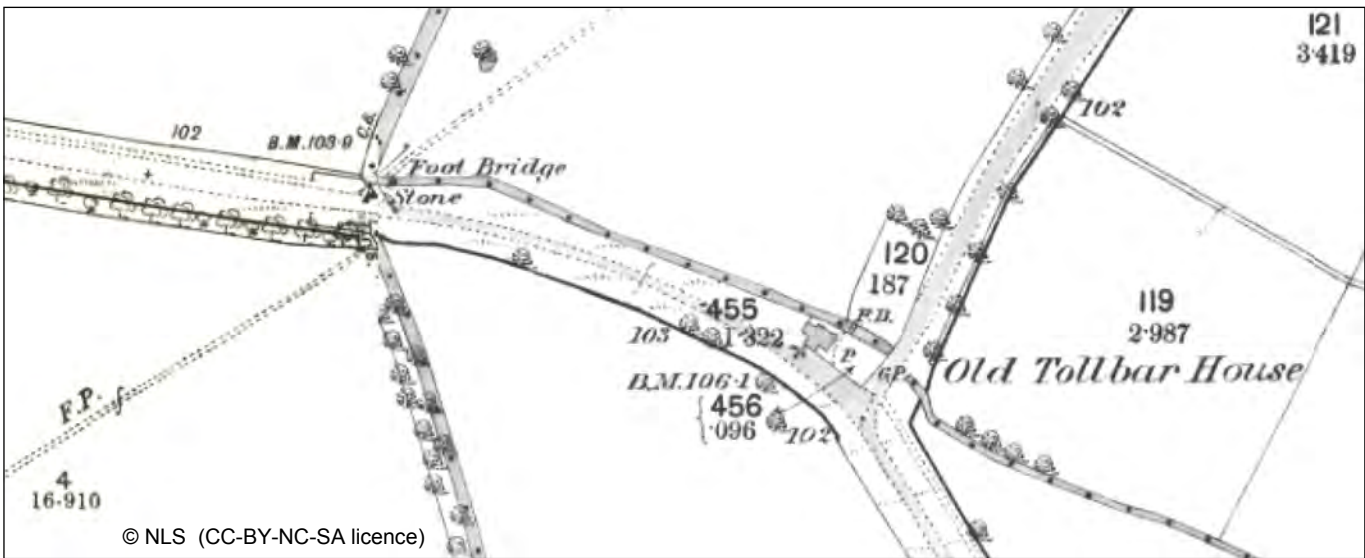


Fig.12 'Stone' on 1888 map Old Toll Bar House, Great Gonerby

The Fox, South Witham

Bruce picked up on the notice in the Green Man, which mentioned a further mounting block at The Fox Inn on the A1 near South Witham. The Fox had just changed hands and Bruce arranged to meet the new owner. Meanwhile, Ian followed Ruth's lead, looked for and found a 'Stone' on Ermine Street to the north of The Fox Public House on the 1888 Ordnance Survey 25" map. Fading the National Library of Scotland's geo-referenced map to reveal a modern aerial view, showed that the location of the 'Stone' was now in a lay-by beside the southbound carriageway of the A1. Was this the location of the missing mounting block?

Bruce met the new owner of The Fox and searched the lay-by to the north, but there was no sign of the mounting block. He also hunted for the 'Stone' near Old Tollbar House, Great Gonerby with similar lack of success.



Fig 13. The Fox, South Witham

Further fieldwork

It seems possible that any further surviving mounting blocks have been moved from their exposed positions beside the highway and re-used, perhaps in a local farm or private house. Our enquiries continue.

Written References

There are quite a number of written references to Boulter's mounting blocks, with a variety of dates and locations. Some are copies of earlier references and some seem to be in error.

1708 – Ralph Thoresby – 29 December (Travelling south from Grantham to Stamford)

'This day we met with a great number of horsing-stones, each of three steps, but cut out of one entire stone, inscribed E. B. 1708; being erected by Edmund Boulter, Esq uncle to my kind friend the present Lord of Harewood, both of them charitable gentlemen, and benefactors to the public.'

Ralph Thoresby of Leeds was an antiquary and topographer who kept a detailed diary. Poor weather delayed further travel south until 3 January. He makes no note of horsing-stones south of Newark, but some parts of the road were *'very bad, and the snow terribly drifted'*, so perhaps he wasn't looking for them in such difficult conditions. Travelling in a group of fourteen for mutual support, he reached Huntingdon that night.

Here is the source of the 'horsing-stones' quote in the parliamentary biography of Boulter mentioned earlier.

With the editor's indulgence, I would like to quote a little more from Ralph Thoresby's diary, since it gives such a vivid picture of a winter journey in Edmund Boulter's time:

'28 December 1708. This day we found some of the ways very bad, especially about the Eel-pie-house near Tuxford, where the ice (on the road) breaking in, it was both troublesome and dangerous; but I was supported far beyond my natural temper. Blessed be God for his merciful protection this day, and deliverance from imminent dangers! especially in passing the Trent, which we were forced to ferry over, as also over several (flooded) meadows, and ride over others for above a mile together, very deep to the saddle skirts frequently, and dangerous, especially upon a long causeway, which the guide was forced to plumb every step, because if we had slipped off upon either side, we had been plunged in a considerable depth of waters. We afterwards, staying very little at Newark, reached Grantham, blessed be God! I observed nothing new this journey, but a delicate parson age-house at Cromwell, thought to be one of the best in England; it was built by Mr. Thwaites, a Yorkshireman, at the expense of £1000. (This was the Dower House built for the Earl of Clare c.1680.)

29 December 1708. Rose and dressed, but there having fallen much snow in the night, we were retarded in our journey. We were obliged to attend the coach (from Lincoln) and in a most tempestuous day of snow and wind, as most persons ever travelled upon, reached only Stamford, and caught each of us a fall, though blessed be God! without any damage. This day we met with a great number of horsing-stones, each of three steps, but cut out of one entire stone, inscribed E. B. 1708; being erected by Edmund Boulter, Esq. uncle to my kind friend the present Lord of Harewood, both of them charitable gentlemen, and benefactors to the public.

30 December 1708. Rose and dressed, but there was no passing either for the coaches (though the masters driving the roads daily, were acquainted with every step of the road) or for horsemen, by reason of the prodigious quantity of snow and drifting of it, that had occasioned four or five overturnings of them yesterday. We were forced also to lie by, not being able to procure a guide for money, it was so dangerous travelling.

31 December 1708. Rose and dressed, but could not proceed in our journey, neither coaches, waggons, or horsemen, venturing to move, except only two waggons, that being left upon the road all night, got in with difficulty.

3 January 1709. Morning, rose and dressed; then having the encouragement of some of the Scotch gentry, who must of necessity be at the Parliament at the time appointed, we ventured upon our journey, being fourteen in company, having the post (mail) and a guide, we found some part of the road better than we expected, considering the dismal account we had of it; other parts were very bad, and the snow terribly drifted; but our merciful Protector preserved us, that not one of the company got any prejudice, and we reached Huntingdon that night.'

1725 – Edward Harley – 10 April (Travelling north from Stilton to Stamford in spring weather.)

'At twenty minutes past four we left Stilton. I take no notice of places lying on or near the road in our way from hence to Stamford because I have noted them in our journey last year to this place and to Peterborough; but I do not remember to have then observed those stones fixed upon the side of the highway which are upon this road; the first is at a mile distance from Stilton, and there are in all twenty of them, at one mile distance from each other, as we proceed northward, and were designed for showing the miles, and for travellers mounting their horses from them. They were all put up by one benefactor, who has set the initial letters of his name upon each of them, viz. T. B. which is to denote Thomas Boulter a grocer of London who I presume made often that use of these stones which he designed for other travellers.'

Lord Harley (1689-1741) was the son of Robert Harley, First Earl of Oxford and Earl Mortimer (1661-1724) and would have been 36 years old in 1724. He was M.P. for Cambridgeshire until he succeeded to his father's titles in 1724.

Stilton to Stamford is about 15 miles. Grantham to Stamford is about 21 miles.

1901 – Charles G. Harper – 'The Great North Road: London to York' (Chapman & Hall 1901) page 135, travelling north from Water Newton:

'By the wayside, on the left, against the wall of a farm-house residence, will be noticed an old milestone and horseman's upping-block combined. It marks the 81st mile from London, and bears the initials "E. B.," together with the date, 1708. This is perhaps the only survivor of a series which, according to De Foe, in his "Tour through the Whole Island of Great Britain," a Mr. Boulter was projecting "to London, for the general benefit."



EDMUND BOULTER'S MILESTONE.

Edmund Boulter was one of the family who were then seated at Gawthorp Hall, near Leeds, and who, not much later, sold that property to Henry Lascelles, father of the first Lord Harewood.

At the hamlet of Sibson, on the left hand in descending toward the level-crossing at Wansford station, may still be seen the stocks and whipping-post beside the road. To the right flows the winding Nene, through illimitable oozy meadows, its course marked in the far distance by the pollard willows that line its banks. The Nene here divides the counties of Huntingdonshire and Northants, Wansford itself lying in the last-mentioned county and Stibbington on the hither side of the river. The famous Wansford Bridge joins the two, and helps to render Wansford and Stibbington one place in the eyes of strangers. Both places belong to the Duke of Bedford, Stibbington bearing the mark of its ownership distinctly visible in its severe and uncomfortable-looking "model" modern-gothic stone houses, with the coroneted "B" on their gables.'

Notes:

1. Here is the link between Edmund Boulter and Gawthorp Hall near Leeds, which was the reason for his journeys on The Great North Road.
2. The 'farm-house residence on the left' must be Water Newton House, which has a cast iron milepost opposite – STAMFORD 8 / LONDON 81 (TL 18016 97194). 'The house was formerly an inn called 'The Farmhouse' in 1742' according to the Grade II listing (No. 1274401).
3. Ordnance Survey 1901 25" map marks the 'Stocks and Whipping Post' (TL 09503 97623) but there is no 'Stone' which might be the mounting block.
4. Water Newton House is just over three-quarters of a mile from the Sibson Inn Hotel, where a Boulter mounting block survives dated 1703, but Harper states his mounting block is dated 1708 and includes a sketch (shown above)

to prove it.

5. Harper's sketch is laid out almost exactly the same as the sketch by Frank Patterson. Did Patterson copy Harper, replacing the figure in a coat with the front wheel of a period bicycle?

1940 – E. or F. Mansell – The Wayfarer's Book has a section on 'upping blocks' where Mansell describes the stone standing beside the Great North Road at Wansfield (sic), near Stamford, '*marking the eighty-first mile from London, which bears the date 1708 and the initials E. B. It served in Georgian days both as a milestone and a mounting block, having been one of many such set up at frequent intervals along the Road; but this is the sole survivor.*' (Information from Carol Haines.)

Notes:

This reference is perhaps the most confusing. Wansfield is presumably a mis-spelling of Wansford, where Frank Patterson located his Boulter block in 1917, but this is three miles north of the eighty-first milestone at Water Newton. And we now know that this is not the sole survivor.

Listing

Ruth Crook has started the process of listing the mounting block at Gonerby Hill Foot, Grantham, which is an excellent idea, as is her idea that the surviving Boulter mounting blocks should be seen as a group by Historic England.

The mounting block at The Cedars is listed as a mounting block, list entry number 1126805, though not as an 'Edmund Boulter mounting block'.

The mounting block at Sibson is listed under 'Three Barns 10m NW of Sibson House Hotel and Stone Mounting Block', list entry 1222174, where it would be clearer to record it as 'Edmund Boulter mounting block'.

The mounting block at The Green Man is not included in the listing of The Green Man at 29 Scotgate, entry number 1062926, but it could be added as 'Edmund Boulter mounting block' to the list entry.

It would be fairly straightforward for Historic England to update the wording of the existing list entries to record an 'Edmund Boulter mounting block' at the other three locations and it might be possible to add a paragraph explaining the origins of this set of mounting blocks and who Edmund Boulter was.

Conclusion

Milestone Society members were slow to respond to the editor's request in 2010 for information about Edmund Boulter's mounting blocks, but in 2020 the situation has been greatly improved.

We have identified the locations of nine Boulter blocks and found four still surviving:

- The best example is at the Sibson Inn dated 1703
- The Green Man, Stamford has a block dated 1708
- The Cedars, Castor (a private house) has a block dated 1707
- Gonerby Hill Foot, Grantham is dated 1703

Locations with missing mounting blocks are:

- Wansford 1708 in Frank Patterson's drawing
- The Fox, South Witham
- Tollbar, Great Gonerby
- Water Newton House, the eighty-first milestone
- One mile north of Stilton, mentioned by Edward Harley.

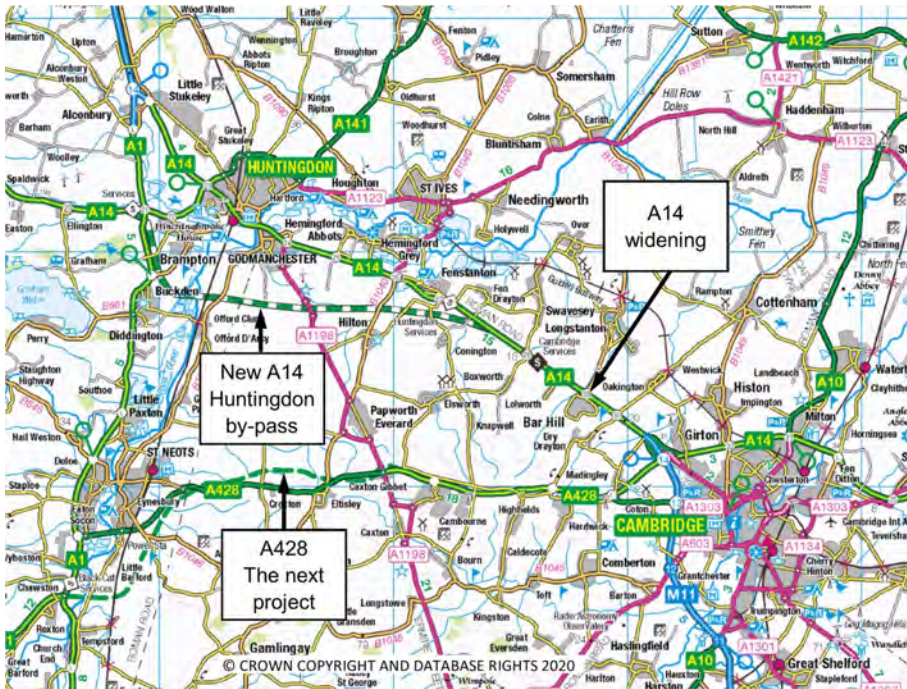
It is over three hundred years since Edmund Boulter set up his mounting blocks beside the Great North Road. Perhaps the survival of anything of this age beside such a busy road is surprising, but the blocks were well made. Each was from a single block of good quality stone.

Taking the density of limestone as 2711 kg m⁻³, the mass of a typical Boulter mounting block is 774 kg, about three-quarters of a ton. It would be worth the effort of moving a mounting block to gain such a useful set of steps on a farm or by the house of a keen horse rider. It seems very likely that we have more of Edmund Boulter's mounting blocks to find, if we know where to look! ■

SAVING THE MILESTONES ON THE A14

Mike Hallett

Godmanchester, which grew up at the crossing of the Ouse River just south of Huntingdon, and Cambridge were two Roman towns which were linked by the road known as the Via Devana. In 1735 William Warren of Trinity Hall placed milestones on the Roman road and then an Act of 1744 created a turnpike on it. In 1922 the road was numbered A132 but it later became the A604. Today this road is a section of the A14 (E24) long distance route from Felixstowe to the M1/M6 junction at Catthorpe. William Warren's milestones are long since gone but they were replaced by cast iron mileposts.



Traffic on the route was extremely heavy and congestion lead to long delays. Highways England have now completed improvement works involving a new Huntingdon southern by-pass and Ouse River crossing then widening work between Fenstanton and Girton on the outskirts of Cambridge. Archaeological artefacts were identified in an Environmental Report and in 2014 the Milestone Society made representations in the consultation to make sure that the milestones were protected.

Four milestones were identified within the scheme boundary and all were the subject of the representations to Highways England. Other milestones

were just outside the scheme boundary, such as the 62-mile stone at Buckden (HU_LY62), but were sufficiently close to justify a watching brief. One of the four within the scheme boundary was an unlisted stone (HU_SIPO03) on the B1040 (the old Potton - St Ives - Bury turnpike of 1755) where it crosses the A14. This milestone had been found in a highways yard by Grainne Farrington and re-instated. Suggestions were made for a resiting in an improved location but in the end it was protected in situ and has survived although now very heavily covered in moss.



GA_GMCA10 in 2005

The other three of the four were listed by Historic England. These had to be lifted, stored and replaced and were restored in the process. One was a milestone on the A1 just north of the A1/A14 intersection, 64 miles from London (HU_LY64). The other two were cast iron mileposts from the section of the A14 that was being widened (CA_GMCA07 and CA_GMCA10). Dr Stephen Sherlock is an archaeologist on the A14 project and discussions were held with him on the best locations to site the restored milestones. A complication is that there are proposals for designating the A14 in this area as a motorway. The affected part of the A1 is not yet a motorway but is built to motorway standard adjacent to a section of the A1(M). So this too could easily become



CA_SIPO03 in 2020

a motorway. Had the milestones been resited on what would have become motorway, any residual usefulness for walkers, cyclists and horse riders would have been lost, maintenance would have been difficult and the milestones would not have been noticed as the traffic flashed by. So instead it was agreed that the milestones would be resited as close as possible to their original positions but on the local access roads which run parallel with the main highway. The 64-mile stone was previously on the eastern side of the A1 but old 25-inch maps showed it on the western side so presumably it had been relocated during a previous road widening. It had been planned to re-instate the stone on the western side of the local access road but there is a ditch too close to the road so it is back on the eastern side.

In the brief article below prepared for the Cambridgeshire Historic Environment Record, Steve Sherlock presents the work done by Highways England on these milestones. Highways England have another project to improve the A428 between the Black Cat roundabout on the A1 south of St Neots and Caxton Gibbet. This project impacts on several milestones including two (CA_SIPO08 and CA_CASN11) at Eltisley. Steve is now moving to be the archaeologist on the project so we look forward to continuing to work with him in the future. ■



CA_SIPO08 in 2006

REPLACEMENT OF MILESTONES ON THE A14

Dr Stephen Sherlock

Whilst the A14 is now open to traffic, some work is still ongoing to restore the surrounding landscape, roads and infrastructure. In this respect further work has been done to replace three historic milestones that were removed during construction work. This is part of the commitment Highways England made in their Environment Statement for the A14. Chapter Nine of the document relates to the Cultural Heritage: this includes; Archaeological Sites, Historic Landscapes and Historic Buildings.



Alconbury: Heritage Asset No.213 - MCB18015 NHLE 1130246

Relocated beside the local access road at National Grid Reference 519244.217/272721.997

In the case of the A14, we undertook excavations, a number of historic buildings have been recorded and there was a requirement to safeguard three historic milestones. They comprised two cast iron milestones No. 79 at Oakington & Westwick and No.104 Scotland Drove Road, both near Swavesey beside the A14, and one beside the A1 near Alconbury, No. 213 a milestone with the motif 'To London 64 miles'.



Swavesey: Heritage Asset No.104 – Scotland Drove Road MCB18414 NHLE 1127245

Sited on the A1307 Huntingdon Road near the Slip at Grid Reference 534733.618/266463.229



Bar Hill: Heritage Asset No. 79 at Oakington & Westwick MCB18346 NHLE1127302

Relocated on the North Side of the A1307 at Grid Reference 538862.393/263716.04

The requirement was that the stones were to be removed and re-sited close to the original location upon completion of the construction. Following discussions with Cambridgeshire County Council and the Milestone Society the stones have been cleaned and replaced beside local roads, close to their original site. An image of the stone in its new location and the co-ordinates for each of the three stones is included within this note. ■

HIGHWAYS, MILEWAYS AND MILEWAY STONES : ROADS EASTWARDS FROM OXFORD

Derek Turner

Introduction

An often-quoted and variously ascribed saying: "standing on the shoulders of giants" applies to this article. Oxfordshire is fortunate to have had three 'giants' of road, turnpike and waymarker history in recent years. Keith Lawrence undertook detailed research and fieldwork in Oxfordshire in the later 20th century, research that continues, though elsewhere. Either side of the millennium both Alan Rosevear and Mervyn Benford continued that tradition, both in Oxfordshire and nationally. Without their work and publications this article would not have been possible. Given the range of their research interests it is unsurprising that none of them wrote a history of Oxford's mileway stones other than brief mentions in Rosevear's *Turnpike Roads Around Oxford*. In the light of 200 surviving milestones in Oxfordshire and some 9,000 nationwide, not to mention sundry turnpike roads and tollhouses, even a short article on a mere four stones might seem excessive and unnecessary. But the mileway stones, because they are unique, have an importance that far exceeds their small number, not only in the history of Oxford but in exemplifying a national issue regarding the financing of road maintenance; they deserve a place in the historical record.

It is an obvious but important fact that the history of milestones cannot be fully understood without reference not only to the roads by which they stood but also, more broadly, the political, economic, religious and military history of the periods during which they existed. This is certainly important in understanding the often-complicated history of Oxford's unique system of mileways – not quite turnpike roads, and mileway stones – neither quite milestones nor boundary stones, but something in between. This article therefore contains some history that at first sight may seem far removed from the mileways and milestones but is in fact essential to the proper understanding of their history. It also sets out to demonstrate the part played by the mileway system in the perennial debates over the centuries about who should pay for the upkeep of the main roads: those who travel on them or those whose land they pass through; also who should determine what should be paid in terms of tolls or taxes, local or national.

Nomenclature, measurement and evidence

Over the centuries the same roads have had different names, changes that can be confusing to anyone unfamiliar with the area. In this article, the two principal roads from Oxford to London are named 'The Wycombe Road' and 'The Henley Road' respectively, reflecting the first towns on the route south-east of Oxford. Unless explicitly stated, the minor roads and streets are referred to by their modern names. On their first mention the mileway stones are given their Milestone Society ID and Grid Reference, but thereafter are referred to by their common names, based on their present location: Cuckoo Lane, Headington Hill, Warneford Lane and Iffley Turn.

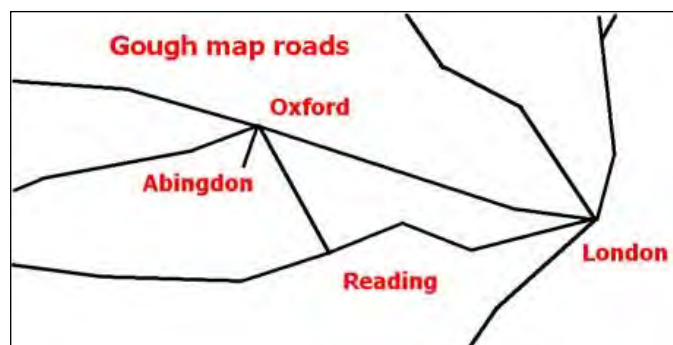
As the period of time covered pre-dates decimalisation, all distances are given in yards and miles. The shorter distances are estimates and are mostly given to the nearest hundred yards.

Many of the statements and conclusions are necessarily based on the evidence of historic maps. As Alan Rosevear has pointed out, the earlier Oxfordshire maps especially often contain inaccuracies and omissions. Nevertheless, in this article the assumption has been made that, unless there is compelling evidence to the contrary, what appears on the map is an accurate record of what existed on the ground.

Early roads to Oxford

From early in the Anglo-Saxon era when Oxford first became an important town, roads linking it to other places of importance began to develop. As London grew ever more important and Oxford University came into existence during the 12th century, Oxford's most important connections were eastward to London. There were two principal roads, via High Wycombe and via Henley. Though the detailed routes of these two roads varied over time, both had no option but to merge in order to cross the River Cherwell at Magdalen Bridge, previously named Pettypont or East Bridge, a short way before the Oxford town walls and the East Gate. The local roads to villages east of Oxford, 'ways' or 'highways', also from necessity had to use Magdalen

Bridge and so branched out at various points from the two long-distance roads, creating a fan-shape with its base at the bridge.



Map 1 - Medieval roads

Very few contemporary medieval road maps survive. Modern versions are all ultimately based on the Gough map of c.1360 supplemented by primary sources detailing journeys made by monarchs and other travellers. Map 1 is derived from Edwards, 1987.

The roads from about 1600 onwards

At the start of the 17th century the eastward roads that made up the 'spokes' of the fan, from north-east to south-east were:

Marston Way. This branched left off the Wycombe Road at the foot of Headington Hill. The modern Marston Road broadly follows the old route. It plays only a minor part in the story. It was a mileway but not a turnpike road and no stones with the legend Marston Mileway have survived.

Headington Way has a major role. This road left the route of the present Headington road at the top of Headington Hill at Pullens Lane and then followed the route of the modern Cuckoo Lane to the High Street in Old Headington. From there it carried straight on towards Sandhills, bearing left from the route of the present A40 towards Forest Hill until a new turnpike road was built in the 1790s. This extended the old road from Sandhills towards Wheatley rather than Forest Hill and except for minor adjustments followed the route of what eventually became the A40. When the Eastern Bypass took over as the route of the A40, the stretch between Headington roundabout where the bypass begins and the city centre was re-designated A420. It still remains the main road out of Oxford towards London for long-distance traffic as far as the junction with the M40 beyond Wheatley.

The Wycombe road, or 'Old London Road', followed what is now Cheney Lane, Warneford Lane and Old Road over Shotover Hill to Wheatley, where it joined the 'Great Road' from Worcester to London. An important road from the medieval to the Georgian era until replaced in the 1790s, it now ends as a rough lane near the top of Shotover Hill but with a sufficiently robust vehicle it is still possible to travel across the crown of the hill on to a metalled road down towards Wheatley.

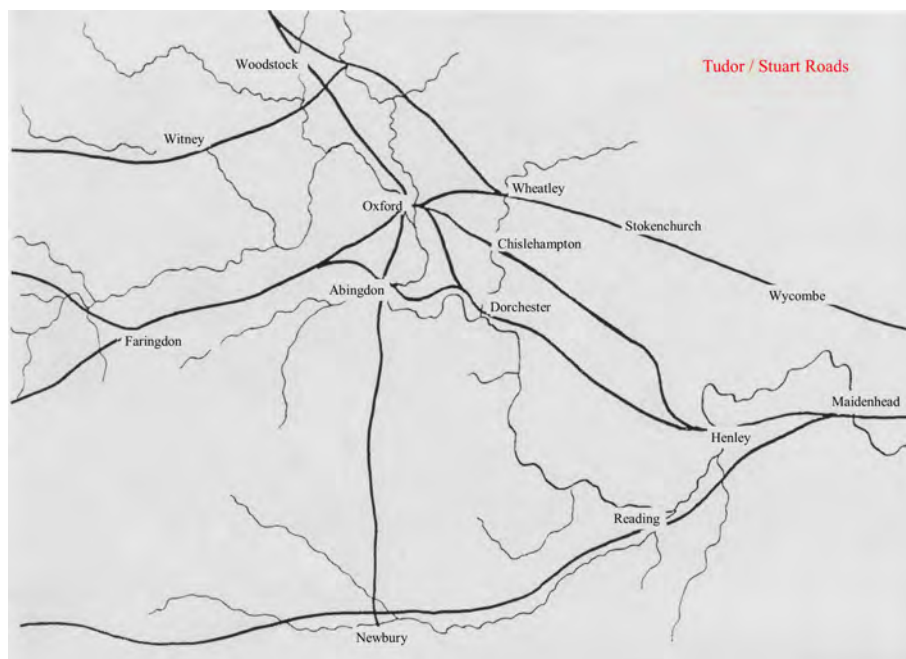


Map 2. Local roads East of Oxford (OS 1/25 map 28, 1905)

Cowley Way ran a short way along the original route of the Henley Road and then branched leftwards to Cowley, continuing as a minor road to the bridge over the Thames at Chiselhampton. Though in the Middle Ages it had been an important route towards London, it has little to do with the story. Like the Marston Way it was a mileway but never a turnpike and no stones have survived.

Iffley – earlier Wallingford - Way, the Henley Road, also referred to as the Dorchester Way, originally followed the modern Iffley Road, except at the start where it ran along the Cowley Road for a short distance. It continued on the modern Iffley Road as far as the western junction with Iffley Turn road. It then followed the modern Iffley Turn road past the edge of Iffley Village making a sharp left turn to rejoin the modern Henley Avenue and the earlier line of the road towards Littlemore and Sandford to Dorchester-on-Thames. The more direct Henley Avenue was constructed in the first half of the 20th century, making Iffley Turn a loop minor road.

There may also have been another road to Iffley Village, possibly starting at what is now Cowley Place and running through the present-day Christchurch playing fields and University Athletics track to join Meadow Way. Various early maps show the start of this road but there is no evidence that it linked up directly with Meadow Way, though it can be reached by detouring off the Iffley road via Jackdaw Lane.



Map 3 Tudor / Stuart Roads (after Rosevear RUTV8)

The Oxford Mileways Act, 1576

The Oxford Mileways Act gave the Oxford city authorities – Oxford became a city in 1542 – the right to make all those living within five miles responsible for the maintenance of the first mile of all the roads out of Oxford beyond the city limits. There is no doubt that the approach roads to Oxford were in very poor condition in the later 16th century, but it was far from unique amongst towns and cities in suffering from this problem. This poses the question of why it was the only city to obtain a private Act of Parliament relating to its roads, well over a century before such private Acts were passed for the creation of turnpike roads, granted from the early 18th century to turnpike trustees not city authorities. Various reasons can be offered for Oxford's unique success, the subsequent establishment of mileways or milehighways, and the erection of stones to mark their boundaries. To understand how Oxford may have achieved this requires quite a lengthy detour into the political, religious and local history of the mid-16th century.

To present a Bill and get it successfully passed required the support of Members of Parliament. Oxfordshire was home to several leading aristocratic families and influential members of the University, and this certainly would have helped its passage through the Commons and Lords. But in the Tudor era this was not enough to achieve success. Royal Assent was not the formality that it is today so Queen Elizabeth I must have been successfully 'lobbied' to agree to this particular piece of special pleading.

At first appearance Oxford seems to be an unlikely recipient of the Queen's favour. It could easily be seen as a bastion of Roman Catholicism. It was one of the first counties to declare for the arch-Catholic Queen Mary in her struggle for the throne with Lady Jane Grey after her brother Edward died prematurely in 1553. A military force was raised by Oxfordshire's leading aristocrat Lord Williams of Thame to support Mary's cause and he was rewarded with a high-ranking position in the court of Mary's wife, the even more arch-Catholic, king Philip II of Spain. It was Lord Williams who was entrusted to escort Mary's Protestant educated, half-sister Elizabeth, whom Mary regarded as illegitimate, a heretic and a conspirator, as a prisoner from the

Tower of London to her gaol in the Midlands. It was Williams who, on Mary's orders, presided over the burning of the two Protestant bishops, Ridley and Latimer, in Oxford's Broad Street, just beyond the city walls. Oxford therefore might seem an unlikely candidate for Elizabeth's favour.

However, appearances can be misleading. Oxford was not rabidly Catholic though generally conservative in matters of religion. Whilst there were vocal champions of both the Protestant and Catholic causes, the majority of its citizens seem to have followed the policy of '*Via Media*', the middle way, which Elizabeth adopted on religious matters once she ascended the throne. Neither of the bishops that Mary ordered to be burned at Oxford had any connection with the city. Hugh Latimer was bishop of Worcester and Nicholas Ridley, a Cambridge graduate, was bishop of London. Burning the bishops in London would have risked major riots by the many extreme Puritans there. Oxford was chosen because its citizens were unlikely to cause trouble but also because Williams was a 'safe pair of hands'.

Like the majority of Oxford citizens, Williams was probably a moderate Catholic, but his skills and his priorities were secular. He was good in spotting winners and he was an effective 'fixer'. As with today's non-party special advisers, he was skilful in 'getting it done', whatever 'it' was for his current political master or mistress regardless of their and his religious persuasion.

Elizabeth was anything but a fool. She would have been well aware that neither Oxford nor Williams were acting out of religious extremism. The drawing in Foxe's *Book of Martyrs* has a speech balloon from Williams's mouth saying to the burning Latimer "I will remember your suit", acceding to some last-minute request. Not the words of a religious fanatic. Foxe's work was strongly Protestant. He would have been most unlikely to put these words into Williams's mouth if Williams had been an extreme Catholic. But Elizabeth had more direct and personal reasons to be grateful to Williams, who showed her great kindness and respect when escorting her as a prisoner. Perhaps this was genuinely altruistic behaviour, but Williams was correctly guessing that Elizabeth would one day succeed her half-sister as Queen. When she did so, she showed her gratitude by appointing him to a lucrative post. But this was not the end of the link between Williams and the Queen. Whether fortuitously as a love-match or by political design, Williams's daughter Margery married Henry Norreys, son of an earlier Henry Norreys, whom King Henry VIII had accused of having adulterous relations with Elizabeth's mother Anne Boleyn, a trumped-up charge. Elizabeth had a soft spot for the son of her alleged biological father, who was unjustly beheaded for a crime he did not commit, and whom she described as having died 'in a noble cause and in the justification of her mother's innocence.'

She appointed the younger Henry Norreys her ambassador to France and regularly visited him and Margery his wife at Rycote Palace, some eight miles east of Oxford, that Margery had inherited from her father. Elizabeth had also formed a close and long-lasting friendship with Margery, who she may well have first met at Rycote while she was still a princess at risk.

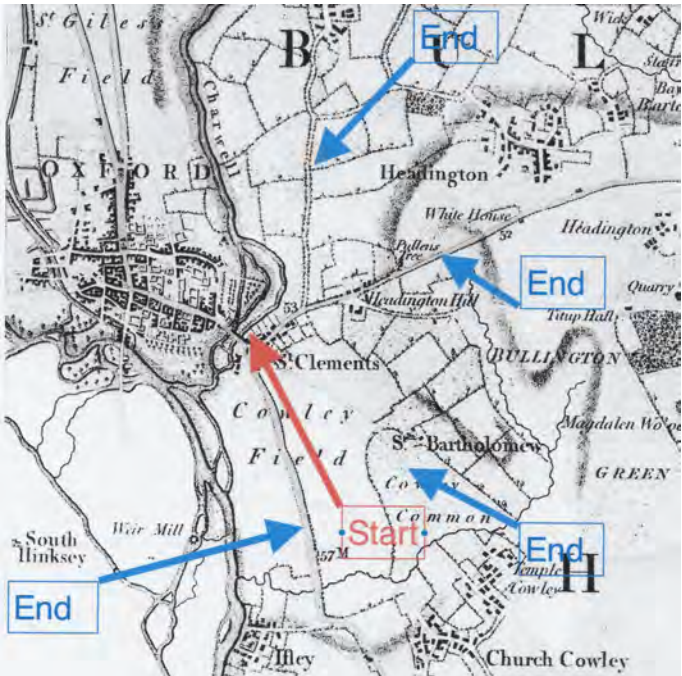
The relevance of this long historical detour now starts to become clear. One of Elizabeth's stays at Rycote, in 1566, came after she had visited Oxford for four days. She was well received by the city authorities and the University, but she would hardly have been unaware of the appalling state of the roads leading out of the city, as it is known that she travelled through the East Gate on the Wycombe Road via Shotover Hill and Wheatley before turning left towards Rycote on the road towards Thame and Aylesbury. Elizabeth was again at Rycote in the summer of 1575, the year before the Mileways Act was passed, also a more general Highways Act and a private act "Restitution in blood of Lord Norris of Rycote". Clearly road improvement was in Elizabeth's mind as well as doing justice to the Norreys family. It is tempting to believe that the topic of Oxford's roads and the proposed methods of improving them were mentioned during Elizabeth's visit to Rycote in that year.

Before the mid-16th century, the maintenance of highways was minimal, other than where they bridged rivers, and responsibility had lain mainly with the ecclesiastical charities abolished by Henry VIII and Edward VI. A new and better means of financing the maintenance of highways needed to be established to facilitate the transport of the increasing amount of trade using wheeled traffic. Marian legislation, confirmed and extended by Elizabeth, established the principle that highways should be maintained by the parishes through which they passed, initially by forced, 'Statute' labour, later commuted to local taxes – forerunner of the Council Tax – set and organised by the local Justices of the Peace (JPs). Central government generally and Elizabeth in particular were notorious for finding methods of getting other people to pay for national infrastructure. The Oxford authorities were keen to follow suit, arguing that its citizens should not have to pay for the damage done to their approach roads by local users. Such a proposal might well have appealed to Elizabeth's sense

of parsimony, even if on this occasion it was not she who reaped the financial benefit.

None of the evidence: Oxford's nuanced attitudes to religious controversy, Elizabeth's friendship with the daughter of one of its former leading local aristocrats and her favoured husband, is anything more than circumstantial and speculative, but taken together it provides plausible reasons why Elizabeth gave Oxford legal rights over its approach roads not accorded to any other town or city.

The concept of the mileways marks an important moment in the debate about funding road maintenance. As Alan Rosevear wrote: "The principles on which the Oxford mileways worked were similar to those that guided the creation of turnpike trusts." Similar, but not quite the same. The Mileways were funded by local travellers and traders who used the roads most and probably did the most damage to them, but legally they paid, not because they travelled but on account of where they lived and according to the size of their holdings. Those who rarely or never travelled to Oxford still had to pay, while long-distance travellers paid nothing however often they visited Oxford. The mileway system was still fundamentally based on 'where you live' rather than 'where you travel'. However, the charges were fixed by the city and university authorities and administered by supervisors in four divisions rather than by the authorities of those parishes involved. This idea of transferring finance and administration responsibility from local authorities to others foreshadows the system that the government legalised under the turnpike system. And although legally the system was based on residence, the rationale was that those who used the roads most should pay to do so. The mileways, therefore, like the mileway stones, were a hybrid between two different systems, sharing some characteristics of both.



Map 4 The Mileways



Map 5 Repository Map of Mileway Stones

However Oxford managed to achieve its unique privilege of the Mileways Act, the main thread of the story is about its practical results for the eastern environs of Oxford. It appears that in practice the start of the mileways on the eastern side of the town was fixed at Magdalen Bridge, the centre of which marked the city boundary rather than the East Gate some 250 yards to the west. Five mileways to the east are known to have been established:

- Marston mileway, ending approximately at the junction of Marston Road with William Street
- Headington mileway, ending just beyond at Pullens Lane
- 'Oxford milehighway', ending at the junction of Cheney Lane and Gipsy Lane
- Cowley highway, ending at Cowley Common in the St Bartholomew area near the junction with Howard Road
- Iffley highway, ending at or near the Iffley parish boundary, near the present-day Iffley Road junction with Boundary Brook Road.

The Mileway stones

The Mileways Act was understandably unpopular with the inhabitants of outlying villages and they would have made sure that the endpoints of the stretch of road for whose maintenance they were responsible were clearly marked. The evidence of the surviving stones suggests that it was the outlying parishes that took the initiative of erecting the stones to ensure that they did not maintain any stretch of road beyond what was required.

Four highway or milehighway stones survive; two, probably three, from the 17th century and one from the early 18th century. Almost certainly, none are the original stones, and most have been moved at least once. All pose problems in interpreting their history.

From the most northerly to the most southerly these stones are:

The Cuckoo Lane stone: OX_OX05pb SP52870 06824. This lies a mile from Magdalen Bridge along the Marston Way, but the still decipherable remnants of the legend read 'Hedington Hyway', not Marston Hyway. No date is visible, but from its condition it is likely to date from the early 17th century. The southern stretch of the modern Cuckoo Lane did not exist in the 17th century and first appears on maps dating from the later 19th century. The stone's most likely original location was at the eastern end of the Headington Mileway near Pullens Lane. The reason for its move is uncertain but most probably because it was replaced in the early 18th century by a new stone. Rather than discard the stone, the Headington parish authorities may have re-used it as a parish boundary stone as it lies on the former Headington parish boundary.



Photo 1, Cuckoo Lane stone

The Headington Hill stone: OX_OX06pb SP53289 06497 This lies a mile from Magdalen Bridge embedded high up in the stone wall near the bridge over Headington Road some 70 yards beyond the junction with Pullens Lane. It was moved to that position in 1930. Its prior and probable original position was close by at ground level though it may have been moved slightly when the Headington Road was realigned in 1771. Though undated, the initials of the Oxford Mayor and Chief Bailiff of the time indicate that it dates from 1729. The legend is complete and most likely is identical to what was originally on the partly missing legend of the Cuckoo Lane stone. The initials on the stone indicate that it was erected by the city rather than the parish authorities. The date 1729 has no particular significance in Oxford road history: a decade later than the first turnpike road to Oxford.



Photo 2, Headington Hill stone
Courtesy of Stephanie Jenkins

The Warneford Lane stone: OX_OX04pb SP 53863 06290, lies a mile from Magdalen Bridge on the route of the Wycombe/Old London Road and is the stone most likely to have remained in its original location. It is dated 1667 and the legend reads 'here endeth the Oxford Milehyway', the only stone actually to include the word mile; also the only one to refer to Oxford rather than an outlying village. It lies on the earlier 'Old Road' route of the Wycombe Road. There are two possible explanations for Oxford rather than a village being named in the legend. The first is that because there was no village on this route within five miles other than the tiny hamlet of Titup, there were few people to carry out the maintenance. The second is that it was called the Oxford



Photo 3, Warneford Lane stone

Milehighway from the perspective of incoming long-distance travellers on a major road to Oxford. The stone is in remarkably good condition for its age and has almost certainly been re-carved at some time. It is possible that it is a replica of an earlier stone. The significance of the date is unclear but coincides with the start of a period of reconstruction nationally after the Great Plague and Fire of London in 1665/6 and Oxford's experience of the Civil War and Commonwealth period. As the seat of government during the war after Charles I had fled from London, Oxford suddenly became much busier and more populous. Good for trade perhaps but the increased footfall and wheeled traffic of coaches and carts would have increased the damage to the roads in and around the city. Had the Royalists won the war, Oxford might have expected some compensation from a grateful king, but as the headquarters of the losing side no such support was forthcoming. Instead Oxford had to survive another period of religious and political strife, this time with the Puritans rather than the Catholics applying the pressure. No surprise therefore that in the years after the Restoration, a period of relative calm and normality, the city authorities returned once again to improving the roads. Contemporary accounts confirm that they were in poor condition. Whether the 1667 stone marks the addition of the 'Old Road' as a mileway or just the replacement of a previous but lost or damaged stone, it signals a new emphasis on improving Oxford's infrastructure.

The Iffley Turn stone: OX_OX01pb SP53330 04036 has suffered serious damage over the years, and in the last decade the lettering has become less clear as a result of air pollution. In common with two of the other stones, the legend though badly weathered refers to a village - 'Iffly Hyway'. In its present position on the Henley Road the stone lies beyond the eastern end of Iffley Turn which makes little sense of the inscription. Furthermore, it is about 1.5 miles from Magdalen Bridge. It is almost certain therefore that it was moved. Its most likely original location was some 500 yards nearer to Oxford (along the modern route) at the parish boundary marked by the boundary brook where the modern



Photos 4a-b Iffley Turn Stone 2008-2018
Photos Derek Turner & Greg Birdseye

Iffley Road becomes Henley Avenue, and before the present junction with the western end of Iffley Turn. This location is almost exactly a mile from Magdalen Bridge. The stone is dated 1635, another date of no particular significance in Oxford's road history, which suggests that it was a replacement for the original stone. It probably remained in this position until the later 19th century. The evidence from the 6-inch OS maps published between 1886 and 1924 is confusing and inconsistent. The 1886 and 1914

maps mark a boundary stone ('BS') only at the modern position. The 1900 and 1922 maps have BS at both locations. The more westerly boundary stone, if it really existed, may have been a parish/city boundary replacement when the mileway stone was moved. The most likely date of the move is the early 1890s when the city boundaries were extended. Several city boundary stones still survive from this date, the nearest being in Barracks Lane to the north, but no boundary stone still exists on the Iffley Road. The chronology rules out any connection with the re-routing of the Henley Road and the creation of Henley Avenue and new side roads that occurred between the wars. From evidence of other Oxfordshire road improvements, this was probably in the 1930s.

There are two other stones that are related to the mileway story though neither are mileway stones. The first is, strictly speaking, beyond the remit of this article as it concerns roads to the north not the east. In St Giles, a short distance beyond the site of the former Northgate, stands a Hundred Stone; one of a pair, the



Photos 5a-b. St Giles and Parks Road Hundred stones

other being in Parks Road that runs parallel. **OX_OX02pb SP51146 06806** and **OX_OX03pb SP 068710**. It seems likely that the St Giles stone, as well as defining the boundary between Northgate and Bullingdon Hundreds, marked the start of one or perhaps two mileways leading northwards to Wolvercote/Woodstock and/or Summertown/Gosford.



Photo 6 Stow Wood stone

The photo dates from the 1970s; By early in the 21st century, none of the legend was visible

The second stone is intriguing. It is on a road to the north-east of Oxford near Beckley at the edge of Stow Wood some four miles away as the crow flies on the stretch of the old Great Road to Worcester that bypassed Oxford. (**OX_OXLWI52M SP5633 1017**). It is not a milestone – 'London 52' lies some 500 yards further to the south-east – but it is a Highway stone and the legend is very similar to that of the mileway stones: on the top line "Here begins STOW WOOD HYWAY", and at the end of the third line: "1680" making it the third oldest waymarker in Oxfordshire. The remaining legend, on the second and third lines, reads "Which Ye County is to repair". Or rather that is what it read when Keith Lawrence discovered the stone in 1974. By 2002 when it was surveyed by Alan Rosevear, part of the legend had disappeared; less than a decade later the legend was undecipherable. In an email dated 2008 Alan Rosevear provided the explanation of the stone's purpose and the reason for its location; also why, unlike the city mileway stones, the 'County' rather than the city was involved: "The County maintained the bridges so there was a system to maintain transport infrastructure - the C stones formalised the limits of road each side a bridge to be included. I assume the bad bit here was the hill down to Islip bridge and the extent of responsibility was greater than normal. The County actually met the Justices who would levy landholders to raise funds (that is through the local taxes) - this was part of an established system."

From the Stow Wood stone to Islip Bridge is four miles, so definitely not a 'mileway'. The explanation re-introduces the Justices of the Peace into the Highway story. Their responsibilities from the 16th century were far wider than today: regulating wages and food supplies, managing roads, bridges, prisons and workhouses, and undertaking and setting the County Rate.

The stone is roughly contemporary with the first English turnpike trusts in which the local Justices were still involved before the responsibility for road maintenance was entirely the trustees' from the early 18th century, financed entirely by tolls. In practice the change was not so great as it might appear, as the turnpike trustees included city and university representatives. This phase of limited local control over road maintenance was anyway relatively short-lived. Keith Lawrence's article in *Milestones & Waymarkers 2020* describes how, as the toll system gradually collapsed nationally during the 19th century, it led to a confusing plethora of different administrative organisations and a gradual return to the Tudor principle of local taxes rather than 'pay-as-you-go'. In that sense, the Stow Wood stone is a significant, and rare, artefact that looks both back to the Tudor period and forward beyond the turnpike era to the ages when roads were maintained originally by labour and later by local taxation, a system that remains to the present time with the exception of the major roads maintained by central government's 'Highways England', previously Highways Agency.

But there is one more twist to the tale of the Stow Wood stone. The repository lists it as a parish boundary marker. At first sight this appears to be an error. On modern OS maps it is not on the parish boundary. However, the boundary has changed; the parishes of Stow Wood and Beckley having been combined in 1932. On the OS 6-inch map surveyed between 1876-1880 the stone is on the boundary, and is marked BS. Modern OS maps also show that it is on or close to a public right of way footpath, which may well be one of the oldest in Britain as it lies on the junction of the ancient King's Highway from London to Worcester with the Roman Road from Silchester to Alchester outside Bicester (now reincarnated as Bicester Village shopping outlet). Alchester was an early Roman fort so the Roman road probably dates from the first century AD. Though it would have fallen into decay when the Romans left, its remnants could well have survived through the Middle Ages as a 'way' if not a road in the modern sense. The stone might therefore owe its existence at that spot to something more ancient than just a parish boundary and Highway marker.

Mileways in the turnpike age

For around 140 years, Oxford's mileway stones and the lone Stow Wood Highway stone are the only known waymarkers in the area, but they were joined and eventually displaced during the turnpike era that lasted for a little over a century and a half, from about 1720 when Oxfordshire's first turnpike road came into existence until around 1880 when the last one was wound up. The era can be divided, for Oxfordshire at least, into three broad phases. Imitating the Roman road builders 1700 years before, the first phase from about 1720 to 1750 involved the main radial roads from London to major towns and cities. The second, 1750-1800, the main cross-county roads between important provincial centres, the final phase, 1800 -1850, filling in the gaps. Oxford's two premier roads to London were in the first stage, the Turnpike Acts creating turnpikes along the Wycombe and Henley Roads dating from 1719 and 1736 respectively.

As is well known to road historians, the turnpike era introduced the concept of making travellers rather than local communities pay for road maintenance, literally pay-as-you-go, by means of tolls paid to collectors at gates, booths or houses. These were usually, but not invariably, set up at the start and end of the turnpike road. But because of Oxford's unique mileway arrangements, a different solution had to be found. Even the most avaricious of road developers realised that to charge nearby residents to use the road which they were already paying to maintain was unacceptable. As a result, the two London to Oxford turnpikes ended, not where one would otherwise expect, at the city boundary or a convenient bridge but, for travellers to Oxford, at the point where the mileways began: for the Henley Road, in the words of the 1736 Act this was 'a place called milestone'. No such place existed; the 'place' in this instance was the original location of the Iffley Turn milestone on what was then a rural stretch of road. The stretch of road for which the Wycombe Road trustees were responsible began at the county boundary at Stokenchurch and continued to 'New Woodstock'; it therefore passed through Oxford city centre. Initially, however, it was not responsible for the mileways on either side, and its responsibilities would have ended where the Headington mileway began near Pullens Lane.

Having two different maintenance and payment systems on the same road was not ideal. Amongst other problems, it posed the issue of where to locate the tollhouses. Given that both the turnpike roads with their mileway extensions had to converge on 'The Plain' on the east side of Magdalen Bridge this was the most practical place to erect the toll barriers, but it would have meant separating the toll payments between the two turnpike trusts, and anyway the location would have been beyond the turnpike roads' western limits. Oxford initially passed a bylaw forbidding the erection of tollhouses near the city.

Some kind of solution was eventually found in the 1771 Oxford Improvement Act that created a new Turnpike Trust, St Clement's. This had responsibility for Magdalen Bridge, its approach roads from the east and the main roads in the centre of the city leading to St Giles and the Woodstock and Banbury roads. The St Clement's Trust took on the maintenance of the Marston and Cowley Mileways even though these were never turnpiked. The Act allowed toll barriers to be erected and initially a simple toll house was set up in The Plain a short way to the east of Magdalen Bridge. This worked well for a few years but when the route of the Henley road was changed in 1787, the new road was not covered by the existing toll house. Consequently, in the early 19th century a much grander tollhouse covering all three roads was built to counter those who were illegally using the new Iffley Road route to avoid paying tolls.

The Improvement Act did not formally abolish the mileways but in effect they ceased to exist as separate entities once the St Clements turnpike trust had taken over responsibility for them. However, it seems that the financial contributions made by those living within five miles still had to be paid, no longer to the city authorities but to the Trust commissioners. The Act goes into great detail about the level of the toll charges and about those travellers who were exempted but does not specify amongst the latter those travelling on the non-turnpiked Marston and Cowley mileways. There was no way at the tollgates of knowing whether a traveller was going along the mileway to Marston or towards the turnpike; similarly for Cowley and Iffley, so presumably travellers to and from Marston and Cowley had to pay tolls as well as the mileway maintenance levies. It is not clear whether the St Clement's Trust's responsibility for maintenance of the 'Old Road, Oxford' mileway continued once it no longer led to the turnpike road after the 1790s but this seems likely. The St Clement's Trust was wound up in 1868, having been taken over three years earlier by the Oxford Local Board, an example of the return to local control described nationally by Keith Lawrence.

Mileway Stones in the turnpike and modern eras

Once the turnpike trusts had taken over the mileway stretches of the Wycombe and Henley roads and had added milestones to these stretches, the mileway stones on the Headington, the 'Oxford' via Cheney Lane until the 1790s and the Iffley mileways ceased to have any function, as in turn did the milestones from the 1920s. In the modern jargon, they became heritage assets. By law, both mileway stones and milestones remained the property of whichever authority erected them or subsequently took over responsibility for them, but there was no obligation to maintain them. Oxfordshire Highways Authority, part of Oxfordshire County Council, inherited the milestones in 1888 a few years after the turnpike trusts were wound up. All the mileway stones ended up being owned by Oxford City Council as the city boundaries gradually expanded to include the parishes where they were located.

Other than making them redundant, the creation of the turnpike roads and the subsequent erection of milestones to within one mile of Magdalen Bridge had little effect on the subsequent history or location of the mileway stones, but they were not systematically removed, as the survival of four mileway stones shows. This led to some anomalous positioning between milestones and mileway stones that must have confused observant travellers in the 18th and 19th centuries.

No problem for the Cuckoo Lane stone as it had moved from its original position near Pullens Lane well before milestone 'London 53, Oxford 1' (now **OX_OXLW53 SP 5344 0658**) was moved to Headington Hill in the 1790s and no milestones were ever erected in its later location on the Marston Road. Its location, however, is anomalous as it stands just off the Marston not the Headington mileway.

Little problem for the Warneford Stone except that the map evidence suggests that from the 1720s to the 1790s the 'London 53, Oxford 1' milestone was about 250 yards from the western end of Cheney Road shortly before the junction with Headington Road, some half mile nearer to Oxford than the milehighway stone. The mid 18th century surveyors measured Oxford at 53½ miles from London so the last 'mile' between the milestone and the Oxford end of the mileway was in fact only about two-thirds of a mile (but about a mile to the East Gate). After the milestone was moved to the new road the milehighway stone remained the only waymarker on the 'Old Road'.

The anomalies are much more marked for the Headington mileway stone and its related milestones; plural because 'London 52 Oxford 2' (**OX_OX52 SP5499 0727**) was also involved. From 1728 until the 1790s, the mileway stone, a 'virtual Oxford 1' was the only waymarker on the present-day Wycombe Road west of Wheatley, but when the new route was established and the milestones moved from the old to the new London road, it was flanked almost equally by Oxford 2 and Oxford 1, as the original location of these two stones was some half mile east of their present position. If the Bryant map of 1823 is to be believed, early 19th century travellers approaching Oxford, would have seen 'London 52 Oxford 2' by the Shell petrol station about 300 hundred yards west of the present-day junction with Old Headington High Street and Windmill Road. After a mere half mile, they would have seen the mileway stone and, after approximately another half mile, 'London 53/Oxford 1' at the bottom of Headington Hill near the junction with Marston Road. Confusing for travellers, and for historians trying to explain the anomalies. And the confusion continued. When all the milestones from Wheatley to Oxford were moved eastwards sometime after 1850, both milestones were moved to – almost – their present positions. The OS map published in 1876 shows that London 53 had been moved from half a mile up the hill to the junction with Pullens Lane about 50 yards westward of the mileway stone. Still confusing for travellers. Finally, in 1930 it was the mileway stone that was moved, vertically rather than horizontally to its present position, but by this time the anomaly would have been unimportant for travellers, and indeed unseen by most, as the mileway stone's current position makes it almost invisible.

The greatest anomalies, however, were and still are on the Henley Road. As with Headington, two milestones were involved: 'London 56, Oxford 2' (**OX_LGOX56 SP5351 0392**) and 'London 57, Oxford 1' (not in Repository, approximately 51.44°N/1.14°W, on the Iffley road between the junctions with Magdalen and Stanley roads). For the first hundred years from 1635 the Iffley Turn stone was the only waymarker on the Henley Road as its probable original position was on the Iffley Road at the boundary of the Iffley parish and the city. Sometime after the Henley Road was turnpiked in 1736 milestones were erected. According to map evidence (as the stone has vanished) it stood about 800 yards nearer to Oxford than the mileway stone. The most likely explanation for this is that in calculating the miles the surveyors worked from east to west. As Oxford by this route was slightly less than 58 miles from London, so the 'mile' between Oxford 1 and the city

limits was actually about 1200 yards. In this instance the surveyors would not have started from London but from the milestone on the Bath road, turnpiked earlier than the Henley road, before where the two roads diverged near Maidenhead (**BE_LB28 SU 8619 8077**). The two stones remained some 800 yards apart from around 1740 for about 130 years, but sometime between the OS map published in 1868 and the 1876-1878 OS survey, 'London 57, Oxford 1' vanished for no obvious reason.

Thereafter for a while the mileway stone's closest milestone neighbour was 'London 56, Oxford 2' 800 yards away but when the mileway stone was moved at the latest by 1878 this reduced to 300 yards. From then onwards to the present day, travellers from Henley to Oxford, if they bothered to look, would have seen the Oxford 2 milestone and the mileway stone a mere 300 yards apart, neither of them accurately recording the distance to Magdalen Bridge. However, after the Great War as the amount of motor traffic increased, this anomaly would probably have gone largely unnoticed by most.

The future of the mileway stones

There is a strongly held view, sometimes forcibly expressed, that milestones should be allowed to age naturally and 'die' rather than be preserved for posterity. A plausible case for deliberate neglect can perhaps be made out for those that are already almost unrecognisable, though many would disagree. But the same argument cannot be made for mileway stones. Just four in the county rather compared with the 200 milestones and unique to Oxford, they are significant historical records for Oxford's history as a city, and important artefacts in the national history of roads and waymarkers.

There can therefore be no argument about the importance of preserving the mileway stones. The issue is how best to do so. The possibilities range from complete restoration to how they were at the start, through conservation to minimise further deterioration, to merely keeping them under regular observation. Each of the four stones poses a different problem and a different solution.

The Cuckoo Lane stone's condition is poor but not terminal and its condition does not seem to have worsened in recent years. Its position away from the main road reduces the risk of air pollution from traffic and accidental damage or vandalism. Keeping it clear of encroaching vegetation and regularly monitoring its condition would appear to be the best way of conserving it.

The condition of the Headington stone is difficult to determine. Whoever decided in 1930 to place it high up on a wall, almost invisible to anyone other than a tourist on the top deck of a sight-seeing bus, ignored the historical authenticity of an object made to be seen and to inform. However, the chosen location does make it safe. Its elevated position reduces pollution from traffic emissions. Close-up inspection is impossible without endangering life and limb but so far as one can tell its condition has not seriously declined in recent years. Periodic monitoring is probably all that needs to and can be done.

The Warneford Lane stone, as already stated, is in remarkably good condition for its age. Its position on a road with relatively light traffic and in an accessible location with a low risk of accidental damage makes it a prime candidate for a full restoration. Though no records exist of how mileways originally looked, it is reasonable to suppose that, like milestones, they would have been painted white with the legend picked out in black. Close to both a school and a university, the restored stone's potential as an object of historical interest would be enhanced. No doubt such a radical restoration would arouse some heated opposition. (Change of any kind in Oxford always arouses heated opposition!) The consensus might be to restrict conservation to periodic cleaning.

The Iffley Turn stone poses by far the greatest challenge. Of all the stones, its condition is the worst and its position puts it most at risk. Given its unusual shape it is likely that only about half the stone is above ground. The large crack across the middle of the stone and the infilling at the top are not recent, but as illustrated above, photographs taken over the last twenty years indicate that both the stone and the legend on it have significantly deteriorated. Some urgent conservation action is needed, but what precisely should be done is difficult to determine. On-site conservation work is ruled out by its location. Lifting and transporting the stone to a convenient and safe place for repair might well cause the stone to fracture into two or more parts. Expert opinion from those experienced in working with and restoring ancient stone is needed to determine the likelihood of successful repair. In view of its position and condition, a plausible case could be made for it to be moved to a safe and low-risk environment for repair and subsequent display in a local museum, and a

replica installed in its present position.

Arguably too, the Stow Wood Highway stone, as a rarity, should not be left to 'die' despite its poor condition.

At all events, it is important that the history of Oxford's unique mileway stones is remembered and that the stones themselves are cherished.

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BURTON-ON-TRENT BOROUGH 1878 - BOUNDARY MARKERS

Lez Watson

Burton first became a borough under Nigel, the Abbot of Burton,¹ at the end of the twelfth century. The abbey had been established by Wulfric Spot, Earl of Mercia in 1002². Abbot Nigel laid out the basic street plan, establishing burgages along the main street from the 'new' River Trent to the bridge at Horninglow. The surrounding villages remained detached from the settlement, although Abbey property³.

After the dissolution of the monasteries under Henry VIII, the abbey lands passed to Sir William Paget in 1546⁴. The development of the brewing industry gave rise to a sizable population for the town and outlying villages of 9,768 in 1851, of whom more than a thousand were brewery workers. Parliamentary Acts were passed in 1698, 1779, and 1853 to enable improved administration of the town; a further act of 1878⁵ relates to the subject of the newly established boundary discussed here. This date also saw the inclusion of Winshill and Stapenhill into the borough. Branston and Stretton remained separate parishes⁶.

Cast iron posts⁷ were erected at the intersection of the boundary with all the roads, tracks and paths exiting the town (*figure 2*). Each post stood three feet (0.92m) from the ground and each is of five-inch (12cm) square section, with a pyramidal cap measuring six-and-a-half inches (16 cm) square. Made in cast iron by Philip Halbard of the Britannia Foundry,⁸ each one carried the same legend, 'BURTON UPON TRENT - BOROUGH BOUNDARY', on two lines, with the maker's details at the base (*figure 1*). Given their location when placed, they would have been seen easily by travellers.

The posts today

I undertook a survey in 2015 to see how many of the posts survived by consulting large scale Ordnance Survey and locally published mapping,⁹ creating a table with the results numbered clockwise from the River Trent south end of the town¹⁰. My curiosity was aroused by the inconstant depiction of the markers on successive OS editions at all published scales¹¹.

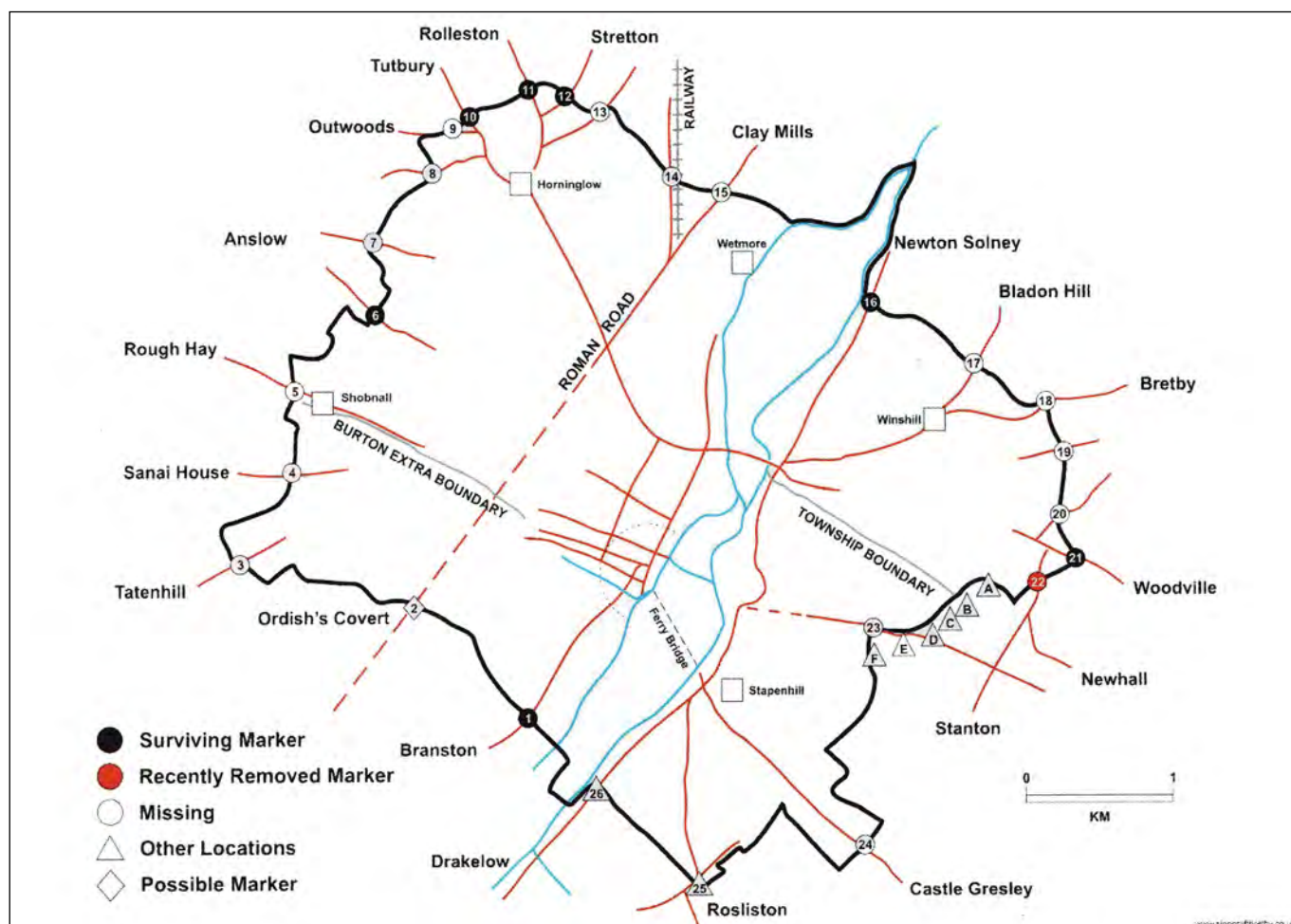




Figure 1



Figure 2



Figure 3

The first post (number 1, *figure 2*) is on the B5018, next to 139 Branston Road against the northern edge of Burton to Leicester line railway property. Although the Roman Ryknild Street was no longer a thoroughfare in the Victorian period, and had been superseded by Branston Road - the mediaeval Broadway - it would still have been a noticeable landmark on the boundary. I assigned this location the marker number 2 on the above map nonetheless.

Post number 3 was on the track to Tatenhill, with number 4 leading to Sinai House. Both are missing, now being within Branston Locks housing development. Post number 5, also missing, lay by Shobnall Brook (alongside the B5017).

Post number 6 (*figure 3*) on the track/footpath to Anslow is hidden in the bushes by the hedgerow. Post number 7, leading to Upper Outwoods, was visible until a few years ago but was lost during work at the nearby hospital. Numbers 8 and 9 were probably removed as a result of housebuilding. Number 9 stood by Horninglow Brook, the post probably moved from SK 2332 2542. The most visible of the entire series stands in Tutbury Road by the bridge over the brook (number 10, *figure 4*). Today painted white, but with the characters un-highlighted, it can be seen from some distance along the A5111¹².

Rolleston road, post number 11 (*figure 5*) is set in a low wall, but not in its original position, which was on the west side of the road. The culverted brook then leads to post number 12 which, due to landscaping and the burying of the watercourse, now stands alone in Horninglow recreation park (*figure 6*).



Figure 4



Figure 5



Figure 6

Further along the Horninglow Brook, posts numbers 13 and 14, by footpaths to Stretton and by Derby

road, are both missing. Post number 14 was removed following construction of the Burton to Tutbury railway line,¹³ and, post number 15 by Horninglow Brook was removed during culverting work below Derby Road.

The next post is to the east of the Trent in front of a garden wall by the B5008, near Dale Brook ¹⁴



Figure 7



Figure 8



Figure 9

(number 16, *figure 7*). Posts numbers 17 and 18 by the lanes to Bladon Hill and Bretby are missing, probably removed during house building. Marker number 19, a parish boundary *stone* by the lane to Common Farm, is also missing,¹⁵ as is post number 20, removed during housing work. Post number 21 is located on Ashby road, A5111, (*figure 8*) by the hedgerow¹⁶.

There is no trace of boundary post number 22 in Brizlincote Lane, it having been removed in 2017 and re-erected at a nearby private location. There is, however, a photograph on the Geograph website (*figure 9*)¹⁷. A little further down the hillside the municipal boundary joined the Brizlincote Brook where it crossed over to Stapenhill¹⁸.

There are no further boundary markers from this point back to the River Trent at Waterside (see below). Construction of the Burton to Leicester railway through south Derbyshire in 1848 bisected the parish, leaving the rural part south to the Ryle Brook by Mares Yard Bridge cut off from the town.

Between posts numbers 22 and 23 are six posts (A-F) shown on OS 1:10 000 and 1:25 000 published mapping in the 1970s and 1980s. Although not relevant to this study, they nonetheless represent one of many boundary changes in 20th century Burton¹⁹.

Post number 23 is not depicted on any of the OS maps I consulted, but most probably existed due to the presence of a well-trodden track to Newhall crossing the county boundary at this point. Another, on Stanton Road (A444, number 23), was probably removed during council house building.

It is possible, but unlikely, that there were two further posts (nos. 25 and 26), as the edge of the Burton to Leicester Line railway property de facto defined the borough boundary at these points²⁰.

Discussion

I walked about a mile as a child to school in the 1960s. Half way along my route the road passed over the local brook by which stood an old metal boundary post. Although it was rusty, unkempt and dirty, I could just make out the lettering. It was exactly half-way between home and school; I wondered if it might be more than a coincidence, encroachment or theft. The survey I undertook recently indicated, as I had suspected, that the post survived along with only a few others that had originally encircled the town. The remaining posts exist due to having been unaffected by later agricultural activities, settlement, encroachment or theft.

The boundary markers were commissioned in the 1870s as a visible expression of municipal pride. Earlier town expansion and town limit change had been depicted on maps commissioned by land owners and

borough officials since the mid-eighteenth century²¹. The *Plan of the town of Burton upon Trent in the County of Stafford, 1836* by Thomas Spooner depicts the built-up environment at that time with special attention given to the ward and borough bounds created in 1853²². At his date the western borough limit ran alongside the Trent and Mersey Canal from south of Shobnall Road to just north of Horninglow Wharf. The eastern limit rang along the eastern arm of the Trent.

The 1860s to 1880s saw a dramatic increase in house building across the town, spreading further west towards the Needwood bluffs and spilling into the villages of Winshill and Stapenhill. The built-up elements of these settlements soon became incorporated into the borough in 1878. The Ordnance Survey 1:2,500 scale Staffordshire County Series sheets of the town show further expansion²³. Construction of the North Staffordshire Railway branch to Hatton and Derby removed marker number 14, and reduced the significance of the lane/path to Stretton.

The existence of the posts is not mentioned in either a recently commissioned historic character assessment or parish neighbourhood plans,²⁴ which suggests that these heritage assets are not considered of importance locally. Being unlisted monuments, they have consequently suffered the ravages of time.

<i>Table</i>						
A No.	B Grid Ref (SK)	C Altitude (ft)	D Location	E To	F Side	G County
1	2451 2147 2408 2152	167	River Trent Branston Road	Branston	W	Staffs
2	2332 2228 2250 2247	160 154	Ryknild Street Trent and Mersey Canal	Branston *	-	Staffs
3	2217 2253	159	track near Lawns Farm	Tatenhill	S	Staffs
4	2253 2311	191	footpath to Sinai house	Sinai House (Tatenhill)	W	Staffs
5	2251 2365	187	Shobnall Road	Rough Hay	S	Staffs
6	2294 2428	308	footpath	Anslow	E	Staffs
7	2379 2445	305	Lower Outwoods Road	Anslow common	S	Staffs
8	2338 2516	297	Field Lane	Anslow common	S	Staffs
9a	2332 2542	215	Killing Greaves Lane	Upper Outwoods	N	Staffs
9b	2356 2544	213	"	"	"	"
10	2366 2555	201	Tutbury Road	Tutbury	E	Staffs
11	2406 2571	151	Rolleston Road	Rolleston	E	Staffs
12	2436 2510	174	SW corner, Horninglow Park footpath to Stretton	Bitham Lane, Stretton Stretton	E	Staffs
13	2451 2549 2488 2538	162 163	Trent and Mersey Canal			Staffs
14	2510 2524	159	Horninglow Branch railway	Derby Road	E	Staffs
15	2542 2503 2588 2484	154	Derby Road River Trent	Clay Mills	E	Staffs
16	2641 2427	168	Newton Road	Newton Solney	E	Staffs
17	2712 2389	206	Wheatley Lane	Bladon Hill	W	Derbs
18	2761 2360	240	Hawfield Lane	Bretby	S	Derbs
19	2775 2372	325	lane to Common Farm	Common Farm	S	Derbs
20	2769 2285	425	Bretby Lane	Bretby	S	Derbs
21	2782 2255	393	Ashby Road	Woodville	N	Derbs
22	2756 2238	386	Brizlincote Lane	Stanton	N	Staffs
23	2636 2211	229	end of Woods Lane	Newhall	S	Staffs
24	2632 2065	246	Stanton Road	Overseal	S	Derbs
25	2514 2044	230	Rosliston Road	Rosliston	-	Derbs
26	2455 2103 2449 2107	175	Waterside Road River Trent	Drakelow	-	Derbs

The local large-scale Ordnance Survey County Series plans are the only reliable source for the markers, the 1882 re-survey having helpfully been made soon after the 1878 Act which had redrawn the boundary.

No doubt there are further examples of town and borough boundary markers. Chester has many 'mayoral' boundary stones from the late Victorian period, but I'm not aware of any others. The Ordnance Survey's record of those in Burton may be a rare reference to such heritage assets.

Footnotes

- ¹ He served from 1094 to 1114. Formerly of Winchester, he began building the west end of the church.
- ² For a discussion of the related boundary clauses see Delia Hook, *The Landscape of Anglo-Saxon Staffordshire: The Charter Evidence*, 1983, 97-101 and fig. 7.
- ³ Colin C Owen, *Burton upon Trent. The Development of Industry*, 1978.
- ⁴ Colin C Owen, *Burton upon Trent. The Illustrated History*, 1994.
- ⁵ For the incorporation of the town as a Municipal Borough, later to become a County Borough (1901 to 1974).
- ⁶ 'Burton-upon-Trent: Local government', in Nigel J Tringham (ed) *A History of the County of Stafford: Volume 9, Burton-Upon-Trent*, London, 2003, fig 5.
- ⁷ with the exception of boundary stone no. 19.
- ⁸ 'Britannia foundry in Horninglow Street was established by Philip Halbard and Joseph Wright in 1850. The business was failing by 1870, and the foundry had evidently been closed by 1879.' In Tringham (see footnote 6).
- ⁹ 1: 2,500 scale County Series sheets: Staffordshire XL.8, XL.11, XL.12, XL.15, XLI.9, XLI.13; and Derbyshire LVII.9, LVII.14, LIX.4, LX.1. Also 10,000 National Grid Series, 1:25,000 First Series, and East Staffordshire website mapping (OS).
- ¹⁰ I have not sought any unpublished sources.
- ¹¹ The table in this article is an abstract from a detailed spreadsheet of all the information available to me (see note 9).
- ¹² www.geograph.org.uk/photo/3987097.
- ¹³ The North Staffordshire Railway, known locally as the 'Jinny' line.
- ¹⁴ www.geograph.org.uk/photo/4142107.
- ¹⁵ Probably an estate or parish boundary post of medieval or post-medieval date. It is depicted on OS County Series mapping.
- ¹⁶ www.geograph.org.uk/photo/4142126.
- ¹⁷ www.geograph.org.uk/photo/4142112.
- ¹⁸ "When the municipal borough was created in 1878, the rest of Burton Extra (274 a.) was added, along with a further 840 a. from Horninglow, 25 a. from Branston, and parts of Staphenhill (769 a.) and Winshill (607 a.)" 'Burton-upon-Trent: Administrative areas', in *A History of the County of Stafford: Volume 9*, Nigel J Tringham (ed.), London, 2003, p. 22.
- ¹⁹ 1:10,000 National Grid Series. Sheet SK 22SE, published 1972; and 1:25,000 Second 'Pathfinder' Series, Sheet 852, edition A, revised 1950-74/81, published 1981.
- ²⁰ A local resident informed me that no posts were to be seen in the scrub land by the railway viaduct.
- ²¹ The earliest known example being William Wyatt's map of the manor of Burton, 1758 to 1780, comprising nine township maps. Staffordshire Record Office, D(W)1734/2/3/131 - /140. The township boundaries may be inferred from the individual sheets. See Lez Watson, *An Historical Atlas of Horninglow Parish, Burton-on-Trent* (forthcoming).
- ²² An earlier map of 1847 by William Wesley includes Burton township boundary (only).
- ²³ See footnote 7.
- ²⁴ See *Burton-upon-Trent Historic Character Assessment*, Staffordshire County Council, 2012 and eg. *Horninglow and Eton Neighbourhood Plan 2013-2023*, 2014.

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A BISHOP'S CASTLE DISCOVERY AND THE MYSTERY OF THE KERRY POLE MILEPOST

David Archer

In August 2017, Phil Sparrow reported seeing a missing Montgomeryshire milepost in a garden in Bull Lane, Bishop's Castle, Shropshire (SO 324 891). Phil supplied some photographs and details which were circulated to members of the Society's Committee. John Haynes speedily headed to Bishop's Castle and to his request for permission to take more photographs received a warm welcome from the householder, Mrs Willis.

This is the story as told by her partner Adam Peppe: "The road sign was originally sited at Kerry Pole. It was collected by the munitions sweep that was done for all metal at the beginning of the Second World War. The wagon that collected from South West Shropshire came through Clun in early 1940. Dr Cross who was then resident at Castle Cottage in Clun spotted the sign on the transport (probably a horse and cart) and decided to purloin it for use as a pig swill trough! He used it until he sold Castle Cottage to my mother in 1945. My father then used it for his pigs until sometime in the middle 60s when he stopped keeping pigs. It then lay rusting in the garden until 1997 when my mother died. I rescued it and it has been here at the Mount since I moved here in 1999." Although visually accessible, the post remains on private property¹.

A nice story, but living locally I was pretty sure that mileposts had not been placed on the road passing the Kerry Pole, a local landmark (SO 164 866) which together with the Anchor Inn, are the only names associated with an area consisting of sometimes roughish upland grazing and forestry with no general local name. My assumption is that the Kerry Pole was used in order to indicate the *general* area of where the milepost came from. Dr Cross could equally have used the Anchor, which would have been slightly more accurate, but possibly less known in Bishop's Castle. Others also felt uneasy with this story. John Haynes noted that the Kerry Pole is on an unclassified road between the Anchor Inn and Cwm Trefarlo/Block Cottage, both of which are on the B4368. The Kerry Pole way is the old road 'over the hill', with a very steep ascent at the Kerry end, whereas the B4368 goes around the hill, flat for the most part, but with most of the gradient on the ascent from Kerry worthy of Telford.

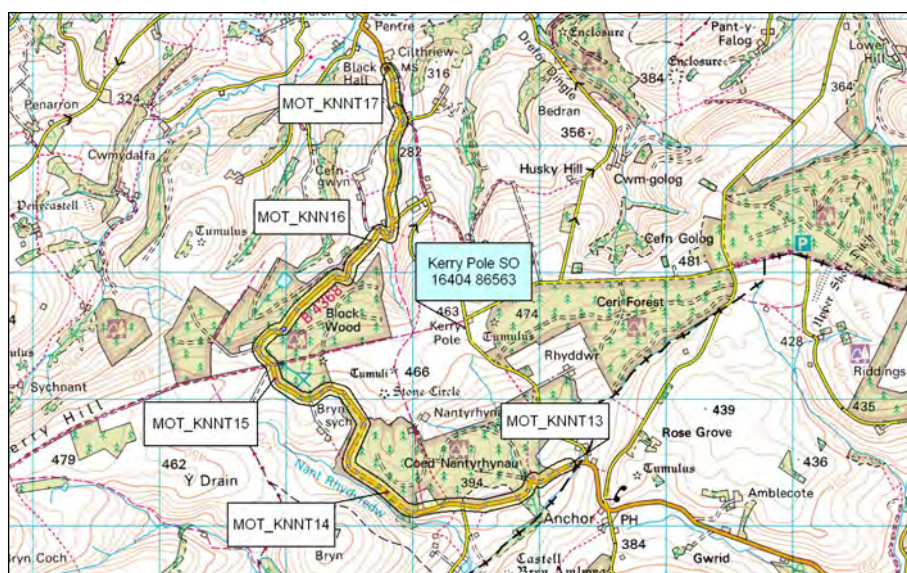


Fig1 The milepost sequence on B4368; only the *Anchor 4* post at Cilthriew survives in situ

John felt that 'the approximate mileages sort of tie up – Anchor 1.3 miles and Kerry 3.2 miles'. Mike Faherty also liked the story, but again saw a problem with the Kerry Pole route being a very minor road: 'why the County Council would have designated this road as a main road is hard to see.' Map evidence has yielded nothing to support a location on the Kerry Pole road. In addition, Keith Lawrence has suggested that prior to August 1940 direction signs were only to be hidden from view, or placed in storage². No metal parts were to be removed from stones. Keith makes no mention of metal parts having been collected for munitions earlier in the year. No sooner had such doubts been expressed than John Haynes emailed with further information showing just how much can be gleaned from various Internet websites. Working from the rejection of a Kerry Pole route and accepting the name might refer to a district, he began to look further afield.

The Milestone Society's resources were checked first, as good practice dictates. The image of one milepost near Cilthriew (MOT_KNNT17) was found, showing a cast iron, triangular bodied milepost with the top missing, *Anchor 4 / Knighton 17 // Kerry 1½ / Newtown 4½* [Fig 2]. On the National Library of Scotland website the



Fig 2 The damaged Cilthriew milepost [MOT_KNNT17]

Ordnance Survey 1903 six-inch mapping for this area shows a run of five mileposts on the B4368, starting in the north at Cilthriew (as above, Knighton 17/Newtown 4½) and dropping down to the Anchor Bridge (Knighton 13/Newtown 8½) [Fig 3], with the newly discovered milepost (Knighton 15/Newtown 6½) as the middle post of this sequence, originally located to the east of the current Block Wood car park [Fig 4].

To confirm this, John Haynes checked the distances to Kerry and the Anchor, 3½ miles and 2 miles respectively against the six-inch map location. It appears that the mileage was in fact to the Anchor Bridge,

half a mile short of the Anchor Inn, and just within the Montgomeryshire county boundary. Both the Ordnance Survey maps and the Milestone Society database show no mileposts continuing the sequence in Shropshire beyond the Anchor Inn, which is the furthest village west in Shropshire, being about 100 yards from the boundary with Montgomeryshire. In fact that whole area eastwards to Clun is devoid of either milestones or mileposts. Perhaps the World War Two Shropshire local sweep worked?

So, the new milepost is the middle of five between Kerry and the Anchor Bridge:

MOT_KNNT13: Anchor Bridge: SO 172 855: Welshpool 18

Anchor – / Knighton 13 // Kerry 5½ / Newtown 8½

[MOT_KNNT14: Foel: SO 157 852: Welshpool 17

Anchor 1 / Knighton 14 // Kerry 4½ / Newtown 7½] Missing.

MOT_KNNT15: East of present Block Wood car park: SO 149 861: Welshpool 16

Anchor 2 / Knighton 15 // Kerry 3½ / Newtown 6½

[MOT_KNNT16: Cwm Trefarlo: SO 156 872: Welshpool 15

Anchor 3 / Knighton 16 // Kerry 2½ / Newtown 5½] Missing.

MOT_KNNT17: Cilthriew: SO 157 886: [Welshpool 14]

Anchor 4 / Knighton 17 // Kerry 1½ / Newtown 4½. In situ.



Fig 3 The Anchor Bridge milepost, surviving but no longer in situ [MOT_KNNT13]



Fig 4 The Anchor 2 milepost not in situ, but preserved in Bishop's Castle [MOT_KNNT15]

What about the Kerry 1½ distance on the Cilthriew post? After Cilthriew, the route continues north and could have turned left at the Pentre, or taken the second left, passing through what is now the Sawmills hamlet (SO 156 897). Both ways would be about 1½ miles to Kerry. Turning left off the B4368 at the Pentre, the way would then be on a minor road to the village. About half a mile from the village, the road is elevated, looking down onto the village and would have needed no indicator here, though one would have been needed for those heading to Knighton from Newtown; so a Knighton 18/Kerry – post after turning off the main road would not seem unreasonable. Or maybe a decision had been taken that the first post would be at 1½ miles, thus saving the cost of a ½ mile post, replaced with a cheaper wooden finger

post at the road junction in the village? Taking the Sawmills turn would have been an easier route, with fewer sharp bends and a much easier gradient for the hill encountered before quitting the B4368.

There is also the possibility that the route continued on the B4368 and turned left onto the A489 at Glanmiheli (SO 162 903), where just after the turn on the 1901 revision of the Ordnance Survey 1:2500, a Newtown 4/Kerry 1 milepost is shown at SO 161 903. The only problem here is that this milepost is a mile from Kerry, and well over a mile from the Cilthriew post which shows Kerry 1½ miles.

The Block Wood/Bishop's Castle discovery milepost has long distance mileages to and from Knighton and Newtown, together with Kerry and Anchor as intermediate locations on the sides, plus a distance to Welshpool on top in a semi-circle. The lower part mirrors in style that of the in-situ Cilthriew post, which has the Welshpool 16 semi-circular heading missing. Confirmation of this and a suggestion that all five posts are of the same design is provided by the previously unrecorded Anchor Bridge post, which is also in private ownership. This is identical in style, with slight variations in the spacing of elements and numeral sizes. This Anchor Bridge post was found lying somewhere along the B4368 about twenty years ago, well away from its true position. That it exists also casts doubt on the 'munitions sweep' as this post is the first in the series, just over the county boundary from Shropshire, which might have been picked up by an overzealous official, whereas the Block Wood post would have been two miles away, well within Montgomeryshire. Mike Faherty suggested that any organisation for such activities would probably have been county based, and indeed 'the removal of direction signs was undertaken by a variety of agencies including parish councils, the District Surveyor's departments of the county councils and the A.A. and R.A.C. scouts' ³.

In summary:

1. The new discovery in Bishop's Castle is from near Block Wood, and is one of five posts on the B4368 leading to Kerry starting at the Anchor Bridge, just within Montgomeryshire on the Montgomeryshire/Shropshire border ⁴.
2. Continuation posts are not recorded eastwards over the border in Shropshire.
3. The furthest post from the Anchor Bridge is at Cilthriew after which the way continued to Kerry by one of two, or possibly three routes, and there met the A489 Newtown to Bishop's Castle series.

As a footnote to this tale, or hopefully a beginning to a new tale, a brand-new slate milestone has appeared very near to where the Anchor Bridge post was originally positioned [Fig 5]. No similar stones have been found on the B4368, the Kerry Pole road or the road to Knighton via Beguildy.

Most of the work for this piece was undertaken by John Haynes supported by Mike Faherty, David Viner and the late John Nicholls. Thanks again to Phil Sparrow for starting this enquiry with his discovery in Bishop's Castle. Map sourced by John Haynes; milepost images by David Archer.



Fig 5 The brand new slate milestone

Endnotes

¹ see: https://www.hallsgb.com/property_post_item/mount-cottage-bull-lane-bishops-castle-sy9-5da/#gallery-12 (accessed December 2020).

^{2,3} Keith Lawrence, 'Emergency powers and the milestones' *Milestones & Waymarkers* 7 (2014), 4.

⁴ The hole in the Bishop's Castle post is not original, and appears to have been made to take a right-angled bracket to support the post in its current position. ■

MILESTONES AND MYSTERIES

David Smallshaw

David Smallshaw, who had been Chairman of the Sankey Canal Restoration Society, sadly passed away in 2017. In this article he relates tracing the locations of the Sankey Canal milestones. It is a fitting tribute to him that replicas of milestones 6 to 12 (with a second 10-mile stone on the Blackbrook extension) have been installed by St Helens Council in 2018 and 2019. Discover more at the end of this article.

The memory of wondering what had happened to the last surviving milestone of the Sankey Canal since my last view of it in a container where it had been stored for safety by the St Helens Ranger Service plagued me for months. My concern for its wellbeing was only quenched when I discovered it a short while ago safe and sound, planted in the grounds of the Sankey Visitor Centre for all to see and my further questioning as to the siting of it brought the answer of Bradley Lock (*Bradley Lock is the usual spelling but Bradlegh Lock is more historically accurate - editor*). So, that was that.....or was it?

As per popular tradition the complement of Sankey original milestones had all disappeared long ago, after abandonment and decay, but certainly by World War 2 when the authorities removed all directional signs in the nation in case they would give help to the enemy if an invasion took place.



The original 7 Mile to Ferry Lock stone
in Sankey Valley Park

Photo: Barrie Pennington

The one we have left simply states '7 Mile to Ferry Lock' which should probably indicate two things: that the markers were erected before the extension to the canal to Spike island in 1833 and after the earlier extension to Fiddler's Ferry in 1762 and that its location should be, as stated seven miles from the said lock which would place it just a little south of Bradley Swing bridge. So, with the land management works which heralded the onset of the Valley Park it could be likely that the stone was found in the excavations and fortunately preserved. Now all we should do is find the rest of them!

There are no early maps of the canal of the period when the stones were probably sited so we have to use the tried and tested 'OS map and a piece of twine' method to roughly gauge where these were.

- Just west of the Whittle Brook culvert.
- By the site of the old boatyard north of Sankey Bridges
- By the Warrington to Liverpool railway (Cheshire Lines) viaduct
- Bewsey Lock area
- Winwick Quay by old Ship Inn
- Opposite Winwick Railway Junction just north of Alder Lane Bridge
- Just south of Bradley Bridge
- Just south of Penkford Bridge, by outflow
- Quay area by foot of Wagon Lane, Haydock

There may have also been one just by Blackbrook Road bridge too.

Now that's all well and good until we happen upon the Ordnance Survey Map series of 1892. The extension to Spike island has long been established and the ownership now in the hands of the London and North Western Railway Company. This edition clearly denotes milestones on the canal route, but this time based on the new cut as well so we have revised positioning as follows:

- Just west of Carterhouse Bridge, Widnes
- Just east of Johnson's Lane Culvert
- Just east of Marsh Lane Bridge site,
- Just east of Penketh Hall bridge
- Just east of overflow at Sankey Bridges
- To the North of Buttermilk Bridge site (Sankey Way)
- By Dallam Sluice site
- Just north of Winwick Quay boathouse
- Just north of Alder Lane Bridge
- South of Bradley Bridge
- Just north of Newton Common Lock
- West of Engine Lock (by Fishery)
- Just east of Callan's Bridge

So now we have a total of 22 or maybe 23 sites to consider. We know the design and materials used to complete the first set but there don't appear in any records or photos that I've seen at least to give us any idea of the shape and size of the railway era ones. We have to presume that the old set were wasted once the new ones were sited so does that mean that they may be still lying around buried near to their original positions and thus have eluded the zealous war time purge of locality information? The Bradley one certainly was – so why not the others? It may be well worth a look especially where the canal infrastructure has not been too 'remodelled' in the creation of the Sankey Valley Park.

Canal milestones are a specialist subject as, with the many companies owning separate systems, their shape and style are similarly many and varied. The Macclesfield Canal employed stone like the Sankey and that was a latecomer to the canal age. Cast iron was extensively used with the elaborate examples of the Trent and Mersey and the utilitarian triangular ones of the Leeds and Liverpool Canal Company.

The current excellent series of celebrations commemorating the latter's 200th anniversary has included a campaign to reinstate all the mile markers on the 127-mile length of the waterway and other canal societies have also pursued this aim – so what about the Sankey?

If we can't find the original posts then can we create new ones and, if so, what design should we consider? The older version is a known quantity but for authenticity we need to have some idea of what their replacements were like.

I checked out the website of the Milestone Society (www.milestonesociety.co.uk) which proved a very interesting read and gives some very sound advice on how to go about restoration and renovation of the markers. Costings are not too astronomical unless an intricate design is required and we are only looking at 9 or 13 projects at the most.

The Sankey's 200 and 250th anniversaries have been and gone and we certainly can't wait until 2057 for a campaign to replace them so we may have to look at other schemes to achieve this. Firstly, we will need to establish a credible design for a mile marker with due regard to authenticity, maintenance and vandal proofing. We need then to gain the agreement of our landowning partners and agree on full costings for a safe and durable siting. Then it's down to money.

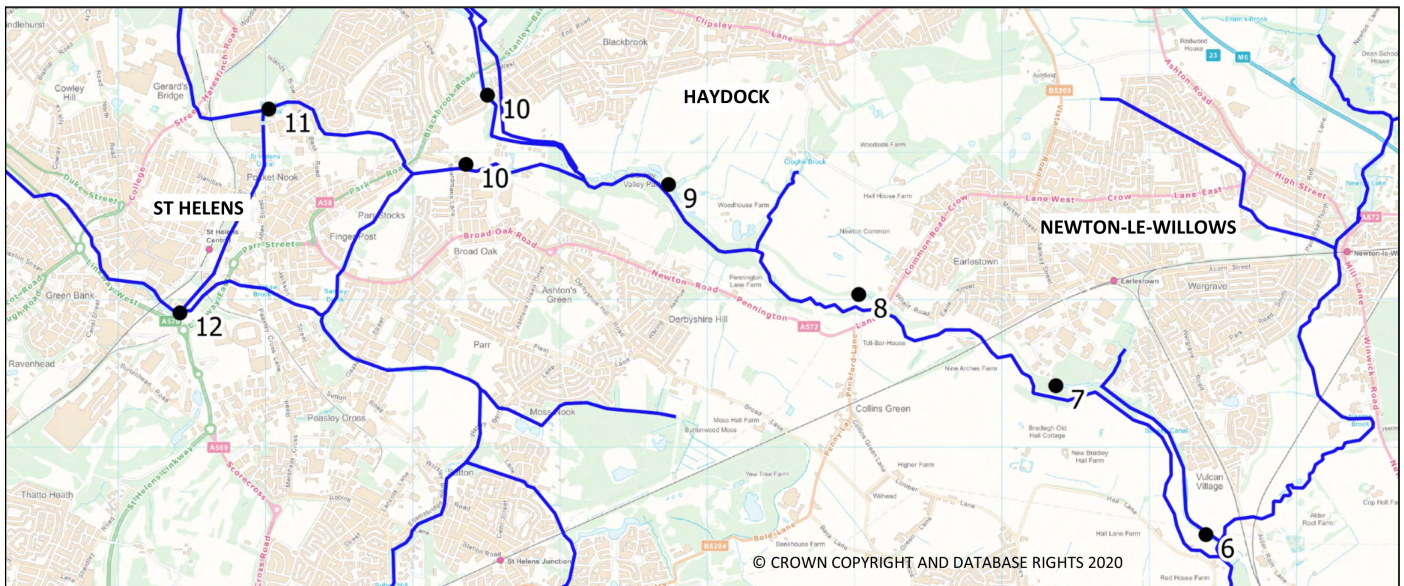
Well there is always corporate sponsorship where we could agree a suitable discrete plate or carving on the stone. The other alternative is to enable the stones to be dedicated to friends and supporters of the canal just as many benches and tables are dedicated today.

So, when you are contemplating making your will then spare a thought for your lasting memorial and leave a bequest.....well – only a suggestion! Seriously though, we would welcome any information anyone may have about these forgotten relics of our waterway's past. ►

REPLACING THE SANKEY CANAL MILESTONES

as related to Mike Hallett by Barrie Pennington

The Sankey Canal, also known as the St Helens Canal, runs parallel to the River Mersey just east of Widnes for a few miles before turning north near Warrington and west to St Helens.



Barrie Pennington and the Sankey Canal Restoration Society followed up on David Smallshaw's work described above. New '6 Mile to Ferry Lock', '7 Mile to Ferry Lock' and '8 Mile to Ferry' lock stones were purchased by



Colin Greenall of SCARS with
Pete Morris of St Helens Council
at the 8 Mile stone

Photo: Barrie Pennington

Barrie and installed by St Helens Council. New '9 Mile to Ferry Lock', '10 Mile to Ferry Lock' (on the main line of the canal), '10 Mile to Ferry Lock' (on the Blackbrook extension) and '11 Mile to Ferry Lock' stones were purchased by the Sankey Canal Restoration Society and also installed by St Helens Council. The '12 Mile to Ferry Lock' stone was purchased by the Inland Waterways Association. All these milestones were made from Sandstone sourced from Ramsbottom quarry. Measurements were based on the only surviving Sankey Canal mile marker located at Sankey Valley Park visitor centre. All were installed in 2018 and 2019.

Barrie now writes: 'The Sankey Canal Restoration Society has secured permission from Warrington Borough Council to place replica milestones on its stretch of the canal. I have supported them by purchasing one of these seven new milestones and the Inland Waterways Association has sponsored them for four others. I was wondering if there were any funds in the Milestone Society's coffers to sponsor one? It would get the Society some good local PR. Just as an aside, I am in negotiations with St. Helens Council with a project to re-open the canal

from Bradlegh Lock to Newton Common Lock. (It was filled in during the late 1960s.) We also hope to build a copy of the lock-keeper's lodge. With this part of the canal open it will once again flow under George Stephenson's railway viaduct in Earlestown. We would then have the first canal of the industrial age flowing under the first major railway viaduct in the world after which we will apply for World Heritage status.' ■



The St Helens Council crew
installing the 10 Mile stone
on the Blackbrook extension

Photo: Barrie Pennington

THE MILESTONE SOCIETY

AIM

To identify, record, research, conserve and interpret for public benefit the milestones and other waymarkers of the British Isles.

OBJECTIVES

- To publicise and promote public awareness of milestones and other waymarkers and the need for identification, recording, research and conservation, for the general benefit and education of the community at large
- To enhance public awareness and enjoyment of milestones and other waymarkers and to inform and inspire the community at large of their distinctive contribution to both the local scene and to the historic landscape in general
- To represent the historical significance and national importance of milestones and waymarkers in appropriate forums and through relevant national organisations
- To organise and co-ordinate relevant practical projects at both national and regional/local levels, thereby enhancing public access
- To protect, preserve and restore milestones and other waymarkers through the planning process, representing their significance to appropriate authorities locally and nationally
- To manage the Society's affairs in ways which maintain effective administration and appropriate activity, including the establishment of regional groupings through which to delegate and devolve the Society's business.

NOTES FOR AUTHORS

Milestones & Waymarkers (M&W) records the work of the Society, its members and others with shared interests. It complements the Society's Newsletter.

Submissions of material are welcomed and should be sent in digital form to the commissioning editor, Derek Turner, derek.turner@milestonesociety.co.uk, together with the author's contact details. Contributions in non-digital form are acceptable by special arrangement. All contributions are accepted on the understanding that the editor reserves the right to modify the material to make it consistent with the general content and style of the publication.

Content and style:

The content should be clearly related to the title of the publication and to one or more aims of the Society: to identify, record, conserve and interpret for the public benefit milestones and waymarkers. Interpretation can be taken to include explanation of how other highway heritage organisations and wayside furniture help to explain the nature and the history of milestones and waymarkers. Although the terms of the Society's aims restrict its practical activities to the British Isles, contributions about milestones and waymarkers elsewhere in the world are very welcome.

M&W contains two kinds of articles: those primarily describing the results of research into waymaker history, and those mainly describing significant recent conservation projects. The former tend to be longer and more formal in style, the latter shorter and less formal. Both are equally welcome.

No maximum or minimum length is laid down. Shorter articles with limited coverage may be considered for inclusion in the Newsletter rather than M&W. Wherever relevant, photographs should be included; also maps, diagrams and tables to supplement and illustrate the text.

The Milestone Society does not have a published and required house style. The editor will adjust the text to be

consistent with current practice. Authors should, however, consult this or recent issues of the publication and follow the layout and conventions used for references and identifying waymarkers.

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In memoriam: J.V. Nicholls, Editor

On the Ground 2006–2010

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