

*The Milestone Society*

# *On the Ground*



Milestones and the Milestone Society get media coverage. Cornwall's Representative Ian Thompson being interviewed by Louise Midgeley for ITV Westcountry News in December 2008.

*No. 6 September 2009*

*Compiled and Edited by John V Nicholls*



# *The Milestone Society* *On the Ground* THE ANNUAL REVIEW



Issue No.6 September 2009  
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*'On the Ground' is produced annually for members of the Milestone Society. Opinions and statements expressed in this publication are those of the editor and contributing individuals and are not necessarily those of the Milestone Society, its executive committee or general membership.*

Contributions for the next issue should be sent to the editor at:

John V Nicholls, OTG Editor, 220 Woodland Avenue, Hutton, Brentwood, Essex, CM13 1DA. Or email: [john@nicholls-online.co.uk](mailto:john@nicholls-online.co.uk)

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## INTRODUCTION

As you will be keen to get reading this issue I'll keep my introductory notes brief. Thanks again to everyone who contributed to the following pages. Without you there would be no 'On the Ground' (OTG). And please accept my apologies for my name appearing all over the place; I have developed a habit of poking my nose in here, there and everywhere. Well, someone has to do it...!

Despite the economic recession and the first proper winter in years, the work of the Milestone Society, its members and various partnerships continues unabated. Any fears that the Society would have a limited appeal and lifetime appears unfounded. Almost ten years along and new finds are still being added to the national database; maintenance and painting need to be kept up to date (hence the Staffordshire painting by John Higgins that is planned as a rolling five year project – like painting the Forth Bridge); a watching brief to be kept for damaged, lost or stolen markers. All members of the Society can play a part in this watching brief. You know your local mile markers and even if you are not active 'on the ground', you can keep an eye out for damage or loss and report to your county representative or a member of the Society's committee.

### **The Milestone Society Archive Project.** Jan Scrine

The information garnered by Society members is fascinating and informative – and scattered amongst 500 people. Jack Diamond bequeathed us his eclectic collection of photographs; Jack Ward stowed his at the National Monument Record Office at Swindon.

Various possibilities were discussed at Committee meetings and we investigated The Mills Archive – they have an excellent web-site plus a mini-museum, which costs £15k pa and has a paid part-time curator. That's somewhat more than we could afford!

The Yorkshire milestones website, funded by English Heritage with matched input from Society members, illustrated some of the problems. The 1800 photographs stuck into Christine Minto's and John Harland's splendid albums had to be lined up and scanned individually, which was very time-consuming. Fortunately some University colleagues were willing to work on the website in their spare time – otherwise, at commercial rates, the invoiced cost of £7500 would have been double.

Then in 2007, it was worrying when we heard about the floodwaters in Barnsley, knowing that Christine Minto's

albums and the Diamond collection were stored nearby on the ground floor... and the cistern in my roof split while I was away, flooding four bedrooms but fortunately not the office where the Society records are filed. And last year, it was more poignant, when my chum Chris Marcus became the third active member to die, very suddenly. Fortunately the data he had stored on his work computer was passed to us (on 6 DVDs) after I spoke with his sympathetic employer, but his other materials have been lost.

How might we understand what information is out there, and how do we protect it? 115 members have completed the Survey to date, which gives us an idea of the quantities of each type of information, (Mervyn Benford has 2,000 slides, Alan Rosevear has 4 yards of books and articles!). It also contains an indication of where you would like your personal archive to go to when reach the Final Milestone – for example, to the NMR, a university library, your children, your local County Archive or to the Society.

Could we perhaps get funding from the Heritage Lottery Fund (HLF) for an archive? I met with them and they were keen to help – but to qualify we need to demonstrate Community Involvement and to train volunteers, as well as the £10k we have ring-fenced as matched funding.

So how should we look after our own materials at present? There are websites such as Flickr where you can store digital photographs, but what about preserving other things, such as slides, negatives, letters, documents, maps, articles, books, artefacts? There's no simple reference text (Conservation Skills for Dummies?) Perhaps we should write a guidance note.

There's a website for the Society of Archivists, but all their work is paid. I visited the National Conservation Centre in Liverpool – they can only recommend on specific items. The helpful lady at the British Library in London did give me some leaflets and ideas and then I approached West Yorkshire Archive Services. They have just received funding from HLF to set up a training programme for volunteers, so we put our heads together. The result is an event at Tolson Museum on 17<sup>th</sup> October 2009, where you can come and learn how to take care of your own archive, those fading wedding photographs, discoloured holiday slides, granddad's letters from the Front. Bring your own attic treasures for professional advice! Other societies and schools are being invited to attend (demonstrating community involvement!) but Milestoners have priority – advance registration essential.

Details were in the AGM mailing, or see [www.yorkshiremilestones.co.uk](http://www.yorkshiremilestones.co.uk)

## Milestone Society Tenth Anniversary Postcard. Mike Faherty

To commemorate its tenth anniversary, the Society intends to publish a new postcard that will be No.22 in the series. This card will not portray milemarkers or fingerposts from a particular area, but the efforts of Society members in the last few years in restoring milestones, or fingerposts themselves, or encouraging authorities to restore them. Cards might then

be sent to conservation officers to inspire them or, of course, be kept by members.

Please send digital pictures that show milestones, mileposts and fingerposts in their new pristine condition to me, with the subject line "Postcard no.22" at [saffrons@aol.com](mailto:saffrons@aol.com) by 31 December 2009 at the latest. We will try to ensure a fair geographical spread; pictures from Scotland and Wales will be particularly welcome.

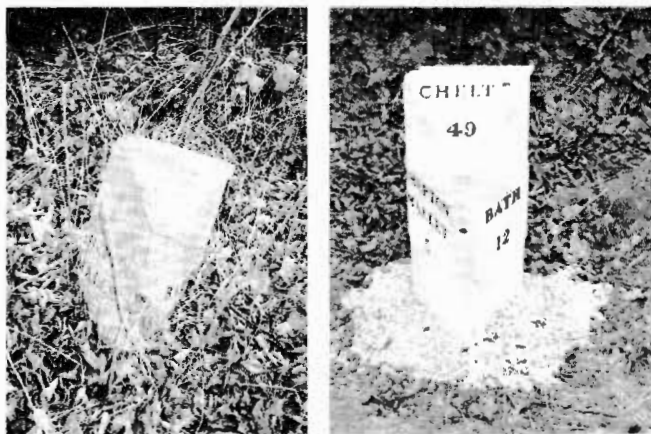
## THE MILESTONE SOCIETY / SHEPTON 21 PARTNERSHIP A Somerset Project Underway

"Shepton 21" is part of the Shepton Mallet & Surrounding Areas Community Strategic Plan 2006-2021 and the Links Group Milestone Restoration Project came into being as a result. The latter was agreed in principle to "carry out a programme to restore and renovate the many milestones in the area, by inspecting each milestone and to carry out the necessary works to put each in good secure condition including repainting to established procedures".



Before and after. Shepton Mallet Trust stone near Chelynych – grid reference ST 6529 4406.

In early 2007 Peter Banks (Milestone Society member and Shepton 21 committee member) and I attended a meeting with Roger Hagley, Chief Conservation Officer of Somerset



Shepton Mallet Trust milepost on the A367 just south of Stratton-on-the-Fosse – grid reference ST 6540 4988.

County Council and various other interested parties. Some finance was tentatively offered by Shepton 21 and I identified 26 milestones needing attention in the Shepton 21 designated area, which very roughly corresponds to the old Shepton Mallet Turnpike Trust area. A schedule was eventually drawn up of the milestones listing their condition and how they could be protected from damage. This schedule also identified where milestones were missing.

However, after a great deal of work by Peter Banks on behalf of the project, nothing happened due to questions of health and safety, supervision requirements and authorization, and the whole project lapsed. In late 2008 a new member of both the Milestone Society and Shepton 21, David Brown, decided to revive the whole thing and with the help of other members of Shepton 21 got the necessary permission and authorization to go ahead with the milestones' restoration. Before we could start this, four of us completed a milestone



Frome Trust milestone near Long Cross crossroads on 'Old Frome Road' – grid reference ST 6548 4539.

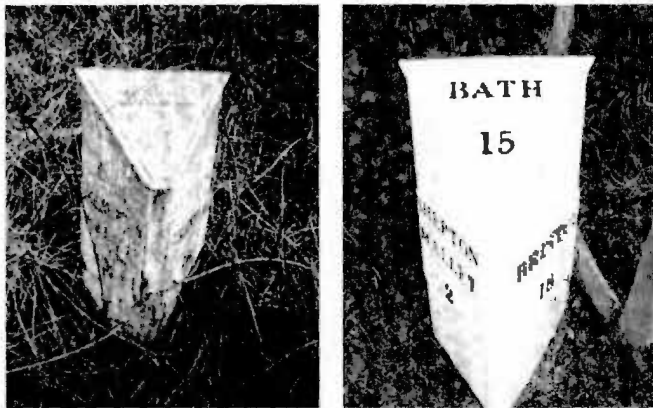
and boundary marker project for Frome Town Council. As soon as this was done, David Brown, my husband David Dowding and myself, with Shepton 21 meeting expenses of materials and mileage, started repainting milestones around Shepton Mallet. To date (early June 2009) we have completed five milestones around Shepton Mallet and we are in the middle of doing two others. Some only needed cleaning up and painting whereas the one at Stratton on the Fosse needed stabilizing too as it was rapidly sinking into the ground at an angle.

We hope to go outside the actual Shepton 21 designated area and repaint those milestones outside of it but still within the old Shepton Mallet Turnpike Trust area as this will enable

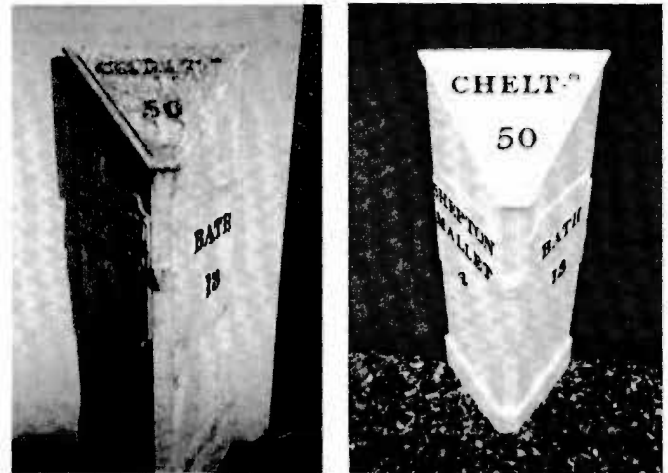


the whole series of milestones to be done, especially those with a Shepton Mallet inscription on them.

Janet Dowding, Somerset Representative. June 2009.



This Shepton Mallet Trust marker is near the junction of the A37 and A367 in the civil parish of Ashwick. Grid ref ST 6300 4653.



On A367 at ST 6485 4869 – Shepton Mallet Trust.

## FROME TOWN COUNCIL MILESTONE PROJECT

### Another Somerset project

The Frome Town Council project came about because someone in Frome contacted the Town Council about getting the town's milestones repainted. Jane Llewellyn, the Planning Administrator of the Council, got in touch with me in September 2008 and asked for any possible assistance the Milestone Society could offer. I replied that we would be very willing to help by repainting those that were in a safe position to do so and if the Council would pay for the paint. She sent me photos of the eight relevant milestones and boundary markers that needed doing. She met with my husband David, another Milestone Society member David Brown and myself and afterwards it was arranged that we would start as soon as the weather permitted. In the event the original interested person in Frome was unable to assist so it was up to the Somerset group members alone.

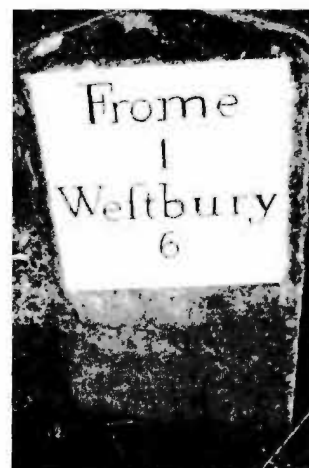
a couple of years earlier in Valli Road, 'Frome 1' (at ST 76594868) had to be left unpainted, as did the seventh object, a town council boundary marker nearby on a raised bank with no room to work.



Before and after in The Butts, Frome. Grid ref ST 7713 4722

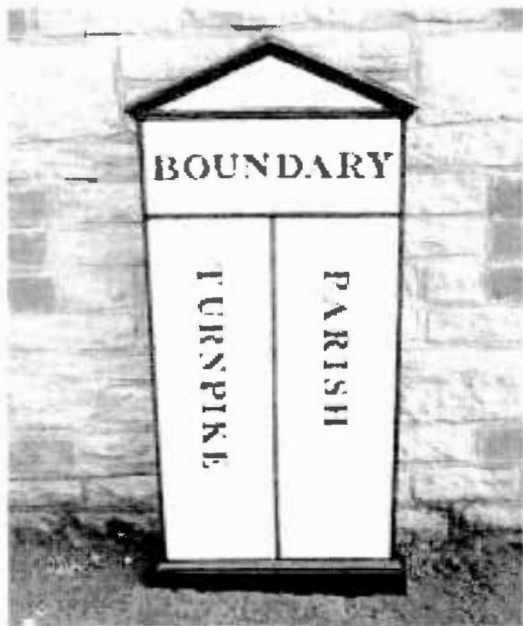


[Above] Before and after painting near Frome alongside the A361. Grid reference ST 7495 4512 [below] Styles Hill, Frome after painting.



The eighth marker, a stone with no plate but three holes in, is located in the Fromefield area of Frome at ST 78184878. I thought this was unlikely to be a milestone as it was too close to the 'Bath 13, Frome Market ½' milestone at ST 78084859. I thought it could possibly be a terminus stone of the Black Dog Trust which came right down to the present day Frome at about this point (the 'Bath 13' being on the

Of the original eight markers in the project, we could only actually do five – two milestones, two turnpike boundary markers and a town council boundary marker of 1901. The sixth and seventh were not in locations that permitted a safe working environment. This unfortunately meant that the best and most interesting Frome milestone, the one I had got listed



Black Dog Trust and not the Frome Trust). In the event we had nothing to paint on this one.

So in February 2009, with the weather perfect for painting, David and I set out to Frome with the necessary equipment and over three days painted the first two milestones, one in The Butts at ST 77134722 and the other in Styles Hill at ST 79014790. Another three days were spent by four Society members including myself painting the two turnpike boundary markers, one in Christchurch East and the other in Bridge Street. The project was completed (as far as safe working allowed) when David and I painted the town boundary marker in The Mount at ST 777467. [Picture left.]

I told Jane Llewellyn of Frome Town Council that, should Valli Road be closed at any time, we would come over and paint the listed milestone and town boundary marker there. As we had some paint left over, we also painted the milestone on the outskirts of Frome at ST 74954512 near to Marston House (actually part of the Bruton Turnpike Trust.

Janet Dowding, Somerset Representative. May 2009.

## Lorry Demolishes Ancient Cornish Cross

Ian Thompson



The cross in its setting before the accident. [Andrew Langdon]

The official report by Cornwall Council's Historic Environment Service begins:

"A medieval granite wayside cross in a prominent position at a junction on the main Penzance to St Just road (A3071) was badly damaged by a lorry in February 2008. As a result of the collision, the cross was broken into three pieces."

In other words the lorry, travelling at some speed, left the road, climbed a steep bank, took out a cast iron fingerpost and completely smashed a medieval stone cross. [Picture left by Peter Lugg of Cornwall Council - Highways]



This article is a brief summary of the full report by Ann Preston-Jones and Andrew Langdon, published by Cornwall County Council Historic Environment Service in November 2008.

The report describes a splendid example of good practise in rescuing and restoring a historic roadside feature.

The cross is at SW 4484 3014, 0.7km south-east of Tremethick Cross, Madron. This is not its original location. In 1856, antiquarian John Blight of Penzance recorded that the cross had been removed from Rose-an-Beagle in the Parish of Paul and set up on its present site ten years previously. It is thought that in its original position this was one of three Latin crosses that marked a church path from Sheffield across Paul Down to Kerris. The other two crosses are also in different locations now.

Although not its original site, this is a perfect location for a wayside cross, in a prominent position at a road junction. Reflecting its siting on top of a possible Bronze Age barrow, the cross has wide-ranging views over the surrounding countryside and across Mounts Bay.

The broken pieces of the cross were rescued and taken to a nearby farm for safe storage, while arrangements were put in place for its restoration. The cross is a scheduled monument and funding was found to hire a local team to undertake the work.



While two large pieces had been recovered, the lowest part of the cross was embedded in a granite base with hard lime mortar. This took a day to chip away. A small hole was drilled in the cross to take an expanding eye bolt. A scaffolding tower was erected and a block and tackle used to lift out the cross fragment. [Picture left by Andrew Langdon.]

The three cross fragments were brought together in the workshop and carefully measured, before drilling a 2.5cm diameter hole 20cm deep into each piece to receive stainless steel pins.

After the pins were cut to the exact length, a trial fitting took place before the pieces were taken back to the site for the final assembly. The stainless steel pins were glued into the upper cut surface of each fragment to make final re-assembly easier.

Hydraulic machinery was used to lift the lower part of the cross into the mortice in the base stone. It was set 8cm deeper than previously, so that the now vulnerable joint in the granite would not be flush with the base stone. This was held secure with wooden wedges.

The middle part of the cross was lifted onto the pin in the bottom part of the shaft and the pin and joint secured with resin.

Once the resin had gone off, the cross head was lifted into place. At this point there was a small technical hitch when the head refused to fit snugly on the shaft, and in fact rocked a little. At first it was thought that the pin was too long, but eventually the head settled securely when a very small piece of granite was chipped from the centre of the broken face. The pin and joint could now be resined and the head finally lifted



Photo - Dick Cole (Cornwall Council - Historic Environment)

into place. Once all the resin had set, the joints in the shaft and the base were finished with lime mortar.



The restored cross and fingerpost – photo Ann Preston Jones (Cornwall Council - Historic Environment)

The shaft of the iron fingerpost was taken to Falmouth boatyard where it was welded and repainted. As it had been buried in earth previously, it was put back in the same way. The arm and cap were refitted a few days later.

## AROUND THE COUNTIES

A round-up of milestone finds, restoration, conservation, research and recording from around the counties

### BEDFORDSHIRE. [Michael Knight]

An eroded summit of a milestone which was found by Michael Knight in a rockery has been returned to **Biggleswade**. Enthusiasts in the town organised its renovation by sympathetically 'planting' the relic on top of a new concrete base. This was then erected in Drove Road where already stood a 20C replacement stone, 'Biggleswade 1/Potton 3'. The 'spare' milestone was then transported two miles north on the B1040, repainted 'Biggleswade 3 miles', and with permission of the Professional, erected outside the entrance to John O'Gaunt golf club in **Sutton** parish.



These two markers [pictured above], together with the restored Gransden milestone (reported in the Huntingdonshire section

below) were all part of the drovers' road improvement Act 1755.

### CAMBRIDGESHIRE. (See also Huntingdonshire)

John Nicholls took time out from cleaning and painting the Great Chesterford milestone (see **Essex** below) and crossed



the border into Cambs where he cleaned down and painted the milestone at Hinxton on the A1301 near Stump Cross. The stone is set some distance back from the road (probably due to road realignment) and was almost invisible in a hedge. The stone must once have had a plate and hence the two holes through it. When cleaned back the original legend at the bottom of the stone was determined and corrected in the database.

### CHESHIRE.

Following the meeting with Cheshire CC Highways reported in the last issue of OTG, John Nicholls returned to Cheshire in September 2008 and carried out the cleaning, priming and painting of two crested township mileposts on the A530 at Wimboldsley and Leighton. [Leighton shown below.]





The purpose was to publicise the available funding for the refurbishment for roadside artefacts. At the same time a milepost on the A533 at Alsager was painted jointly by John Nicholls and Mike Griffiths.

Unfortunately the project to paint other Cheshire mileposts over the winter months came to nothing, partly because of the inclement weather conditions. With project funding due to end on 31 March 2009 it was imperative that at least a few further mileposts were tackled so John Nicholls again headed up to Cheshire in late-March for a last minute painting session over three days. He had planned to paint all the mileposts from Farndon and Huntingdon (just outside Chester) along the B5130 but a quick call to Cheshire CC Highways revealed that their contractors, Nutall, were already working on those posts. It was suggested that John might like to work on the mileposts along the A534 instead. The suggestion was politely turned down as most of the A534 posts are far too close to the road for safe working. It was agreed that works would be carried out within close proximity to Middlewich where John would be based.

Day one was centred on two mileposts located on the A533 at Moston (between Middlewich and Sandbach). The first, a Cheshire County Council (CCC) type dated 1914 (the only one known with this date), had recently been lifted out of a nearby ditch into which it had fallen on at least two occasions between 2003 and 2008. It was suggested to CCC Highways that it be re-erected on the verge a few yards to the south and this was done. The milepost was in fair condition, making cleaning and painting an easy task. [Before and after below.]



The second one at Moston is a domed top, late 19C 'open book' type made by W H Smith of Whitchurch, Shropshire. [Picture below] After digging away some soil from the base of the pillar, this was also a fairly easy painting job.

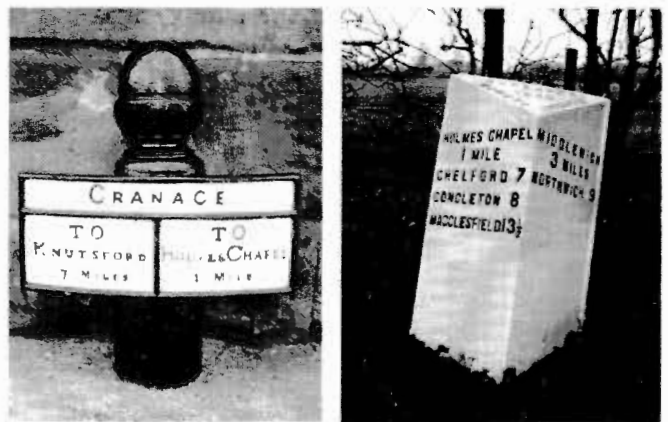
Day two was also spent on the A533 but this time on the west side of Middlewich. Two mileposts in the parishes of Stanthorne and Bostock dating back to 1833 were stripped back, rust treated where required and painted. Vegetation had

also to be cut back from the Stanthorne one including cutting down a very hard holly stump using a hacksaw blade. Various chips and dents were noted on the post which was most likely as a result of hedge trimming over the years.



Before and after at Stanthorne on the A533.

Day three was initially spent on the A50 at Cranage getting hands on with an early acorn topped open book milepost. This was not an easy one as high winds and passing traffic kept blowing dust and dead leaves all over John's handiwork. The remainder of the day was spent working on a CCC 1898 milepost alongside the A54 at Holmes Chapel. This had to be finished on the following morning when the painting of the lettering (the raised legends easily covered using a paint roller) was achieved just prior to rain setting in.



Cranage and Holmes Chapel mileposts of refurbishment.

#### Cheshire report - (Mike Griffiths, Cheshire Rep)

Since March 31<sup>st</sup> Cheshire has been divided into two parts, Chester & Cheshire West, and Cheshire East. This reorganisation has meant that we have largely lost touch with our former CCC contacts, and for a couple of months it would seem that there was more file shuffling and people re-locating than work on the ground. At the same time responsibilities for the roads have been largely decided by a computer which has created many anomalies as to the practicalities of splitting responsibilities. For instance on the A530 Middlewich to Nantwich road, about 250 metres of the road leaves Cheshire East and becomes Cheshire West. Unfortunately for us there is a township milestone needing refurbishment and is sited on this 250 metre stretch. Access for painting may require some traffic management as it lies just over the brow of a bridge and traffic is heavy. Cheshire East of course cannot authorise

any work here but cannot suggest who is responsible in Cheshire West. Oh the joys of reorganisation when even the same people are involved but now divided into opposite camps.

However I was contacted from Cheshire East to urgently paint a milestone (cast iron) that was decidedly rusty and the subject of much mither from locals about its condition on the outskirts of Crewe. [Before and after below.]



Having done the work to the satisfaction of the locals and Cheshire East we have now agreed another nine mile posts to be done in the Nantwich/ Crewe area which will provide our group with valuable funds and materials. It would seem that for the moment that every job to be done for the Council must be pre-funded before it can be undertaken and fortunately for us there is money for 10 milestones.

The missing milestone from Toft on A50 that was found on Ebay by our Society eagle eyed members for sale in the North East has been returned to the County and to our knowledge lies in a Council yard in Macclesfield. There is silence as to if and when it will be restored to its proper site, but we will continue to regularly ask the Road Engineer after its welfare on a regular basis.

There has been interest shown in our postcard of Cheshire Milestones, No.19 in the Society series, and it is hoped that we may get it introduced for sale into the County Libraries and Tourist Information centres.

Following a tip off I investigated the siting of a missing milestone from the Crewe -Wybunbury Road B5071 at a now realigned corner (ref:SJ70653), and found it happily sited on the entrance lawn to the local Shavington Primary School some two miles away. It is being well kept, has been repainted, and is appreciated by the pupils. At least it is, for the moment, in a safe place and after the summer holidays contact will be made to see if the school would like to join the Society and learn more about our aims and objectives.

Our plans for the coming few months are to complete our painting tasks for Cheshire East and to commence new contacts with the road engineers in Cheshire West.



**CORNWALL.** [Ian Thompson – Cornwall rep.]

**Reinstating a Listed Milestone.** In March 2008, in a meeting at the Cornwall County Council depot at St Columb Road to discuss painting milestones, the conversation turned to lost milestones. Ian Thompson was invited to check out the pile of granite curb stones and gateposts in the corner of the yard in case there was anything there. He found, lying forlornly on its back, surrounded by scraps of stone and stainless steel a magnificent granite milestone.



Measuring up the newly found milestone.

Ian recognised it as one of the milestones erected by the Haleworthy Trust in 1760 to mark its part of the grand turnpike route from Launceston to Penzance then under construction. All 14 of the Haleworthy Trust milestones between Wadebridge and Mitchell were still in place, or so Ian had thought. The style of inscription, in a remarkable mix of upper and lower case lettering, was unique. How did this milestone, inscribed "VI MILE To Saint COLUMB", end up in the Council yard? Council Supervisor, Chris Cawse told the story:

When the A30 dual carriageway was built to by-pass Summercourt and Mitchell in the early 1990s, this milestone remained on the old road. The road was now a dead end but was still maintained as a public highway, like a number of other old sections of the A30. This was fine. Then, some ten years later, the dead end road was bought by the farmer who lived at the end of the road. The Council sold him the road but they did not sell him the milestone. It remained Council property, so they recovered it to the depot.

There were issues about re-erecting the milestone on the new dual carriageway. One issue was that the A30 was a trunk road administered by the Highways Agency not Cornwall County Council.

Then there were also issues because the milestone was listed, one of which was that it could not be moved without permission.

The Milestone Society contacted the Highways Agency in Exeter and asked if they would be willing to re-erect the milestone on the dual carriageway. They agreed in principle and asked the Society to contact the Highways Agency's contractor, Enterprise Mouchel, to discuss a safe site for re-erection.

A meeting was arranged with James Bowman of Enterprise Mouchel. He explained that the latest regulations restricted new constructions on dual carriageway trunk roads far more than in the past. It was hard to find a suitable spot for the



milestone which would not require it to be surrounded by several hundred feet of (prohibitively expensive) crash barrier. Eventually a site was agreed which was literally over the wall from the original location on the old dead end section of road sold to the farmer. Because the spot chosen was five metres from the edge of the carriageway, on a bank nearly two metres high and at least partly shielded from the risk of vehicle impact by a huge green and white metal hoarding, there was no need for a crash barrier. Unfortunately this placed the milestone on the westbound carriageway, when logically it should have been on the eastbound carriageway, but it was the correct one mile distance from the surviving milestones to the east and west. This was a good compromise.

The Milestone Society painted the milestone in the depot at St Columb Road, while negotiations took place with Restormel Borough Council's Conservation Officer. The milestone was a grade II listed building and required planning consent before any work could be done. The Application for Planning permission and listed building consent for alterations, extension or demolition of a listed building was an eleven page document, to be completed in quadruplicate.



Painted and ready to go back to the roadside.

Careful study of the document revealed that it did not allow for actually moving a listed building. There was space for details of waste storage and collection, assessment of flood risk, number of bedrooms, biodiversity, and so on, but not for actually moving a building over a wall. Fortunately, with the aid of the County Council's Historic Environment Service and some positive thinking by everyone, a way was found through the bureaucracy and planning permission to re-locate the milestone was secured.



In May 2009, the milestone was erected in its new position. Do look out for it if you are in Cornwall. It is on the main A30 spine road, just west of the slip road for Summercourt and

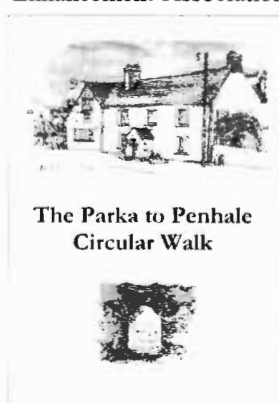
Newquay. It is on your left against the old stone wall. "VI MILE To Saint COLUMB" it tells you. (Note the Cornish plural for mile.) In the 1830s, when the Defiance coach and the Regulator coach ran rival services along the road from Falmouth through St Columb to Exeter, the milestone was already old. Think about all the changes this milestone must have witnessed down the years. If you think for more than a minute you will have missed the "VII MILE To Saint COLUMB" milestone.

**Painting Milestones on Television.** On 3rd December 2008, Hannah Rees of Cornwall County Council sent a Press Release to her media contacts headed: "*Miles of Milestones Improved Thanks to the Milestone Society*", about the partnership agreement to repaint the county's 700 milestones on a ten-year cycle.

On 4th December Ian Thompson was phoned at home by ITV Westcountry News, who asked if he could do an interview that afternoon about painting milestones, and could he organise a suitable location so they could film him in action, painting a milestone.

Ian identified a suitable milestone, in Summercourt village, opposite the junior school, which he pretended to scrub clean ready for painting, while Louise Midgeley interviewed him. Then they popped down the road to take some shots of the "IV" mile stone, which Ian had painted earlier in the year. Much editing was done in the studio and the finished piece on the evening news was, Ian was told, rather good. [See image on back cover.]

**Parka to Penhale Circular Walk.** A booklet describing and illustrating a circular walk in St Enoder parish in mid-Cornwall has been produced by the Fraddon and Penhale Enhancement Association. The cover features the "III MILE



To Saint COLUMB" milestone of the Haleworthy Trust and the Blue Anchor Inn, famous as the second stop of the King's messenger on his journey from Falmouth to London to announce the victory of Trafalgar and the death of Nelson in 1805. The granite window sill "counter" from the old toll cottage is now a feature of the Millennium Green encountered in the 2.5 mile walk. Six roads radiating from the parish carry milestones and the

guide mentions some of these. The booklet is available to purchase at Kingsley shopping village, next to McDonalds on the A30 Fraddon by-pass.

The broken Bodmin Trust B / 4 milestone from the A30 (reported in NL 17 July 2009) shown here at the Tolpetherwin depot after painting by Ian Thompson.



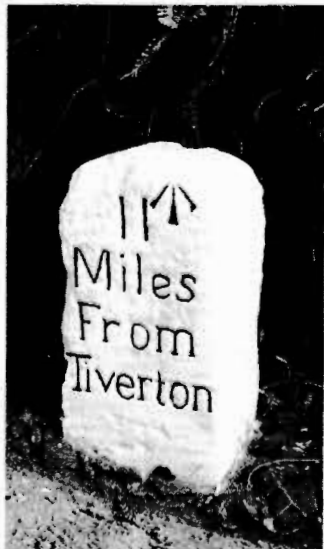
**DEVON.** [Tim Jenkinson – Devon rep.]

**Repaint of a cast iron milepost.** There has been a most welcome repaint of a grade II listed pyramidal cast iron milepost at Ridgeway in Plympton, on the old A38 at grid ref. SX 548560. The post that shows a distance of 5 miles to/from Plymouth is one of only three such markers surviving along a 15 mile stretch between the city and Brent Bridge. The lettering and numbers have been picked out in black on a white background. The posts were set up in the 1820s by the Plymouth Eastern trust along sections of new road out of the then town (city status was not acquired until 1928). Sadly many of the posts were either taken down as redundant or broken during the building of the dual carriageway in the mid-1970s.

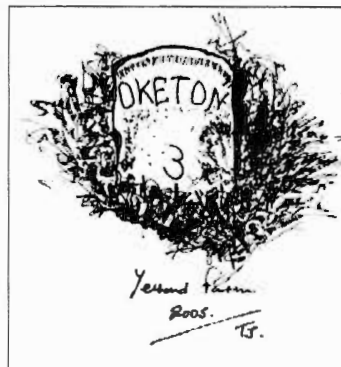


Thanks go to John Boulden of the Plympton and District Civic Society for this timely intervention and there are now plans afoot for the Society to repaint the marker at the 14 mile point at Wrangaton Cross.

**The 2 (II) Miles from Tiverton.** Alan Rosevear, National Database manager who lives in Devon, has successfully repainted a granite milestone in Mid Devon on the old Exeter to Tiverton road near the village of Butterleigh. Standing within two miles of the town, the stone had to be recovered by digging out from an overgrown bank before renovation could take place. The stone, along with the one three miles from the town, has mileage recorded in Roman numerals. Some local residents from Butterleigh recall as children running between the stones in the 1940s on their way home from school in Tiverton. To this end the hunt for the one mile marker continues.



**Repositioning stones.** Devon County Council is extremely good at repositioning fallen or badly listing stones across the county. Whenever there is a problem, county representative Tim Jenkinson informs his contact at County Hall in Exeter that a stone requires attention and usually within a fortnight or so the stone will be back in place. The latest success story involves a small Okehampton stone on the A3079 to Holsworthy in West Devon at SX 546943. It was knocked out



of the ground by a car leaving the road in icy conditions in March. The stone, that is one of just three surviving around the town with the shortened inscription 'Oke-ton', was promptly attended by the Okehampton division and set upright a little way back from its original position to help with its future protection.

**Raising money for Devon repaints.** Tim Jenkinson and fellow Devon member Mark Fenton are hoping to organise a letterbox walk on North Dartmoor in order to raise money for a series of planned repaints of milestones across Devon in 2010-2011. Letterboxing is a well established pastime on Dartmoor enjoyed by thousands of people each year who use clues to locate rubber stamps that are hidden under rocks. Impressions are taken, collected in books or on cards and the stamps are left for the next person to locate. It is a very good way of getting out and about and enjoying the moor. The theme of the walk is the 'Milestones of Devon' and there will be twelve stamps available giving impressions of sketches of stones across the county. Time and mark await approval (as at July) from Dartmoor National Parks Authority who has to give permission for the walk to go ahead.

## **DORSET.**

John Tybjerg, Dorset representative reports a quiet year in his county. John carried out a Spring trip around his milestones to check on condition and noted a few had been toppled for one reason or another. These have been duly reported to the appropriate authorities although no actions had been taken by mid-Summer 2009.

## **ESSEX.**

Another county where 2008 was a quiet year especially with John V Nicholls, Essex county rep, poking his nose around other counties throughout the year. One piece of good news is the discovery of another milestone. It is an OOPS (Out Of Position Stone). The 'missing' milestone should be beside the Ardleigh to Harwich road. It is now on the Mistley Quay. But firstly a bit of the background story (from Dedham Vale Society website).

*"....The historic quay where Thames sailing barges used to load grain is being blocked off with a two-metre-high fence by Trent Wharfage Ltd (TWL). Infuriated locals say this has cut off all sorts of established public rights of access to the Stour estuary. The company says it was acting on the instructions of the Health and Safety Executive, which gave it an ultimatum to replace safety equipment or to declare the port out of use and fence it off."*

*Trent Wharfage and Tendring District Council say there is no road for vehicles on the quay. They are wrong. A public highway DOES exist at the quay. Essex County*

*Council recognises that a publicly maintainable highway to Mistley Quay DOES EXIST. This runs from three different points on Mistley High Street and along a narrow strip on the landward (south) side of the quay. The rest of the quay, owned by TWL, is the non-maintainable highway which widens the strip so that vehicles can use it. This section is the highway used by anyone driving onto the quay. It is used as such by TWL and recognised as such in planning case law..."*

The milestone was brought to the attention of John Nicholls by one of the 'infuriated residents' who is a member of the 'Save the Quay' protest group. As there was a milestone on the quay he felt that this was evidence that the quay had at some time been part of the highway to Harwich. Unfortunately this is not so. The milestone was originally located on the roadside several hundred yards to the west and is shown as such on OS maps up until the end of the 19C after which it disappears from maps. So, sadly for the 'Save the Quay' group, its current position on the quay cannot be taken as proof of a former highway. Why the stone (that may have had a fronting milepost at some time) was taken out and reset on Mistley Quay will probably forever remain a mystery.



In November 2008 five Town Councillors of Loughton Town Council decided to clean up and repaint the legends on the three milestones alongside the A121. The stones had become almost unreadable with layers of algae, moss and general road dirt. The 'team were supervised by the Town Council's Services Manager, who provided hi-vis jackets, scrubbing brushes, and soap and water. They were made aware of the status of the Goldings Hill milestone (grade II listed) as they were accompanied by Dr. Chris Pond, Chairman of the Loughton & District Historical Society.



Councillors David Wixley, Stephen Pewsey, Alex Copland, Caroline Pond, and Chris Pond by the 'LONDON 13' at the top of Goldings Hill.  
Photo copyright Loughton Town Council

In contrast to 2008, 2009 has had a busier start (but the best laid plans, etc....). In March John Nicholls introduced Society member Mike Davies to the art of clearing

undergrowth from around two milestones on the former A130 at Rettenden and East Hanningfield. Both stones were then repainted.



John Nicholls and Mike Davies admire their handiwork after clearing the undergrowth from around 'Rayleigh / 6' at Rettenden. The stone after painting with the numerals in original size.

A 'lost' milestone has also been rediscovered. The stone (with the top missing) originally stood behind a milepost on the A1017 at Sturmer. The milestone/milepost combination was on the Essex CC heritage conservation list but it would appear that after recording (2002) the milepost suffered serious damage, possibly as a result of a vehicle strike. The milepost was reconstructed by infilling the back with concrete. Several missing parts were then replaced with a painted legend. No sign of the broken milestone remained on site. It was located on the opposite side of the road early in 2009 lying on the grass verge. Plans are afoot to get it re-erected next to its milepost.

Two miles further east on the same road is a grade II listed milestone lying in the grass verge at Baythorne End, Birdbrook. It has been on the Essex Buildings at Risk Register (BARR) since 2003 but without a photo. Photos have now been supplied and contact made with the Braintree District (north) conservation officer and Essex Mid Area Highways are aware. This stone could easily be re-erected at the same time as the Sturmer stone.



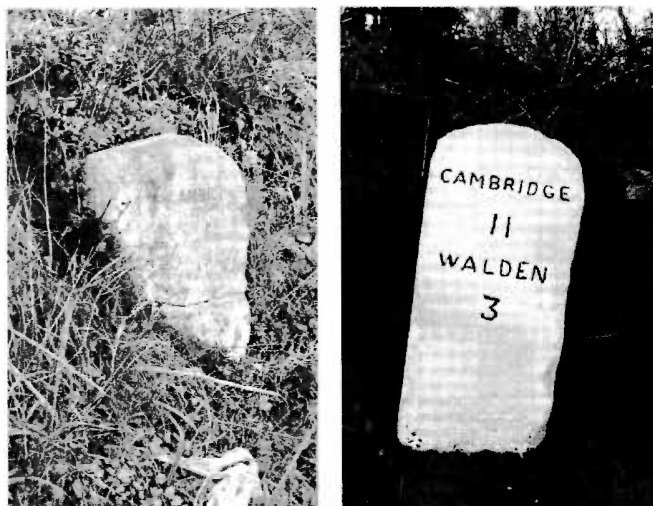
Baythorne End milestone awaiting re-erection.

A further lost and found was at Gosfield (still on the A1017). The grade II listed stone at this point was noticeable by its absence early in 2009. Various enquiries were made



and eventually John Nicholls spoke to the chap who mows the verges and adjacent property. The stone had been knocked over by a car about two years previously and was now in safe keeping, its saviour not knowing who to contact.

John Nicholls made a return visit to the Great Chesterford milestone (see page 5 of OTG5, 2008). Further soil had to be dug away where the bank had collapsed again. The stone was then cleaned down and painted. The results can be seen below.



Alas, alack... The dreaded summer grass cutting season took its toll on the milestone in Old London Road, Maldon in June. The before and after pictures show just how much damage can be caused due to the operator of the machinery not being aware. Some good might come out of this disaster because the issues of awareness were to be raised at a meeting of conservation officers and Highways. The new head person of conservation at County Hall is being very supportive.

And finally, the LONDON 39 milestone on the unclassified road between Stroud Green and Rochford suffered a vehicle strike (possibly by building contractors working opposite who park on the verge) in August 2009. Mike Davies was delegated to make representations to the listed buildings officer and local council. The stone has now been taken into safe keeping by area highways until the building works have been completed.

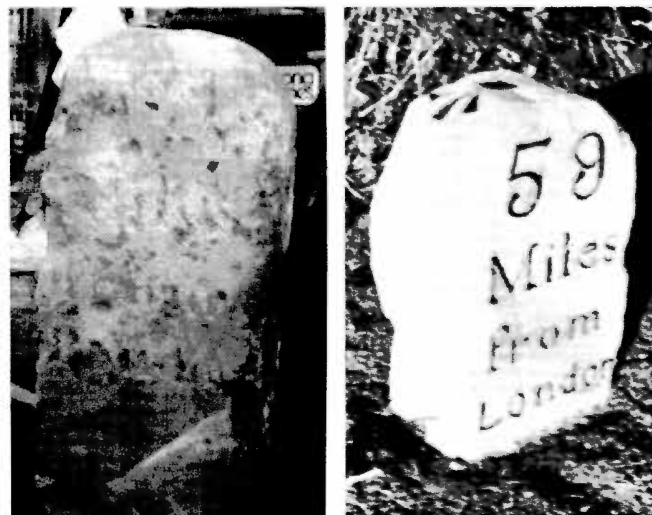
#### HUNTINGDONSHIRE. [Michael Knight]

Two milestones discovered years ago at 'repositories' in Huntingdon have been returned to either side of the A1 dual carriageway in Huntingdon District. Initially they were examined by Michael Knight to determine their original provenance. The picture below shows Michael at the Road



Maintenance Yard in Stanton Road, Huntingdon sorting out the 'London 58' and other stones. The stones, engraved 'LONDON 58' (found 2002) and 'LONDON 59' (found 2003), display elegant original script denoting their location in the obscure parish of Southoe.

Initially both were returned un-restored to a councillor's home in the village. Prior to being re-instated both were limewashed by Michael Knight. Cambridgeshire Highways re-located milestone '59' in December 2008 at a suitable safe lane junction aside the northbound Great North Road.



The '59 from London' – before and after.

The trunk roads Agency URS-Carillion took responsibility for erecting milestone '58' in May 2009 on a verge aside the southbound carriageway. This event was given coverage in the 'Hunts Post' in June 2009.



Before and after – the '58 miles from London'.

Milestone '58' had originally stood beside a toll house at the border with neighbouring Little Paxton, a village bypassed by the re-alignment of the A1 in 1962. Now standing safely in its original position is milestone

The 'LONDON 57' at Little Paxton was cleaned and limewashed by Michael Knight who discovered that the marker had been re-used and up-ended. All three milestones were a response to a 26 mile section of the Great North Road enacted by Act of Parliament in 1725.



The '57 from London' after painting. The reverse of the stone shows evidence of re-use.

Another County restoration occurred on the B1940 highway at **Great Gransden** where a damaged marker on the Potton to St. Ives route has been re-instated by Cambridgeshire Highways and given a fresh appearance by Grainne Farrington, the Society's Cambs representative. Extensive erosion on the 'St. Ives' face has removed the scripting which noted '10 MILES'.



Left and right images of the Great Gransden stone.

Both Highway Authorities are congratulated for their continued willingness to support our cause.

#### KENT. [Colin Woodward.]

Colin Woodward has now completed his search for Kent milestones. The number found (206) has increased markedly from that reported in last year's OTG., and totals for each local authority now stand at: Dover 23; Tonbridge and Malling 20; Sevenoaks 20; Ashford 20; Canterbury 18; Swale 18; Tunbridge Wells 18; Maidstone 15; L.B. of Bromley 12; L.B. (London Borough) of Greenwich 9; Dartford 7; Shepway 7; Thanet 6; Medway 6; Gravesham 5; L.B. of Bexley 3 and L.B. of Lewisham 1.

Colin has also completed a series of five milestone leaflets for Kent. These, available free from the Society, are as follows: (1) London to Canterbury, (2) Metropolitan Kent, (3) East Kent, (4) West Kent and (5) Mid Kent. Each leaflet consists of a sketch map indicating the location of each milestone, commentary, and selected black and white photo-prints of as many of the milestones as permits on the folded A3 leaflet. Taken together, it is envisaged that the leaflets build up a guide showing the milestones for the whole county.

In February 2009 Conservation Officers in fifteen of the seventeen Kent Boroughs and Districts were sent a

provisional list of each authority's identified milestones, together with the Society's restoration advice. The Conservation Officers were urged to add any unlisted milestones to their authority's local list of buildings of historic interest in order to protect them. Disappointingly, only two authorities, Gravesham and Canterbury, responded. However, the response from Canterbury was encouraging, the Conservation Officer, David Kincaid, explained that although surveys of Canterbury's prospective listed buildings were carried out in the 1980's, at that time milestones were not normally included. Consequently none of Canterbury's milestones had been listed. Mr. Kincaid thanked the Society for the survey information, and confirmed that the eighteen identified milestones would be added to Canterbury's local list.

The more recent milestones surveyed in the county include an interesting plaque above a shop at 25 Rochester High Street, pointed out by John Hill of Strood. The mile marker reads "XXIX / MILES / from / LONDON / Bridge". It was renovated by the City of Rochester Society in 2006, work being carried out by sign writer Mike Pollard. The grid reference is TQ743687.



On the ground can mean looking up. The mileage plaque in Rochester is a good example. [Photo: Ron Westcott.]

East Kent is a good place to see milestones. It includes Kent's longest unbroken chain of consecutive milestones (21), stretching from just west of Faversham, through Canterbury, to Monkton, six miles west of Ramsgate. However, milestones in East Kent are in constant peril from very high levels of traffic. In August 2008 the milestone one mile west



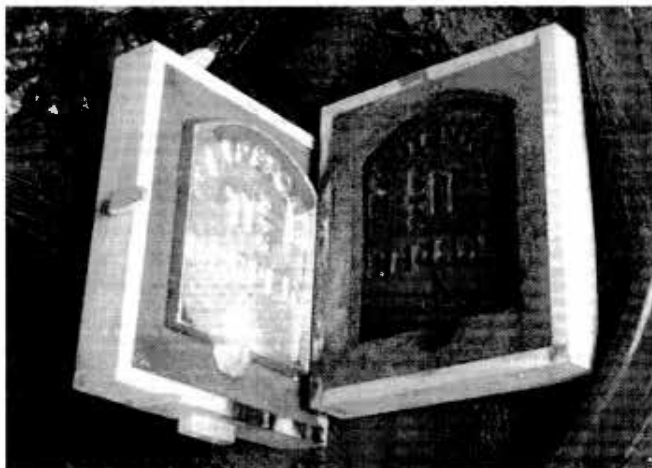
of Sandwich on the A257 was uprooted. Fortunately this was spotted by local Milestone Society member Brenda Jones, who, after three months of nagging, persuaded Kent County Council to re-erect the stone.

In December 2008 Brenda Jones noticed that a milestone on the A256 at Haine Road, between Ramsgate and Margate, had gone missing. Upon making enquiries she was told that the stone had disintegrated when contractors had attempted to move it during a highway improvement project. Taking the initiative, Brenda obtained competitive estimates from local stone masons and sought help from a local councillor. The good news is that one of the estimates has been accepted by Kent County Council and a replacement milestone, in Portland stone, will be provided.

Brenda is also hoping to arrange for the restoration of two worn milestones at Stonar Cut and Cliff's End between Sandwich and Ramsgate. These two milestones are without plates. She is hoping that a scheme can be organised to create new plates of similar design to those found on the last remaining milestone in good condition on the route at Stonar.

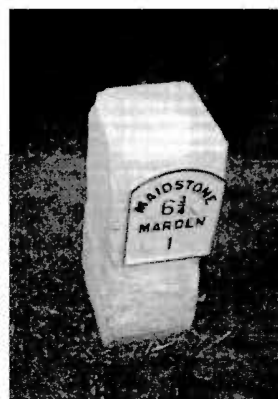
The listed milestone from the centre of Tenterden was still in the Council Depot in June awaiting a decision on the method of repair to be undertaken. Ashford Borough Council and Kent County Council are taking this one seriously. The stone is believed to be Kentish Ragstone and a sample is to be sent for laboratory analysis to ascertain the stone type and to recommend sources for replacement stone. When repaired the stone is to be relocated several yards from its original kerbside to prevent further damage.

Lionel Joseph has made a splendid mileplate for the milestone at North Hill, Goudhurst. Lionel photographed the same milestone back in 1988, when its plate appeared to be new. Revisiting 21 years later, he found the shattered rusting remnants and broken remains of the milestone, which had been smashed by a flail. From the design of the plate remnants, Lionel has created an aluminium replacement, using the techniques he described at the Society's Spring Meeting in Battle last year.



He thinks that the stump of the damaged stone might be capable of re-use, with the new plate fitted, and to the stone being removed to a safer location on the opposite side of the road. At the time of writing, news is awaited from Kent County Council and Goudhurst Parish as to whether such a scheme would be supported.

Milestones in Kent are often in poor condition, but perhaps none more so than this example from the A20 at Broomfield near Leeds Castle. It displays every serious fault a milestone can have, in other words, it is leaning, has no remaining inscription, its plates have been removed, and just for good measure the top of it has been sliced off and dumped in front!



In contrast to this gloomy theme is the parish of Marden, where Marden Society History group has produced a booklet including colour photos of the parish's five remaining milestones. One of these was damaged in an accident last year. Milestone Society member reported last year that "... the small milestone had been shattered, and three or four pieces of it lay on top of the newly mown grass." It was quickly repaired and was visited

by Colin Woodward who took the picture.

#### LINCOLNSHIRE. [Mike Knight]

Good news from the former Kesteven County Council where four milestones, one milepost and a parish boundary stone (see boundary markers column) have received attention from their local communities. All had been erected following the upgrade of the road between Peterborough and Sleaford, now the A15, by an Act of Parliament 1756. Amazingly this Act lists no fewer than 487 named gentlemen Trustees!

- i. A newly sculptured milestone has its square metal bolt-on plate denoting 'London 91' and at the northern end of **Langtoft** village the original milestone has been repainted 'London 92 MILES'.
- ii. Within the parish of **Moreton** two milestones have been renovated, noting 'London 99 and 100 MILES.'
- iii. Just to the north of **Market Deeping** town stands a magnificent milepost 'London 90 MILES' which on each of its two faces notes the boundary 'North Division/South Division' pertaining to the administering of road repairs by the Turnpike Trustees

. A fuller report with photographs will be completed for inclusion in the 2010 issue of 'On the Ground'.

#### NORFOLK. [Carol and Alan Haines]

At the end of March Alan and I were invited to the opening of a roundabout, which turned out to be a lot more interesting than it sounds. When I heard about the work to improve the dangerous cross-roads at Tivetshall St Margaret on the A140, I alerted Norfolk Highways Dept to the presence of a milestone near the north-west corner of the junction. It had been hidden in a thicket for many years and probably few people knew about it. They thought the stone would make a good focus for the opening ceremony. The stone was restored by Perfitts Stonemasons of Diss and was moved to the south-east corner of the junction for the ceremony. It has since been restored to its original location (TM 183870). About 50 people assembled for the opening speeches (accompanied by



hoots from passing motorists). We tried to thank as many people as possible from the Norfolk Highways Dept and contractors May Gurney. There was a good report and photo in the Eastern Daily Press of Alan and me and the milestone - a bit more photogenic than the roundabout! The stone probably dates from the start of the Norwich-Scole Turnpike in 1769. As with some other stones along the road a faint inscription can be seen on a rear face, probably once parallel to the road, before the stone was turned and recut to give two faces angled to the road.



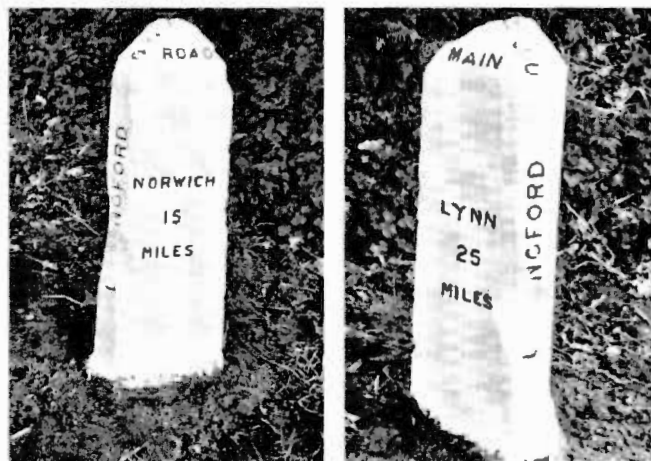
Tivetshall St Margaret roundabout opening and the restored milestone.

Another restoration has taken place at Billingford on the B1145. The stone was knocked over several years ago and had become hidden by vegetation. After clearing it, I asked the Highways Dept if they would put it up again. They helpfully suggested putting a marker post near it to alert verge mowers, and accepted our offer to paint the stone to make it more visible. We scrubbed it thoroughly with soap and water then gave it two coats of Sandtex masonry paint and blacked the letters. It is one of only two examples of this particular design of NCC Main Road milestone, possibly dating from about 1900.



Carol Haines getting right down to painting in the legends on the Billingford milestone.

Unfortunately its last encounter with a mower had damaged the front. When we passed it about six weeks after painting it, the stone and its marker post hardly showed above the nettles. That meant a return visit with shears before the mowing tractor went that way.



The left and right faces of the restored Billingford stone.

When talking to local councillors at the roundabout opening, we learned that one had a milestone in his garden. It came from Crossingford Bridge on the B1143 near Pulham St Mary (TM 221844), where it had been found in a ditch. The 2nd ed. OS 6" map (1906) gives the mileage as Norwich 17/Harleston 2, but only a letter T can now be deciphered. The parish council plan to re-erect it in the centre of the village with a plaque giving the original mileage and location. After giving a talk at East Rudham in 2007 I was told of a milestone in a ditch in a garden at Coxford. This has now been painted and restored to its proper location on the former A148 Fakenham to King's Lynn road (now by-passed) at TF 846294.



Alan Haines active 'on the ground' cleaning a milepost at Drayton (TG178136)

Our stand at the Norfolk History Fair at Gressenhall Museum on 25 May resulted in several useful contacts, including a helpful member of the County Archaeology Service. We were asked for advice by a village history group on conserving their turnpike milestone which is vulnerable to erosion. A copy of relevant sections of the Society's restoration guidance notes was sent. The North Walsham & Dilham Canal Trust, which is trying to restore Norfolk's only canal, enquired about possible

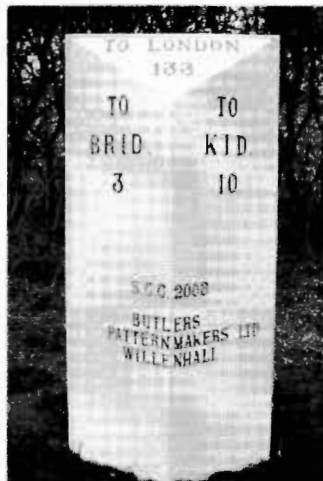
help to raise from a ditch one of only two surviving milestones along the 9-mile waterway. We also learned of a surviving turnpike toll board in private ownership, and hope to receive a photo of it in exchange for some information on the turnpike.

## SHROPSHIRE.

In the article 'To Repair or Replace' (page 13, Newsletter 15, July 2008), the broken milepost at Dudmaston (outside Dudmaston Hall but in the parish of Quatt) was featured as an example. In this case it was to replace and a new one was made and placed on the A442 at Dudmaston. It cost £700 for the pattern and £500 for the casting (both plus vat). The

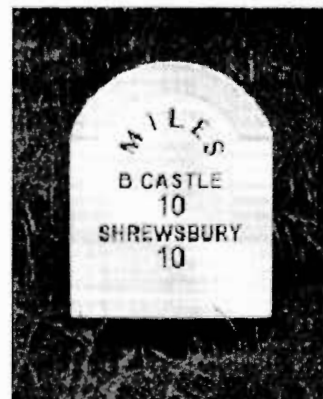
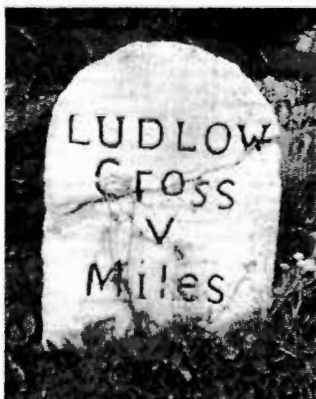
pattern could be re-used but it would not be an exact replica of the A5 (B4380) Shrewsbury-Shifnal MP which is of the tapering type. There is also a problem with the fonts for the lettering and numbers which, unless they are hand-made, can only roughly approximate to the beautiful originals. The new milepost for Dudmaston was engineered by Butlers Patternmakers Ltd of Willenhall.

As a result of an earlier contact from a free-lance writer, this story was used as the basis for an article in the January 2009 Shropshire Magazine which, in turn was picked up by a researcher at BBC television. A three-hour filming and interview session resulted in a two-minute piece in BBC Midlands Today at lunchtime and in the evening of 8 January 2009.



Alan Butler and Jeff Walker with the new milepost and how it appears by the road outside Dudmaston Hall.

A milestone (LDCT05 on the database) on the A49 at Onibury, between Ludlow and Craven Arms has been replaced by Shropshire CC. Over the past five years this old stone, broken in half, had been recovered from the roadside south of the level crossing. It was stored (possibly by a local parish councillor) and eventually repaired by SCC. It is now in a much less vulnerable position north of the level crossing. Terry Keegan had some input into this before Alan Reade joined the Society. See image below left.



One replacement milestone and two new milestones have been placed on the unclassified road from Bishops Castle to Pulverbatch. This was, apparently, undertaken by the South Shropshire District Council. An example is shown above right.

## SURREY.

A visit was made to the Povey Cross, Horley milestone to give it a clean down and to get a photo for the Surrey postcard. Unfortunately the visit was marred with disappointment. The week prior to the visit the stone had been subjected to a vehicle strike that has removed a large part of the top front corner. All the parts that were retrieved were too small to contemplate their use in any repair plans. The Horley Society, who were instrumental in having the stone erected (see page 11, OTG 3 ) have been notified.

The Surrey postcard will be 'unveiled' in October 2009.

## SOMERSET.

The Somerset postcard has been added to the growing series and was 'unveiled' at the Altrincham Spring Meeting.

## STAFFORDSHIRE.

John Higgins five-year painting programme continues and he is now being ably assisted by new Milestone Society member Peter Leigh of Shropshire.

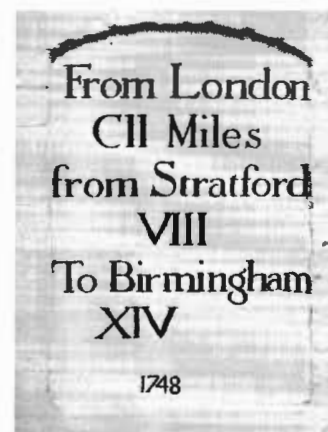
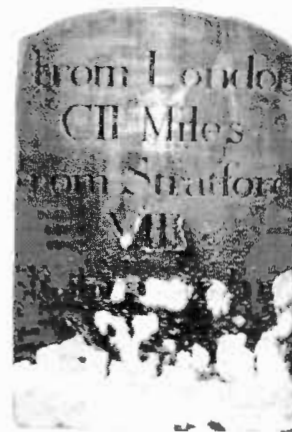
## WARWICKSHIRE.

The Henley and Beaudesert Society celebrated bringing Henley's 18C milestone back to its former glory after a successful project to restore the Grade II listed monument.



[Photo - Margaret Twigg]

In October 2008 Mrs. Clegg, the owner of Milestone Cottage, performed the unveiling of the historical landmark together with Henley's High Bailiff and Members of Henley's Court Leet, town councillors, and members of the society.



The Henley milestone - before and after. [Photos - Jonathon Povey]

The society launched their campaign to save the monument two years previously when it was noticed that the stone was deteriorating caused by a previous owner painting the milestone with a corrosive oil-based paint. The society undertook the task of applying for listed building and ancient monument consent to restore the stone and was able to fund the project with the aid of a grant from the community awards scheme Stratford District Council and donations.

The milestone is historically important in terms of its place in the early industrial turnpike system and is one of the few remaining examples, and was in need of urgent repair. Nicholas Quayle, stone mason and conservator was contracted to do the work and in September work began on stripping off the black paint, restoring the surface, and re-carving the lost lettering so that it is now back to how it first appeared in 1748.

In 1726 the Stratford to Birmingham Turnpike Trust was formed and it provided the last link between London and Birmingham via Stratford although it was in direct competition to the route via Warwick.

#### **WORCESTERSHIRE.** [Terry Keegan]

##### **12 Months to June 2009 with the Worcestershire Group.**

With the cooperation of Worcester City and the five Parish Councils of Tibberton, Crowle, Himbleton, Hanbury and Bradley Green, the project to renovate, re-plate and, where missing, to replace, the eleven milestones on the old turnpike between Worcester and Bradley Green was successfully completed in September 2008.



One of three super new stones supplied by the stonemason's yard at Worcester cathedral for the Worcester to Bradley Green project.

The next major community project is to do a similar exercise on the eighteen stones from Worcester to the Gloucestershire border at Eldersfield, which the group hopes to complete by September 2010. This will involve the cooperation of Worcester City Council and the six parishes of Powick, Gualford, Hanley Castle, Upton on Severn, Longdon and Eldersfield. To complete the project will involve replacing nine of the cast plates removed at the start of World War II; supplying two new stones and re-siting one of

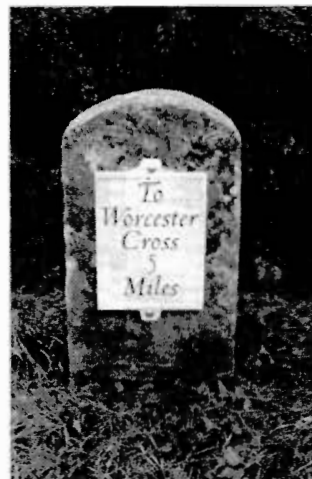
the stones from a diverted section of the road to the side of the current line of the highway. So far meetings with the parishes involved have shown a very positive reaction to the proposed project.

We were once again able to bring into use the large wooden former constructed by one of our members to create another replacement concrete Bradley stone destroyed in an accident in Wythall parish. The builder employed by the parish to carry out the work was so pleased to discover that a former existed for casting the replacement stone that he made a second one for us to use at another site.

Unfortunately our efforts to return a milestone from a garden back to its original site on the Great Witley to Bromyard road came to nothing when the current owner refused point blank to part with it even after a tempting offer from the group's accumulated funds.

Wadborough parish have recently paid for and fixed the 5 mile to Worcester Cross plate to its stone. This is the third stone re-plated by the parish with the help of the Worcestershire group.

In the parish of Clifton-on-Teme one of our members has fashioned a stone to replace the missing one in the village and created a plate in aluminium, which he had powder coated before attaching it to the stone. He has also made a second plate to attach to another of the stones in the parish and plans to manufacture a third stone to complete the run of three stones through the parish.



[left] The replated milestone between Wadborough and Worcester.  
[right] The stone in Clifton-on-Teme fashioned by Martin Homer complete with plate.

The group continues to raise funds for our projects by giving talks to other societies (eighteen talks within the twelve months covered). The sales of our book "Finding Worcestershire Milestones" also contributes to our project funds. Two members of the group are well advanced on the production of a book on Worcestershire's Turnpike Trusts.

Of immediate concern is the re-painting of those plates renovated five years ago and now in need of a further coat of paint as soon as the weather allows.

#### **YORKSHIRE.** [Christine Minto – Yorks rep]

##### **Yorkshire Round Up**

Two of the Yorkshire members who live in York have been systematically searching the roads radiating out from the city for milestones missed in the initial surveys. Jeremy Howat has looked at old maps pinpointing where MSs were placed and together with Dave Williams they have scoured the undergrowth. (Jeremy and Dave will be abbreviated to D & J below.)

On the B1363 northwards to Helmsley they discovered that the 3 Mile stepping stone which Jeremy had had lifted in 2006 had disappeared. Dave is good at knocking on doors and he enquired at the nearby farm only to find that the farmer had taken it onto his property because it was in the way on the verge! Also in the garden is the cracked York 3 Highways District metal post of which only five survive on this road. Delicate negotiations are taking place. After this road was turnpiked in 1784 stepping-stone milestones were placed every three miles with tall wooden posts to mark the miles in between and they have found the next stone in the series at 6 miles. The 9, 18 and 21 miles stones are still in situ. The first metal post to be found is in the village of Sutton on the Forest. This had been uprooted, re-set and uprooted again. Dave



knocked on another nearby door and the occupiers kindly let him strip and repaint the post in their garage. This spring York 8 looked well amongst the daffodils as can be seen in Figure 1 below.



Moving clockwise the next road is the A64 to Scarborough. The York 5 post was the one that appeared on eBay, was rescued, has been refurbished and set up again with a local resident keeping his eye on it. Only one other post is still there on the 18 miles to Malton. Possibly another was in a garden in a nearby village but had gone, except for a few splashes of paint, when Dave went searching. Intensive enquiries of the neighbours and the local postman have failed to trace the previous occupant. Or the milepost...

The first few miles of the A166 to Driffield and the A1079 to Beverley from Grimston Bar where the ring road crosses, were part of the York to Kexby Bridge and Garrowby Turnpike. The stepping stone York 4 appeared when Dave got busy with his machete and prodding about at Gate Helmsley J & D found the top of York 7. Hopefully this one will be raised and sited by the gate of the Garden Centre opposite where it will not be at the mercy of the verge cutters. York 9 is a concrete replacement but when the grass was cleared the base of the older stone was found behind it. York 11 complete with its plate was discovered mostly hidden down the banking in a lay-by. That is also to be lifted. Another stone, York 6 on the way to Kexby Bridge, was hidden in tall grass; once cleared it clearly showed the history of these milestones. Originally, York and the mileage were inscribed in a recessed oval, later the stone was turned round and a plate fixed onto the new front face. Unfortunately only three of the rectangular plates remain. Except that in January exactly 1 mile from the Minster I found a gatepost with a same size and style rectangular plate. Jeremy to the rescue, see his following article for the outcome.

The A19 southwards to Selby was never turnpiked and has no stones but on the A64 south westwards to Tadcaster the unrecorded York 7½ revealed itself after bushes were cleared. This is another one that Dave has stripped and repainted.

Last year two WRCC1894 mileposts and a parish boundary stone were uncovered on the B1224 to Wetherby. There is nothing new on the very busy A59 to Knaresborough but the mileposts on the last spoke of the wheel, the A19, have had mixed fortunes.

In January I found York 9 on its side by the side of a flattened sapling. [Figure 2 opposite] Jeremy immediately contacted the appropriate agencies. In June it was still in the ditch where J & D had covered it up. So Jeremy and his neighbour have set it up themselves – no mean feat. Also, York 11 was struck last year. Goodness only knows how it survived not being snapped off its concrete base that was lifted out of the ground.

Again, the authorities failed to act to put it right and it required professional attention. However, at the beginning of August, because of apathy and lack of action by North Yorks CC J & D took matters into their own hands. Despite age and a bad back they dug a new hole and manhandled the post and heavy base upright into it.

North of Easingwold many of the posts have disappeared since the bypass was built but Dave found a very sunken one just 2 miles from Thirsk. It is outside a farm and daffodils tower above the post. East of Easingwold there are two metal NRYCC posts on the 3¼ miles of minor road to Stillington. One of them went missing. Dave tracked it down and made sure it was re-erected after repairs to some damage.

Further afield D & J have been busy painting various posts, one on the Selby York Turnpike, the flat Brayshaw & Booth in the middle of Sherburn for which they got publicity in the local paper [Figure 3 below] and one to the north of Towton famous for its very bloody battle in the War of the Roses. Up to 20 hours has been spent clearing the ground, stripping down to bare metal and applying several coats of paint.

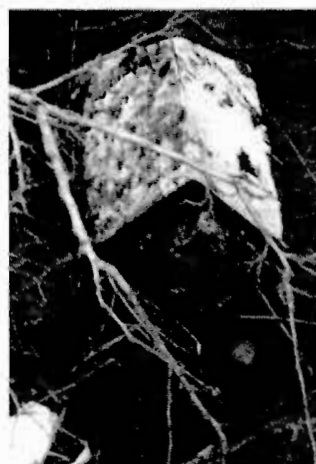


Figure 2

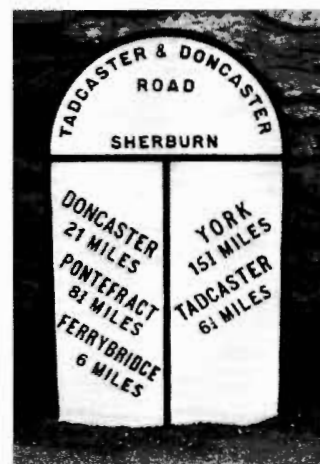


Figure 3

Jeremy has been very involved with Ryedale Council trying to get the stones from the old route between Malton and Scarborough refurbished. He tells the story in his article. And the pub landlord in Yedingham is keen to make a feature of 'his' stone and will remove the window box!



Figure 4

Three miles west of Tadcaster on the route to Harewood and Otley the dynamic duo set about clearing the ivy and hawthorn from on and around that post. The police were quite satisfied with their explanation!!! Further along, the Tadcaster 10 was spotted during the winter and member Basil Thompson who is Chairman of Arthington Parish Council is working very hard to have a replacement attachment cast and a new stone cut to replace the badly broken

Tadcaster 14 which was found under a hedge a couple of years ago during the village litter pick. [Figure 4]

Since the first piece of the A1 in Yorkshire was dualled in the late 1950s the whole length has been dealt with, some bits more than once. Of the three WRCC 1894 stones that are in the contractor's yard at Wetherby, Brian Ellis had two of them rescued when work started and the third came later from Bramham when some land was sold. The roadworks are nearly finished and hopefully Jeremy's pessimism is unfounded and they will all get some refurbishment before being put back.

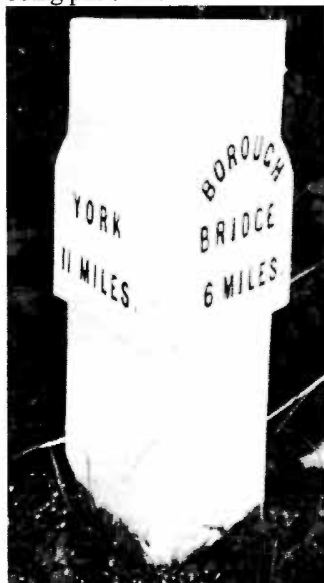


Figure 5

Derek Bellaby, a fellow cyclist who joined the MSS earlier this year, told me he had a plate from a stone on the Boroughbridge to York road. He had picked it up and put in his saddlebag about 50 years ago! Only two stones remain on this road, both dug out by Brian Bradley-Smith (BB-S) but only one has its original plates. [Figure 5] The stone from Boroughbridge 5 can't be found so Derek has passed the plate on to Dave Williams and now, nicely painted, it decorates his hall. Note the G. [Figure 6]

A few of the rest of Yorkshire's 1300+ stones have been painted. Thirsk

Parish Council has had the mileposts in the town repainted. Amey-Mouchel who are the Highways Agency contractors for part of the Keighley to Kendal road have painted some of the milestones and guidestones west of Skipton. BB-S keeps his eye on those he has painted over the last few years, and repaints and clears away the vegetation when

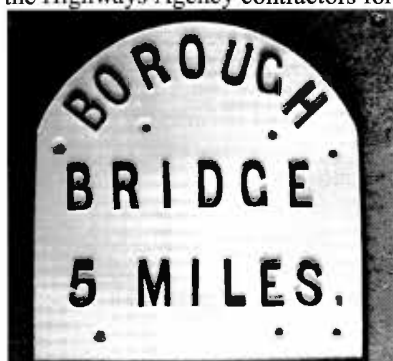


Figure 6

necessary. Two posts in Hull have been put back after roadworks and several others have been identified as needing work done on them. Mike Sloan is hoping to paint two stones in Baildon if he can source a small quantity of the right paint.

#### Lost and found

I photographed the 2 mile B & B stone on the Doncaster to Tadcaster route on the old Great North Road in 1992. By 2002 it had disappeared. Cycling across the road earlier this year I spotted it back in its proper place painted but already going rusty. I've no idea where it has been all this time.

On the A167 Boroughbridge to Durham route a milepost was knocked down and 'rescued' by a nearby resident who thought it would make a good garden ornament. It is now in the care of N Yorks Highways who can't decide what to do with this slightly damaged Grade II listed post.

In South Yorkshire there are several 18C guideposts. One, dated 1738, that had been used a gatepost on a footpath in Cudworth was taken into the local depot when a by-pass was being planned in 2003. The promise was made that it would be returned when the project was finished. The road is almost complete, will it have survived 6 years in the yard and where will it be sited eventually?

## Working in Partnership in Yorkshire

Jeremy Howat

It is amazing how much we can achieve in the effort to find lost milestones and to bring them back to public consciousness, provided the individual member of the Milestone Society works with other people or organisations.

A recent example has occurred in 2009 in the City of York. Christine Minto, in one of her investigative cycle rides, spotted a small very rusty cast iron plate set in a brick pillar in Lawrence Street. Nothing about it suggested that it was of interest, except that it was located about one mile from the centre of the city. [Figure 1]

However, on passing the investigation over to local Society members, they checked it out with neighbours, with the mid 19<sup>th</sup> century detailed O.S. map (online at <http://www.old-maps.co.uk/>) and with the Society's own database of milestones. There was no doubt about its identity and that it belonged to the York-Kexby Bridge-Garrowby Turnpike Trust group of milestones.

As it was at considerable risk of being totally eroded and lost forever, the demand for its repainting was pressing. Our two intrepid York members, Dave Williams and the writer, had earlier been in touch with a local sign-writer over another possible restoration project. So he was approached to provide a price for the work.

By a happy coincidence, one of the members belongs to the York Civic Trust, so was confident in his approach to the Trust for financial support. Quickly this was assured them, and the repainting was commissioned.

Now it has been completed. Once again, the YORK / 1 / MILE is a landmark for all passing motorists, cyclists and pedestrians to see and enjoy. [Figure 2]



Figure 1

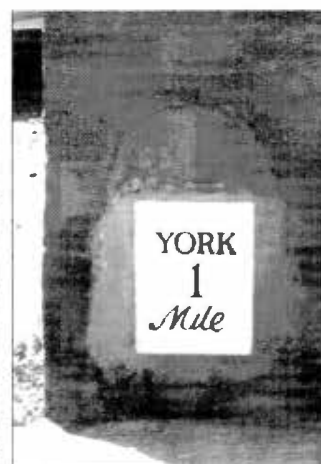


Figure 2

But not all our efforts have been successful, even with steadily applying pressure on would-be partners. In the Balfour Beatty yard at Wetherby, that firm's principal base for the present works to widen the A1 to six lanes, lie three milestones, all from the former alignment of the Great North Road. [Figure 3]



Figure 3

They are in a poor state, one is cracked. All the backing stones have been irregularly shortened. Milestone Society members have spoken several times to the engineer responsible for their reinstatement, pointing out the need for at least some refurbishment. Nothing has happened and it looks as if they are going to be put back into their new locations, set low in the ground because of the missing sections and firmly bedded in concrete.

An appeal to Leeds City Council officers has not produced any response, especially in the light that none of the mileposts is listed by English Heritage. Nearly a year of effort looks like producing very little. Offering to work in partnership this time has been frustrating.

Dave and the writer have found their greatest successes have been when they have tackled the task of refurbishing cast iron milestones on their own initiative, in their own time and at their own cost. On occasion, they have found great encouragement by the local community. One parish council covered the cost of buying the paint. Another sent round a press photographer and in the ripple of publicity for the Milestone Society, they have been told about a unique milestone elsewhere in dire straits.

But they would both say that without the encouragement arising out of working together, they would have achieved very little working on their own.

Perhaps the most outstanding example in their experience of the productiveness of working together with other bodies and interested parties has been in Ryedale, North Yorkshire.

Ryedale is a large, mainly rural, district council, covering the area just north of York to as far as the North York Moors and from Sutton Bank to roughly 12 miles east of Malton.

Dave and the writer have been working and representing of the Society, in collaboration with the District Buildings Conservation Officer, Emma Woodland.

The emerging project has aimed to rescue and refurbish nine milestones on the old Malton to Scarborough road, a very different route from the present crowded A64. The early 19<sup>th</sup> century design of these milestones incorporates a cast iron oblong plate set in a backing stone. [Figure 4] The mileage and direction details are painted on the plate's flat surface. As can

be imagined, the paintwork deteriorates over a short number of years and runs great risk of being lost sight of.

An initial survey, made with the help of the 19<sup>th</sup> century maps of the area led the intrepid two to rediscover a series of nine milestones in sequence, MALTON 3 to MALTON 11. These include two felled by passing traffic over the years and lost sight of lying in the grass verge and one placed in the wall of a public house. [Figure 5]



Figure 4



Figure 5

At the same time, it was emerging that the District Buildings Conservation Officer was generally enthusiastic about the conservation and reinstatement of milestones. As an important sign of this interest, she organised an exhaustive list of local possible funding bodies for the Society to approach in order to obtain grants for milestone restoration.

With this encouragement, a project for the complete renovation of all nine mileposts was proposed by the local Society members in late 2008, which received the enthusiastic support of the Ryedale officer.

An application for a 75% grant was put together and submitted to the North Yorkshire Aggregates Grants Scheme in the name of the Society. The remaining 25% of the cost had been underwritten by the local Highways Authority.

The project lurched slightly during the five months it took to put the lengthy application form together, when one of the fallen milestones was stolen. Fortunately, this was the one in the worst state, but its loss broke up the sequence.

The project involves skilled work by both a stonemason and a sign-writer. In these uncertain economic times they are ready and willing to get on with the work but, until the offer of grant comes through, we all have to wait.

The partnership with Ryedale has so far worked extremely well but, until the fifth member comes up with the grant, is frustratingly immobilised. So, patience is called for as well as imagination, a capacity for lateral thinking and confidence that we will go forwards on this and on future milestone projects.

## THE SCOTTISH SCENE

### Some Scottish Ramblings - Terry Keegan

In an effort to stimulate a greater interest in the preservation of milestones in Scotland, the Society organised

a meeting in the stunning surrounds of the David Marshall Lodge at Aberfoyle in the heart of the Loch Lomond, Trossachs National Park. Supported by Historic Scotland, the



aim of the meeting was to show what possibilities there were for developing a strategy for saving from the slow deterioration of Scotland's fantastic variety of both milestones and the metal mileposts.

Before the meeting contact was made with all the County Archaeology units and each one agreed that the milestones were an important part of Scotland's Historic Environment. However few of these groups had knowledge of the whereabouts of the milestones within their area and few had the resources to search for and record them. The Milestone Society already has over 1,000 milestones recorded on its Scottish database. At the Aberfoyle meeting it was agreed that the collecting of data on the location of other milestones in as much of the rest of Scotland as possible should continue, and that this information should be made available to each of the Archaeological and Historic Environment Record offices.

A recent visit to Scotland highlighted some of the efforts being made to preserve the milestones and mileposts by the highway authorities, the National Parks and enthusiastic local individuals as can be seen from the following examples.

The Loch Lomond, Trossachs National Park continue their work on renovating the mileposts within the park boundary. [Figure 1]



Figure 1



Figure 2

In Fife work on replacing missing metal caps, which give the mileages to the nearest towns and villages, on the milestones has started and an annual budget for this work is in place. However, most of this year's budget went on replacing the unique waymarker at Arncroach which had been stolen ten years ago.



Figure 3



Figure 4

In Angus, on the A932 between Forfar and Friockheim there is a good run of unusual mileposts which have been given a new coat of paint recently [Figure 2], as has one on the A93 between Blairgowrie and Bridge of Cally. [Figure 3]

Further north in Aberdeenshire a number of the stones between Forgue and Inverurie, on the B9001, have been painted up by local residents. [Figure 4]

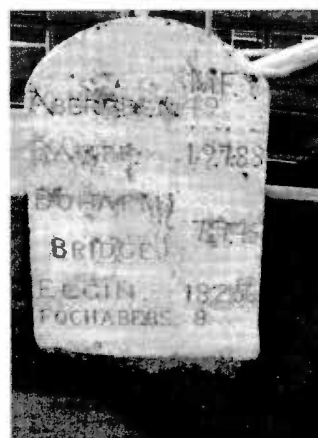


Figure 5



Figure 6

In the town of Keith stands an old milestone with very detailed distances marked out in miles, furlongs and yards. [Figure 5]

On the B9009, Dufftown to Auchbreck road an effort has been made to paint up some of the stones made out of slate but the lettering is rather crude. [Figure 6]



Figure 7



Figure 8



Figure 9



Figure 10

Very few of the once numerous granite milestones have survived on Skye. Most of the survivors have lost their information details. [Figure 7]

There is a good run of granite milestones on the A82 over Rannoch Moor with mileages to Kinlochleven and Tyndrum carved into the granite. [Figure 8] Few of the granite milestones were done in this way. Most had the information painted on to stone.

Back down south to Dumfries and Galloway on the A714 a few of the stones between Girvan and Newton Stewart showed signs of having been painted in the not too distant past. [Figure 9]

Finally, on the scenic A712 between Newton Stewart and New Galloway a number of small granite stones with the number of miles to Newton Stewart carved into the surface were recorded. [Figure 10]

## West of Corran - Christine Minto

Part of our Spring Bank Scottish holiday this year was spent on the large area of land to the south west of Fort William across Loch Linnhe. I always refer to it as Ardnamurchan because that is where the most westerly point of the British mainland is, complete with its lighthouse built of Mull granite by Alan Stephenson about 1850. In reality it is the six districts of Ardgour, Sunart, Kingairloch, Morvern, Ardnamurchan and Moidart.

The OS 50 000 maps show a number of milestones and mileposts, all south of a line from Corran, where the ferry crosses the Narrows from the A82, to Acharacle at the southern end of Loch Shiel and on to Kilchoan with its car ferry connection to Tobermory.

Pre milestoning we had ridden on most of the roads and then in 2005 on a ride along the coast road on the north side of the Sound of Mull from Lochaline to Drimnin we had found a couple of unusual mileposts.

Now we wanted to find out how the milemarkers had fared in this sparsely populated area.

A Yorkshire member, Mike Sloan, had sent me a photo of a stone one mile from the Corran ferry. So that was a good starting point. What we did find was a complete run of thirteen stones on the 14 miles of the A861 to Strontian (the name means 'fairy nose') with only the last one on the edge of the village missing. This road has been 'improved' but all the stones from the old narrow road with passing places, parts of which are still visible on the climb over to Glen Tarbert, have been placed on the 'new' roadside. How 'new' I was unable to find out. The stones are the triangular, bevel topped, rough

backed chunks of hard granite found in several areas north of the border. The legends are usually painted on. Remnants of paint remain on some stones but no names or numbers. From Strontian the A861 narrows and winds westwards to Salen. Say it with a short A. But only six granite stones remain on the 10 miles. However painted names and mileages can still be seen on two of them. [Figure 1] There should be four more like these as the road turns north to Shiel Bridge but only a badly sunken



Figure 1

one is still there in Acharacle.

The best part of the journey to the west comes after Salen. Greeting you at the junction is the first milepost, made by Smith Patterson of Blaydon. Not a zero milepost for the purists just two lines instead of a nought. [Figure 2] Most of the posts have disappeared with just a well preserved, silver painted one behind a wire fence opposite a house with a monkey puzzle tree and Glenborrodale = at the entrance to the hamlet. [Figure 3] The big surprise came after Glenborrodale.



Figure 2



Figure 3

On our 1984 map twelve MPs are marked as the road leaves the coast and climbs inland before dropping steeply down to Kilchoan. Although we found only three remaining, what a joy! From a distance the first one outside a solitary house looked like a Smith Patterson but not quite. As we examined it, Royal Label Factory Stratford-on-Avon could be made out at each side of the top of the post. [Figure 4] Unfortunately Salen 12 and 13 are rusting away with their feet in boggy pools on the road up the side of Ben Hiant. I have never seen any of this type anywhere else in the UK. So in 34 miles there are 24 markers of three different styles.

So what else did we find on this large promontory? Near where we stayed a mile inland from Strontian there was a Smith Patterson post. The 3 mile post is also there but just past the house whose name, Belgrove (now spelt Bells Grove), is on the left side of the post. These two are on a dead end road past the strontium mines, over a very steep hill and down to Polloch on Loch Shiel. They are not marked on the map so it was a surprise to find them.



Figure 4

A busy ferry terminal for Mull is at Lochaline. The original route from Loch Linnhe would have been by what is now the B8043. For the last 4 miles approaching Kingairloch this runs along the shoreline where I was lucky enough to see and photograph a wild goat. The road then climbs inland past Loch Uisge (Loch Water!) and south to Lochaline. The MPs on this road are the same as the two on the dead-end road to Drimnin with its passenger ferry to Tobermory and Glenborrodale. The first three remaining posts, Corran 8, 11 and 14 were well painted [Figure 5] but 15, 16, 17 and 19 were all very rusty. I didn't go on the next twelve miles down to the ferry but turned northwards back to Loch Sunart and found two more of this style, both rusty and one broken. [Figure 6]

So wonderful countryside, plenty of spring flowers and a good haul of milestones for the database.

A detailed article on Morvern Mileposts, particularly the routes between Corran and Lochaline ferries along A884 and



Figure 3



Figure 6

B8043 and the fascinating lonely road out to Drimnin and on to Dorlin, is included in Volume 3 of Milestones and

Waymarkers, the journal of the Society, to be published this autumn. Authors Mervyn Benford, Ian Jolly and David Viner have travelled these routes with the mileposts on the 12 miles north of Lochaline and those on the track to Dorlin now being added to the database.

But if you are visiting that area please look out for any mileposts and let me know what you have seen. Some may have been missed and others are occasionally 'found' and re-erected.

And anything from anywhere in Scotland will only add to, complete or corroborate the 1300+ records already there.

Christine Minto

Email – [frankminto@talktalk.net](mailto:frankminto@talktalk.net)

## WHEN NO NEWS IS BAD NEWS

### Lost, Missing or Stolen

Missing or stolen milestones are occasionally reported in the Society's publications and on its website, with or without pictures. Unfortunately some may have been lost forever; broken up or spirited away, perhaps even overseas. But there is always the slim chance that some will find their way back into the public eye at retail outlets, car boot sales or online auction sites such as eBay.

The Milestone Society has a policy in place as to what is a missing or stolen mile marker. It must have been a marker that was recorded by the Society and had been added to the database. Markers that were listed buildings prior to the formation of the Milestone Society can also be included as they were recorded in place by English Heritage. Not included are markers legitimately in private hands.

Here follows some illustrations of examples known to have been lost during the last decade.

#### Buckinghamshire.



The 'V' shaped cast iron milepost was broken and repaired with a single large plate bolted in from the back.

The listed milepost on the A404 at **Chenies** was removed, assumed stolen, in 2008. It was believed to have gone missing during the early summer. Buckinghamshire County Council Highways were notified of the loss but they did not respond. Bucks CC Archaeology have also been informed but to date have only acknowledged.

Recognition features:

#### Devon.

Taken from the B5537 sometime in late March 2009, this small, squat, granite marker stood on the north side of the road at SX 652741 between the hamlets of Huccaby and Dunnabridge. It was one of an uninterrupted series between the two towns as far as Dartmeet.

Tim Jenkinson, the Devon rep, last saw the stone on 14 March 2009 and noted that there had been some vehicular disturbance beside it. Dartmoor National Park, who have



The stone is granite and bears the legend TAVISTOCK / 11 / ASHBURTON / 9.

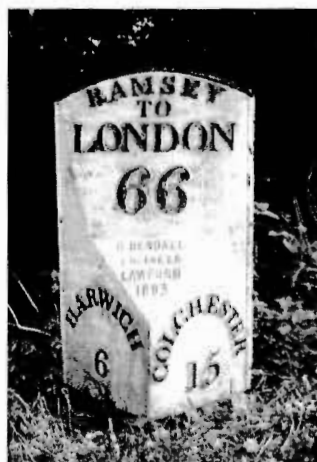
micro-chipped the stone, alerted the police along with various local newspapers who reported its disappearance. There is no indication as to its whereabouts but there is a suspicion that it may be standing in someone's garden.

Recognition features:

#### Essex.

Two mileposts have been taken from along the B1352 between Manningtree and Harwich. The first one lost was at **Ramsey** that disappeared early in 2002. Its loss was recorded in the local press at the time. The legend records that it made by O. Bendall of Lawford in 1893

The second one went missing early in 2007 from **Wix**. It was (along with its backing stone that remains) grade II listed. This is an earlier Bendall have a date of 1834.



#### Norfolk. [Carol Haines]

A milestone beside the A149 near **Heacham** (TF 683360) was photographed in about 2002 by member Tim Richards and by the local WI. I had searched the wide, rough verge a couple of times since then, and the Highways Dept also had





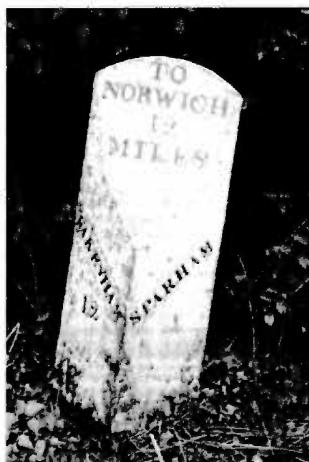
a search this spring when major roadworks started nearby and I asked them to look out for it, but the stone could not be found. It was one of a series between King's Lynn and Heacham with metal mileage numbers fixed to a stone. Eight of the 13 survive. The numbers are leaded into the stone and even if removed the 'imprint' left behind would be prominent.

Photo left [Tim Richards]

When checking earlier this year on the listed milestone which had stood at the entrance to a farmyard on the main street through **Gooderstone** (TF 759020) we were told it was stolen about ten years ago. It had been found in the 1950s, used as a doorstep in the farmhouse. It probably came originally from the road between Thetford and Watton, through what is now the MoD's Stanford Training Area. The most legible part of the crudely-cut inscription read Watton 8 [WATT / ON / 8]. I photographed it in 1996. It is a puzzle why anyone should want to take it, or indeed why it should have been listed. It was some distance from its true location and had probably been reshaped for a later purpose.



A milepost at **Sparham** on the A1067 (TG 068194) was surveyed and photographed for the Society's database in 2002. It disappeared in about 2004. Another milepost to disappear, in about 2001, was at **Crimplesham** on the A1122 (TF 658046). Its photo appears in Mervyn Benford's Shire book on Milestones (p.33). The post was probably made in about 1901 by Pertwee & Back of Gt Yarmouth. Twenty years ago there were six of these NCC Main Road posts along this road east of Downham Market. There is now just one left!



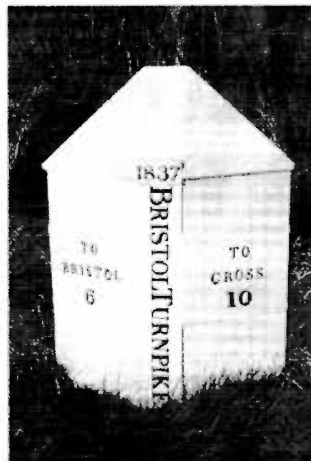
Sparham.



Crimplesham.

## Somerset.

Two missing, presumed stolen, mileposts. The first was lost sometime between 2000 and 2002. It was located at ST 4501 1361 near Lynch farm, west of **Walton** on the A39. A standard 'V' section post, it was Grade II listed. The curved legends were (left) **WELLS / 10** (centre) **GLASTONBURY / 4** (right) **B.WATER / 10**. Unfortunately no photograph exists. Janet Dowding did not have a camera handy when she recorded it and it had disappeared by the time she returned.



The second milepost [pictured left] disappeared suddenly overnight in 2006 with no trace of its removal. It was at ST 518663 on the A38, well back on the grass verge, just before the quarry/refill site entrance, on the northern edge of **Potters Hill**. Both the local council and the police were notified but it has not been recovered.

## Warwickshire. [Robert Caldicott]

The story starts in June 2004, when some former Army housing at the **Temple Herdewyke** base (a munitions store) near Gaydon was sold off. A long, bypassed stretch of road was re-opened to provide direct access to the houses, and the landscaping work uncovered a long lost milestone from an incomplete series along the Banbury to Warwick road. It was set up by the roadside by the landscapers, where it was spotted by Mervyn Benford to local Milestone Society rejoicing. Unfortunately within days it had disappeared. Robert Caldicott reported the loss to the police, who took it seriously, and the local papers did a piece on it. Very unhappily, it remains lost. The left face has miles to London and Banbury while the right has miles to Birmingham and Warwick. It was also reported to SALVO, where it still sits in their 'Stolen' list.



<http://www.salvo.co.uk/warwickshire/stolen.html>.

**Yorkshire.** Unfortunately the attachment for the 6 miles (to Doncaster) stone on the A1 dual carriageway at **Skellow** has been stolen in spite of being sunk half its height in the ground. The marker was positioned behind an Armco type barrier but evidently that was not a barrier to the thief. Miles to Doncaster on left face and to York, Tadcaster and Ferrybridge on the right.



CHARLOCK-RICHARD  
7 MILES TO WIGAN  
10 MILES TO PRESTON  
1837

GIBBISTON		MARRAS	
LATHAM	1840	1840	1840
MARRAS	1840	1840	1840
LATHAM	1840	1840	1840
MARRAS	1840	1840	1840

### Scotland.

As reported on page 20, the unique waymarker at Arncroach, Fife was stolen ten years ago. Although a replacement had been cast the original might still be out there awaiting recovery.

**BUCKINGHAMSHIRE.**

A further four cast iron fingerposts have been located in Bucks since the publication of the 2008 issue of OTG. The post at Oving was made by Royal Label Factory and makes the second surviving one by this manufacturer in Bucks. It was painted by local residents in 2009.

Place name	Grid ref	Notes
Haddenham	SP74120809	Arms and finial missing
Oving	SP78542130	Painted 2008
Hambleden	SU78208676	Good/needs painting
Frieth	SU79468925	Good/needs painting

**CHESHIRE.**

In addition to milepost restoration, the contractors working for Cheshire CC Highways have also carried out refurbishment of a number of fingerposts, mostly around the Northwich area.

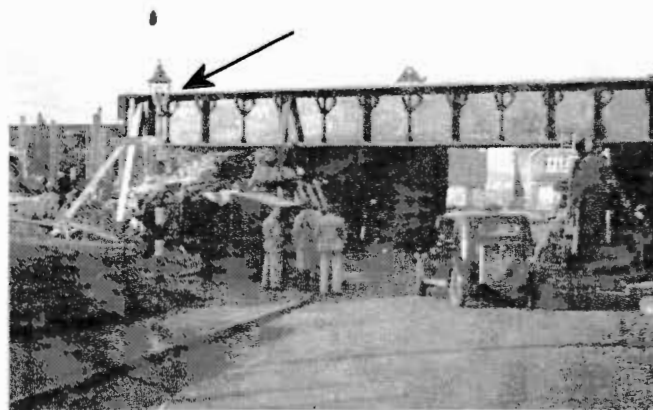
**DEVON.** [Tim Jenkinson]

Devon retains relatively few old cast iron fingerposts from the c.1930s [But many more than some less fortunate counties. Ed.] and those surviving are generally in a neglected state and rusting. It was a great pleasure to discover a newly painted post at Handsford Cross near Burrington in North Devon earlier in the year. This post was recorded as rusting in 2006 but either a local historian or possibly Devon County Council has undertaken a much needed renovation at the site.



**ESSEX.** [John V Nicholls]

In 2006 John Nicholls was asked to be an advisor for the restoration of a 1920s cast iron fingerpost in Rayleigh on the A129. The post was looking rather forlorn without a finial and one of its three arms pointing in the wrong direction. It was a project fraught with problems. Initially there was a refusal to have the wrongly positioned arm to be put back as it would direct traffic away from the main route. This was resolved but an engineer called in had no idea how to release the arm. Suggestions for a new finial were then discussed and it was decided that an annulus would be the best design option.



1936 railway bridge renewal in Rayleigh showing the fingerpost.  
[Photo via Mike Davies]

Fortunately, before a finial was ordered, some old photos showing the post in 1936 came to light. They showed that the post was originally topped with a gas lamp.

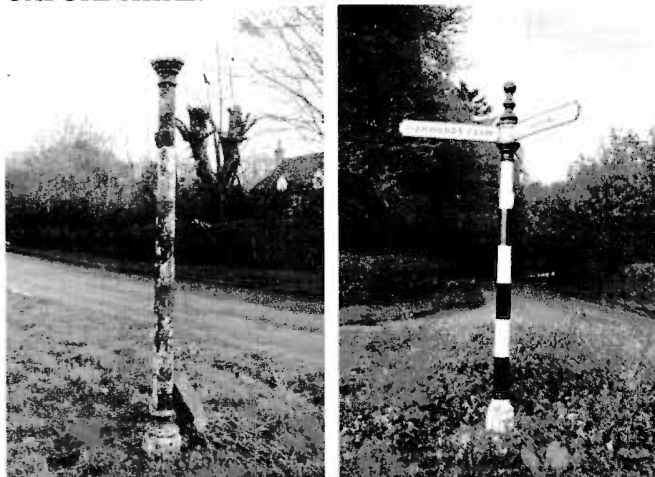
It was then discovered that the remains of a gas pipe still ran through the centre of the post so it was necessary to have a check made to see if the pipe was still 'live'.

A facsimile lamp was



purchased and fitted out with a solar powered light. The whole assembly was then cleaned back and painted. Two and a half years of frustrating hold ups but the result was worth the wait.

#### OXFORDSHIRE.



Repair and maintenance of fingerposts continues in the county. The damaged post in Bletchington reported in last year's OTG was stripped down. Two new arms were made (very good replicas) and the assembly reassembled and painted.

Also reported last year was the sorry state of the second post in Woodcote. This has now been given a new set of arms and painted. It is not known if this was work carried out by Oxfordshire CC or a local initiative. Before and after pictures opposite.

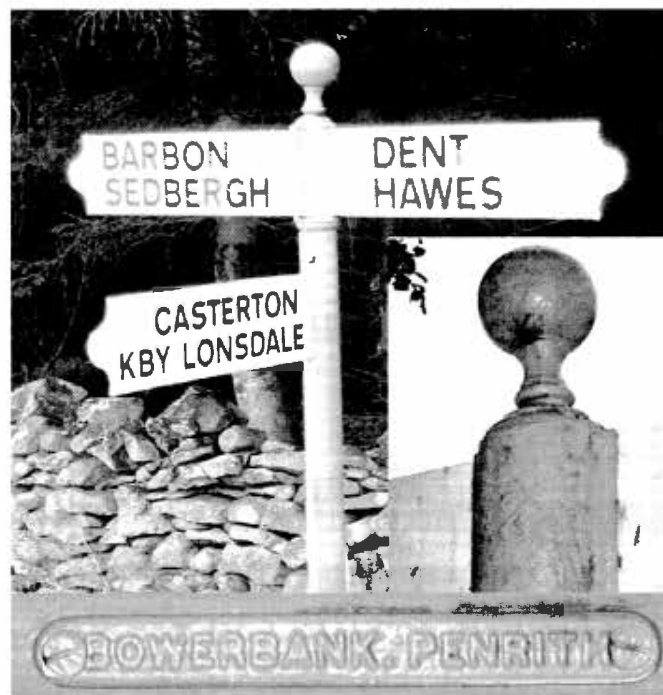
In the summer of 2009 work had commenced on the refurbishment of the fingerpost alongside the A436 at Cornwell. The post was in a sorry state and missing its finial. But mystery surrounds this post concerning its position by the road. The post has all the features of one made for Oxfordshire CC, with the post-war replacement aluminium arms but it is not in Oxfordshire. All O.S. mapping (old and current) show the county boundary a couple of yards to the north of the post; therefore the post actually stands just inside Gloucestershire. (An interesting aside is that the location was not even Gloucestershire at one time in the past – it was a detached part of Worcestershire!)

### Victorian Fingerposts and Foundries for Westmorland

It is rare to find road signs dating back before the Motor Car Act of 1903 to Victorian times and still in use. Westmorland, now in Cumbria, is fortunate to have over 30 fingerposts from this era. Although these have been disappearing fast, we hope the conservation tide has now turned (see Newsletter June 2009).

Surviving records in the Cumbria Record Offices in Kendal and Carlisle tell the fascinating history of these fingerposts. The 6" ordnance survey maps from 1862/3 show many guideposts (G.P.), especially on the turnpike roads, though these were probably wooden. In 1889 the new Westmorland County Council formed a Main Roads Committee and employed a dynamic County Surveyor, Mr. Joseph Bintley, to maintain the Highways. This he did with some gusto, erecting modern iron fingerposts from the Victoria Foundry of Joseph Bowerbank in Penrith (in Cumberland!). The Foundry Day Book of 18 March 1894 records making 15 Guide posts from *Wrot iron Tubes and Flanges, Cast Head Brackets, Earth Castings* and 47 *Wrot Arms 6" x 1/4"*. The Bowerbank Ledger records that W.C.C. paid 36s 6d in cash for each, including the *Cost of Patterns*. Only two posts with 6" wide arms have been found, now in rather poor condition. Mr Bintley must have been satisfied as he bought a further 60 in 1896, but with more practical 8" wide arms, and erected them all around Westmorland. At the same time, three new Rural District Councils, formed in 1894, were also buying fingerposts for their District roads [Pic. 1].

By 1904, 13 new posts made on 11 July used 9' x 3" *Gas Tubes*, with *Cast Bracket, Bases, Vases and Earth Plates* and 45 *Rustless Arm Plates 8" x 1/4"*, not to mention 7 *Sheets of Brown Paper*, all for £27 7s 6d. The Day Book also records *Nos. 1-6-7-8 sent Sept 1 to Kendal*, presumably referring to an embossed serial number on the collar, which is a distinctive feature of these fingerposts. On 18 August 1905, Joseph Bintley reported that there were 165 guideposts in Westmorland, 113 of iron, 50 of wood and 2 of stone, but these may be only those bought by W.C.C. itself. New guideposts appear on the 1899/1900 and 1920 ordnance maps.



1. Bowerbank fingerpost Number 2 at Barbon, from 1898.

Some fingerposts have now lasted well over a century, including a rest during WW II (our local one was kept in the village pinfold). We have located some 29 complete Bowerbank fingerposts and 6 others with the distinctive curved arms (photo 1) mounted on other posts. We found numbers ranging from 1 to 48, with numbers 1, 3 and 6 being repeated. The numbers that are clear are given on the list. Two posts still have a foundry plate, BOWERBANK. PENRITH attached, while others have the remains of the mounting screws.

Although Joseph Bowerbank was the preferred supplier until 1904, there are other fingerposts in Westmorland which are also probably pre-1914 (not listed here). Many have curved arms, similar to the Bowerbank ones, yet subtly



different. The most spectacular series appears only in the north west district of Westmorland and may have been erected in 1905. These have crown finials and, it is said, were made by Stalker Bros. another foundry in Penrith. The story for the crowns dates back to Thomas Becket, murdered in Canterbury cathedral on 29 December 1170 by Sir Hugh de Morville, a local lad. Henry II confiscated his lands and called them King's Meaburn, as they are known to this day. Certainly the few remaining crowned fingerposts are in this area (Pic. 2).



Two fingerposts show RISHTON'S FOUNDERS KENDAL. In 1905 Henry Rishton won a tender for 100 iron warning "posts and cymbals" (sic, Council minutes!) at £1 each, but no other records seem to exist.

There is also an interloper from Cumberland. The Waterloo Foundry in Carlisle (Exors. of Daniel Clark) was making iron fingerposts for Cumberland C.C. in the early 1890s, with a very simple design. Their brochure promised lap-welded steel uprights, which have now rusted away, though some arms and brackets have been remounted. One of this style is found near Shap in Westmorland [Pic. 3].



3. Old "Cumberland style" fingerpost at Crosby Ravensworth.

Another singleton in Kirkby Stephen came from the national supplier HAM.BAKER & Co. WESTMINSTER.

However, in 1912 Mr. Bintley was urged to adopt an improved design for fingerposts, probably with adjustable arms. After the first World War, road classifications were introduced, and other foundries such as H H DAY CASTLE FOUNDRY KENDAL provided new signs. Some of the old signs were replaced or had extensions with the road numbers bolted on. Fortunately, some of the older fingerposts survived and are still working hard today, though often in need of tender loving care.

Many thanks to those who are helping in our campaign to conserve these early fingerposts. Some have been restored with funding from the Friends of the Lake District, Neighbourhood Forum, Parish Councils and other agencies. We would be very interested to learn of other Victorian fingerposts and their history in other Counties.

Kate and Mike Lea (m.lea@rhul.ac.uk)

### Westmorland Numbered Fingerposts

MSS	Place (Number on post)	Grid Ref
WM1	Arnside (5)	SD451784
WM2	Storth (6)	SD475796
WM3	Crosthwaite (41)	SD419898
WM4	Heversham (20)	SD496834
WM5	Crook	SD419936
WM6	Bowness	SD419961
WM7	Crosthwaite (40)	SD424903
WM8	Crook	SD436953
WM9	Crook (48)	SD457951
WM10	Crook	SD464951
WM11	Underbarrow (34)	SD480923
WM12	Burton-in-Kendal (10)	SD522771
WM13	Burton-in-Kendal	SD523773
WM14	Hutton Roof	SD559798
WM15	Hutton Roof (3) <i>Replaced</i>	SD567796
WM16	Hutton Roof (1) <i>Replaced</i>	SD573770
WM17	Holme (22)	SD515800
WM18	Preston Patrick	SD545817
WM19	Kirkby Lonsdale (30)	SD604781

WM20	Barbon (1)	SD625820
WM21	Barbon (2)	SD637825
WM22	Firbank	SD627922
WM23	Ambleside (3)	NY373038
WM24	Greenholme (6)	NY598057
WM25	Drybeck (16)	NY668153
WM26	Newbiggin (1)	NY628285
WM27	Milburn [6" arms]	NY646284
WM28	Raisbeck (3)	NY645075
WM29	Musgrave (6)	NY760131

Remounted arms		
WM30	Burnbanks	NY511161
WM31	Great Strickland	NY548247
WM32	Orton	NY611084
WM33	Crosby Ravensworth	NY613187
WM34	Hale	NY634268
WM35	Newbiggin	NY646286
WM36	Long Marton [6" arms]	NY684229

## MARKING THE BOUNDS – Boundary Markers Column

Rather less to be reported this year.

### ESSEX.

One of the series of parish boundary stones alongside the B1383 (formerly A11) between Stansted Mountfitchet and Littlebury has apparently been stolen. The short triangular section stone marking the Stansted and Ugley boundary was probably erected by the Essex and Herts (Hockerill) Trust.

**KENT. The Linton Boundary Stones Project.** Linton Parish Council (south of Maidstone) has been undertaking a project to identify its surviving parish boundary stones. So far 57 have been found. This highlights the difficulties of recording these stones - if the 300 or so other parishes in Kent have as many this would make a staggering 17,100 stones for the entire county! Linton has been encouraging other parishes in Kent to research their own boundary stones. Photographs of all of Linton's boundary stones can now be seen on the parish's web site. Since 2004 the parish has revived the ancient custom of "Beating the Bounds" which now takes place annually on Rogation Sunday.

**LINCOLNSHIRE.** A parish boundary marker buried in undergrowth at the border between **Folkingham** and **Walcot** (parishes astride the A15) was cleared by Michael Knight with the willing assistance of the gentleman who resides at the house directly opposite the boundary stone. Nearby, the

magnificent but neglected 'Greyhound' coaching inn at **Folkingham** village, noted favourably by the Hon. John Byng during his 1791 travels, has been renovated and converted into desirable apartments.

**WILTSHIRE.** Rod Smith of Swindon has carried out research into some unusual boundary stones that mark the 'Hay Lots' at North Meadow, Cricklade. He understands that there may be as many as twenty stones in the meadow although he only been able to locate thirteen. Most are unmarked but some are engraved with initials. Three have 'JB', two have 'DK' and one 'TP'. Enquiries at the local museum revealed that these refer to John Boote, Dunn & King and the Trustees of Powell's Charity. North Meadow (SSSI) is best known for its wonderful display of fritillaries each April and from then, until the hay is cut in July, most of the stones are hidden from view and should not be visited. The meadow floods during very wet weather but that apart, winter is the best time to look for the stones.



## The City of Coventry Boundary Extension Markers of 1928 and 1932

By Amanda Slater.



London Road, Toll Bar Island, North Post 1932. SP364758

My current obsession with the splendid and wonderfully unique, cast iron Boundary Markers that were installed to celebrate the extensions of the Coventry City Boundary in 1928 and 1932 was really a complete accident.

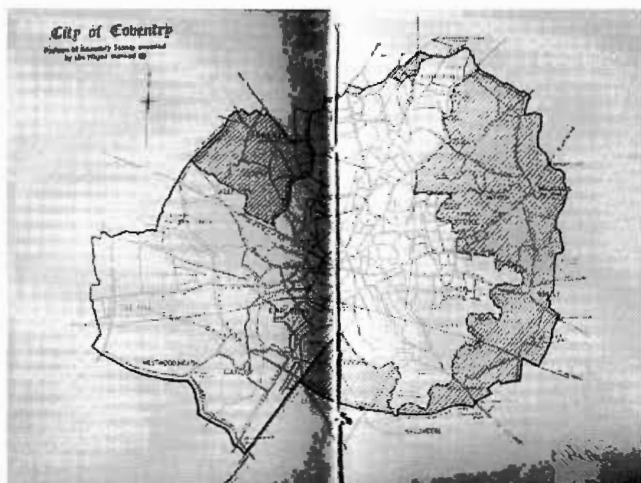
I had been photographing views and interesting features in our locality and in doing so had soon captured an image of our nearby Boundary Marker in Wall Hill Road Brownhill Green. It is a particularly uninteresting specimen with no inscribed plates and only bears the words "City of Coventry". It is also a particularly drab shade of camouflage green.

My acquaintance with this humble marker caused me to ask the question "Are there any more?", and thus began our early Sunday morning excursions around the City. Armed with a camera, a map, some intuition and probably a lot of luck, these trips proved excitingly fruitful, and soon I had located twenty of the markers.

They were in various states of decay and painted in an assortment of colours, presumably by well intentioned individuals hoping to delay their further corrosion. In addition there are also three in the care of the Coventry Transport Museum, bringing my total of existing Markers to twenty three. They are all of the same design, triangular with an arch shaped plate at the top which bears the City Coat of Arms. The back is flat and unmarked, and nine of them still bear a triangular inscription plate on the top. The two front panels have, on one face, the words "City of Coventry" and on the other "Parish of....." the Parish being that in which the marker is situated, it does not mark the Parish Boundary. In addition to the Parish name some markers also have the words "County of Warwick" and three have "Urban District of Bedworth"

My enquiries with the City Council have been unproductive, as it seemed there was no list of the original number and locations of the Markers, and neither was there much knowledge of the whereabouts of the survivors. It seemed that I knew more about them than anyone. So sadly I cannot tell you who made them or how many, but I am pretty sure that I have located all that still exist.

However, thanks to documents surviving in the Coventry Archives, I can shed a lot of light on the great events that were the unveiling celebrations. They were clearly "big occasions" for Coventry.



Map showing the Coventry City Boundary Extensions of 1928 and 1932. [Coventry History Centre]

The area within the City walls was originally 1,486 acres, but as a result of Henry VI's famous charter of 1451, which conferred on Coventry the status of a County, the area was vastly increased. It comprised Radford, Keresley, Folkeshall, Eccleshall, Anesty, Calwedon, Wykene, Henley-la-Wode-End, Stoke, Byggng, Whitteley, Pynley, Asthull, Hoxwell, Harnhale and Whaberley together with parts of Sow and Styvichale. The area of the County of Coventry was 17,000 to 18,000 acres.

As a result of the lawsuit generally known as *Lythall v the Corporation*, the County of Coventry ceased to exist in 1842 and the City was again reduced to 1,486 acres, which represented the area within the circuit of the walls. At the same time Coventry lost its Recorder and its separate Court of Quarter Sessions having possessed both for several centuries..

Since 1842 most of the losses have been gradually retrieved. There have been boundary extensions in 1890, 1899, 1928 and 1932. Coventry gained the status of a County Borough in 1888 and in 1928 regained its Recorder and its separate Court of Quarter Sessions.

The Celebration for the City's Boundary Extension of April 1st 1928, took place on Tuesday, 17th July the same year. Between 9.40am and 12.35pm, the Lord Mayor, Alderman Fred Lee JP, in full regalia, and accompanied by his Aldermen, Councillors, Officers of the Corporation, and in the presence, it seems, of most of the City's school children, processed in a splendid motor cavalcade around the newly extended Boundary, stopping at seven of the Markers at Gibbet Hill, Tanners Lane, Allesley, Longford, Bell Green, Binley Bridge and Willenhall Bridge, to perform an unveiling ceremony. Of these seven, only Gibbet Hill, Longford and Allesley still survive. Each of the Markers was adorned with a triangular, removable plate inscribed. "The Boundary of the

City was extended to this point April 1st 1928. Fred Lee, Mayor"



A triangular 1928 commemorative plaque. There are also at least two examples of rectangular 1928 plates surviving.

At one o'clock the cavalcade adjourned to St Mary's Hall, where they dined on salmon with mayonnaise sauce, lamb, pressed beef, York ham, potatoes and salad, followed by strawberries and cream, pastry, cheese, biscuits, cake and coffee, all washed down with Rhine Wine Weisseneurge, Beaune, cider, dry ginger, Stone beer or Bass. This was to the accompaniment of Mr. Eric Jordan's Instrumental Trio with selections from *The Desert Song* and other popular favourites.

Despite the exhausting morning and large lunch, the Mayor and his deputy were unable to relax in the afternoon, as another gruelling timetable awaited them of visitations to the "Childrens Events in the Parks" at which each child received a souvenir mug commemorative of the occasion. Sports and games were organised, brass bands played, ice cream was provided and a Firework Display ended the festivities.

Between 3.0pm and 4.30pm the Mayor and Mayoress visited four of the nine park venues and his Deputy the other five.

The programme at each visitation comprised: Singing of the Old Hundredth Hymn; an Address to the children and unfurling of City Flag with three cheers for the City of Coventry; and singing of the National Anthem.

The planning of all the events had involved many individuals and the Coventry Archives contain numerous letters to various firms inviting tenders for the supplying of everything from ice cream and commemorative mugs to flags and fireworks for the Celebratory events.

The National Firework Advertising Company, a local firm from Radford, Coventry offered to give a display in each of the nine park venues for a reduced sum of £250-0-0, because the owner, Mr. Brentnall, was a local man.

The displays were to be on a gigantic scale and include all the latest aerial effects, as given recently at similar celebrations in Brighton.

"If an alternative to the above is required I would give, in addition a Firework Portrait of the Mayor, a set piece of the Three Spires, a picture of the Coat of Arms, and a word motto :- Success To Greater Coventry, for a fee of £100-0-0."

One can imagine that Coventry would wish to outdo Brighton in the scale of the display, and I expect the Firework Portrait of the Mayor would have been impossible to resist. Subtle bit of sales technique there by Mr. Brentnall of The Firework Advertising Company!





1928 City of Coventry Commemorative Mug. By kind permission of Herbert Art Gallery and Museum

The letters of thanks include ones to all of Coventry's car companies, for the loan of vehicles for the mayoral cavalcade, to local brass bands for the entertainment provided, the Police for their services and many more.

There are nine 1928 markers still standing. The one in Tanners Lane is no longer in place but I believe it may be the one in Coventry Motor Museum from the Parish of Berkswell, and the accounts tell us of three others, Bell Green, Binley Bridge and Willenhall Bridge. This brings the original total to at least thirteen.

The Boundary Extension of four years later on 1st April 1932 was just as ceremonial but perhaps not such a lavish occasion. The unveiling took place on Wednesday, 27th April and again the Lord Mayor and his entourage made a tour of the new City perimeter, stopping at six of the markers to perform official unveiling, as previously in the presence of many City school children. The Mayor, Alderman Vincent Wyles JP had his name inscribed on the triangular plates, otherwise identical to the 1928 design.



A 1932 triangular plaque.

He started at Keresley Village at 2.45pm, according to the official map, at the Tamworth Road marker. This now, mysteriously, is a 1928 Marker. I would love to discover the story behind that one.

At 3.15pm the unveiling took place at Bedworth Road, Longford, in a position just next to the railway bridge. The Mayor made a speech in which he recalled that his predecessor four years earlier has unveiled a marker at the nearby Black Horse Road Canal Bridge on the 1928 boundary line. He dedicated each stone with the prayer "May Almighty God Grant to the City, with its rulers its citizens and its children, happiness, prosperity and peace."

Further unveilings took place at Hinckley Road, Walsgrave at 3.45pm, and Brandon



Lord Mayor Vincent Wyles dedicates the Bedworth Road, Longford Boundary Marker, here covered in a Union Jack.

Road, Binley at 4.15pm. This was followed by Tea in Binley Church Hall, at the invitation of the Mayor, which proved to be "a happy and enjoyable function", if a little more

Parochial than the St Mary's Hall Luncheon of his predecessor!

Thus re-fuelled the cavalcade continued to London Road Willenhall at 5.30pm. Here the Lord Mayor said "This is the fifth Boundary Stone that I have unveiled this afternoon and this is my fifth speech, and I am finding it rather difficult to keep up!"

At 6.0pm the final unveiling took place at Baginton Road. This was before the building of the Coventry By-Pass, and this marker is no longer in its original position; it has been moved to the A45 junction with Rowley Road, and is known as the Toll Bar Island South Post.

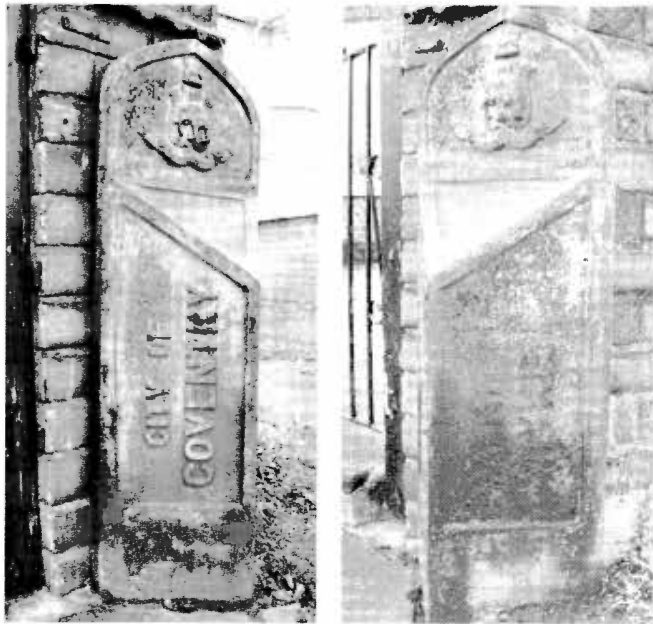


Bedworth Road marker in 2008 showing its age and a crack in the 1932 replat.

The Hinckley Road Marker has been lost in the development of the Walsgrave Triangle, and the Tamworth Road Keresley one is not the original marker, but the others are still in place in addition, seven others still survive. Two markers in the Coventry Transport Museum, one from Baginton Parish was probably located at St Martin's Road and that from Allesley Parish probably at Washbrook Lane. This brings the original 1932 set to at least fifteen in number.

Thus for the two boundary extensions there were a total of at least twenty eight markers; this leaves five now unaccounted for, all of these seem to have fallen victim to road widening schemes.

I have recently found a picture on the Coventry Library Archives, showing the markers stacked together in the Council yard when they were removed during the War. I wonder if they were all replaced.



*The post at Sadler Road, Keresley is probably the most rusted of all and missing its plate. Just detectable on the right hand side is the ground off former legend*

In conclusion, I find it quite sad that these markers, which were once objects of such civic pride and celebration, are now forgotten and neglected by the City, the Coat of Arms of which they proudly display. Hopefully increasing interest in their plight may prompt the Council to care for them once again.

#### **Current Locations of the known Coventry City Boundary Markers.**

##### **Parish of Allesley**

Junction of Birmingham Road and Windmill Hill. 1928. SP291810

Wall Hill Road. 1932. SP305829

Hawkes Mill Lane. 1932. SP 303828

Coventry Transport Museum. Original location not known. (Possibly Washbrook Lane)

##### **Parish of Baginton**

London Road, Toll Bar Island. North Post 1932. SP364758

Stonebridge Highway, Toll Bar Island. South Post 1932. SP364757 (Not its original position)

Coventry Transport Museum. Original location not known. (Possibly St Martins Road)

##### **Urban District of Bedworth**

Wilsons Lane Woodshires Green. 1932. SP347845

B4113 Bedworth Road. 1932. SP351845

Black Horse Road Canal Bridge, Hawkesbury. 1928. SP358844 (No Parish or District Recorded)

Hawkesbury Lane, Parrotts Grove Junction. 1928. SP364841

##### **Parish of Berkswell**

Duggins Lane 1928. SP272779

Broad Lane, Hockley Lane Junction 1928. SP274803

Coventry Transport Museum. Original location not known. (Possibly Tanners Lane)

##### **Parish of Binley**

Brinklow Road. 1932. SP379789

Brandon Road. 1932. SP380781

##### **Parish of Keresley**

Waste Lane, near junction with Tamworth Road. 1932. SP317824

Tamworth Road. 1928 marker in 1932 position. SP318823

Keresley Green Road. 1932. SP319824

Sadler Road, Halford Lane Junction. 1928. SP322823

Penny Park Lane opposite the junction with Nunts Lane. 1932. SP327832

##### **Parish of Stoneleigh**

Stoneleigh Road railway bridge. 1928. SP309746

Kenilworth Road, near Gibbet Hill junction. 1928. SP307748



*City of Coventry boundary posts stacked in a council yard after they had been uprooted during the 1940 invasion scare.*

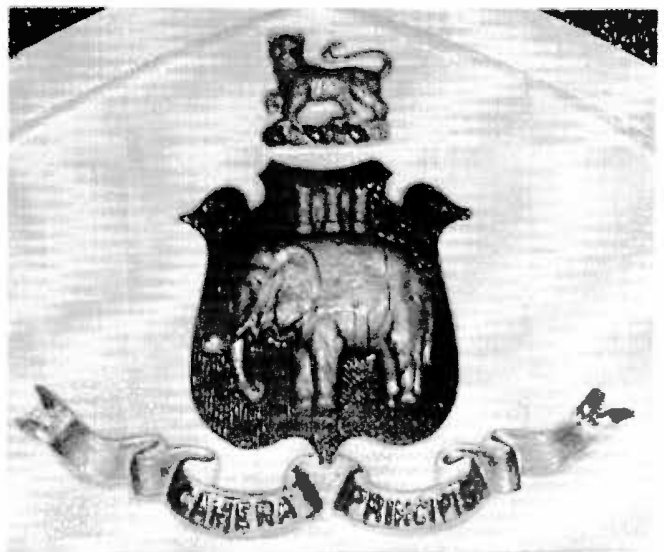
Photos of all the markers, together with detailed maps of their locations and other information, may be found on my Flickr set.

<http://www.flickr.com/photos/pikerslanefarm/sets/72157604116770690/>

Amanda Slater. October 2008.

[pikerslanefarm@btopenworld.com](mailto:pikerslanefarm@btopenworld.com)

Archive photos and boundary map reproduced by kind permission of Coventry History Centre.



#### **Postscript**

The OTG editor had a series of email exchanges with Amanda following submission of her article. A study of her images in

her Flickr Coventry set indicated that City of Coventry reused the 1928 boundary posts when the new 1932 boundaries were set. The legends on the posts are in the form of raised letters set in a recess. When a post was to be moved to the new boundary in 1932 the method used was to grind out the old parish legend. A plate with the new legend with half round beaded edge would be cast and set into the now blank recess with slot headed bolts. One noticeable difference is the lettering used on the 1932 plates which has a thinner stroke.

Society members who attended the 2008 AGM in Coventry were invited to view the three City of Coventry boundary posts housed in the Transport Museum. One is in original unmodified condition and the other two with 1932 plates attached.

Another line taken is that some of the boundary posts could have dated from even earlier boundary changes – perhaps 1890 or 1899. Further research may verify this theory.



On the left is an example of the unmodified legend and on the right an inserted 1932 plate. Note the narrow stroke of the lettering and the beaded surround. These are two of the three displayed in the Coventry Transport Museum.

## NON-TURNPIKE MILESTONES

Ian Thompson (Cornwall)

When you first get interested in milestones, you just want to get out and find them, as many as you can. Then, perhaps, you think you might note down where you found them, to remind you later. You try to tell someone else about your favourite milestone and realise that, “just past the white car on the left near where the lady was hanging out her washing” is not the best note to have made. You record the grid reference from your Ordnance Survey map (along the bottom and up the stairs). You start to take a photograph of each new milestone you discover. Now you are a milestoneer.



Stratton Highway Board, 1875. On unclassified road at grid ref SS236308.

What do you do next? Probably, on those days when it is

not fit to go out hunting milestones, you look through your growing collection of milestone photographs. You look for patterns to group the milestones on different roads – design, shape, style and size of lettering. Then, if not before, you must ask yourself, who put up the milestones and when were they erected?

You start researching in libraries, in the record office, in old maps and books. You do more fieldwork. The Act of Parliament for each

Turnpike Trust usually gives details of the routes to be turnpike, so you can identify which milestones are linked to a particular Trust.

In Cornwall, Ian Thompson found that Turnpike Trusts accounted for about half the total milestones he had found. The key to identifying many of the remainder lay in comparing the 6 inch Ordnance Survey maps available in his Local Studies Centre. The 1<sup>st</sup> Series map of 1880 and the 2<sup>nd</sup> Series map of 1907 indicated that many milestones appeared between these two dates. Milestones were on the 2<sup>nd</sup> Series, but not on the 1<sup>st</sup> Series. Turnpike Trusts had all been wound up before 1880, so post 1880 milestones were not turnpike

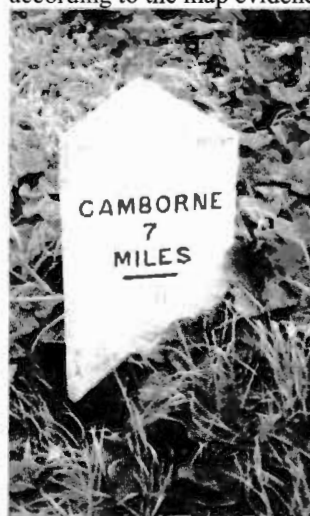


On the road to Trelowarren House (early 18C?) at ref SW718328.

milestones. The County Councils were set up in 1889. They were empowered to maintain what were termed “Main” roads with money from central government.

Research in local newspapers, in Ian’s case the Royal Cornwall Gazette, revealed a series of Public Notices from Cornwall County Council Roads Committee announcing that certain roads had been made up to standard and were ready to be adopted as

Main roads. In Cornwall, all these roads gained milestones, according to the map evidence, between 1880 and 1907.



[Left] On the B3303 at SX273759 erected by the North Helston Highway Board, 1890 and [right] a pre 1740 milestone on the A30 at Carland Cross, grid ref SW845539.



Some other counties erected mileposts in cast iron at about this date, while later still, some used concrete, but Cornwall used granite. In the Western Division of Cornwall, the granite



milestones had cast iron plates, but in the Eastern Division the milestones were carved granite copies of the milestones used by the old turnpike trusts. At present, Ian is convinced that this large surviving collection of post-turnpike milestones is unique to Cornwall, but it may be that the research into the origins of the milestones in your county has not been completed and that you too have a treasury of post-turnpike milestones.

In Cornwall, not all non-turnpike milestones are post-turnpike. Some are pre-turnpike and some are contemporary with turnpikes. If you were able to attend the Autumn

Conference of the Milestone Society in Wells on 3 October, you will have heard Ian Thompson will tell you more about Cornwall's non-turnpike milestones, and you may hear about the discoveries of others on the same theme.

Editor's note. Many non-turnpike milestones appear on the Society's national database but undoubtedly many more have gone unrecorded as they often fail to appear on the popular scales of OS maps that 'milestoners' use in their travels. For example, about one in every seven milestones in Essex are non-turnpike. Maybe an illustrated feature for OTG7 in 2010?

### ADDITIONS and UPDATES - The final cut...

The agreed size of this issue of 'On the Ground' was to be limited to 28 pages but with so much material arriving late editing has proved to be a nightmare. With the deadline already two weeks late the unilateral decision was made (today, 10 September) to take the easy option and go for 32 pages. So the remaining space left (this page) is a miscellany of edits and last minute updates.

#### YORKSHIRE. [Christine Minto]

One project that has been completed this year is the refurbishment of the pillar in Ackworth opposite the entrance to the Quaker School. It was erected to celebrate the Battle of Waterloo.



The photograph above was taken in 2002 and shows the two remaining lamps (the 'East Hardwick 3 / Snaith 15' side).



The other photo was taken in June 2009 (the 'Pontefract 3 - Hemsworth 3' side). Yes, it has been cleaned, the area around the base has been repaved and protective railings now surround it. But what on earth have they put on the top!?

#### ESSEX.

A positive response was received from Essex Mid-Essex Area on 8 September. The sites of the misplaced/fallen milestones at Gosfield, Sturmer and Baythorne End (see page 10, this issue) have been inspected and Highways will carry out the re-erection of them in 2010. John Nicholls, MSS county rep has asked if the Sturmer and Baythorne End stones be taken to a council depot as an interim measure to prevent theft.

Taking time out from the computer and 'On the Ground' John V Nicholls decided 23 August that the 'LONDON 23' milestone on the A129 at Billericay needed a spruce up. Last cleaned about six years ago, the crudely engraved granite stone had accumulated a thick coat of algae as it is sited under trees. After cleaning and treating with algacide an (instant) decision was made to paint the stone.



The Billericay milestone looks better after a little TLC. Note the crude lettering either as a result of the hardness of the stone or the engraver spending too long in a local hostelry.

A final note from Essex... Make a note in your diary for the 2010 Spring Meeting which is to be held on Saturday, 15 May in Moulsham Mill, Chelmsford. Apologies in advance for anyone travelling via the M25 as you will have to contend with road widening between junctions 16 and 18, and 27 and 28. Have we really advanced travel since the days of turnpikes?

Thank you for your support and see you again in 2010.  
John V Nicholls - compiler and editor.



Grainne Farrington, the Cambridgeshire county representative and the installers of the '58 Miles from London' alongside the Great North Road. See page 28.



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