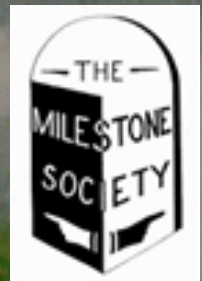


The Milestone Society

Newsletter 41

Summer 2021



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ON THE COVER

Red Post at Launcells nr. Bude, Cornwall. Fingers stolen 16th April, 2021

Photo: Ian Thompson

Editorial

I'm pleased to announce that despite the restrictions of Covid-19 the Milestone Society has continued to operate in its role to conserve our roadside heritage; in addition to our usual contributors to the Newsletter, I am pleased to include a report from Chris Woodard on Wales. You will have recently received notification to renew your membership and I am pleased to announce that the majority of members have renewed; we have had a few resignations but these have largely been replaced by new members. One regrettable resignation was the Sussex Industrial Archaeology Society who have produced a number of articles on roadside heritage in Sussex; these can be found on sussexias.co.uk or purchased from Dr. Brian Austen, 1 Mercedes Cottages, St John's Road, Haywards Heath, Sussex RH16 4EH at £2.50 which includes postage.

As we all know our roadside heritage is extremely vulnerable to damage, theft and loss, a particularly sad example has recently occurred at Launcells near Bude, Cornwall where a unique example of a red fingerpost in the county was stolen on the night of 16th April, 2021. There has been widespread publicity on the theft but at the present time this has not produced any positive results. (See Cornwall news p.6-7 and p.36)

Locally, the restoration of traditional fingerposts continues, however a picture on Facebook alerted me to the fact that some fingerposts are now located in collections such as those at the Railway Museum at Didcot which led me to wonder whether such collections could be added to the Database. Although a massive project, it could be assisted by using records provided by the custodians of these artifacts and if possible, could include information on their original locations. Eventually the collections of private individuals could also be added; a local example that I recently came across is an old weight limit sign which is now replaced by a sign informing motorists not to follow their satnavs! Fortunately, the original sign has been repositioned in the back garden of a nearby house where it is still visible to users of the adjoining lane.



New and old warning signs,
Stoke St Michael, Somerset
Photos: Richard Raynsford

The Reps have been meeting again

Those of you with long memories may recall that the Society's county representatives held a series of meetings in the Banbury museum next to the Oxford Canal (and near Tooley's boatyard which has the oldest working dry dock in Britain). The meetings were popular and we managed to stretch the museum's café facilities. For the Society's 10th anniversary, we moved the meeting to Leamington and widened the attendance at the meeting so that it wasn't just a rep's meeting. After that, there didn't seem to be the enthusiasm for a return to Banbury.



As much as the COVID pandemic has been disastrous in so many ways, there have been a few benefits. Many of us have been working remotely using either Zoom or Microsoft Teams. The Society has been no exception with committee meetings and our last AGM all being held by Zoom. So, the idea was raised: why don't we try a rep's meeting once again but using Zoom? Using

Zoom would mean that reps who live in the far flung reaches of the UK would be able to join the meeting. The concept was to have four chat sessions in an evening meeting on 20 May – structured but without formal presentations. Ian Thompson led the discussion on what the reps are doing now and their role, Mike Hallett led the discussion on working with highway authorities, town planners and parish councils and Bruce Keith led the discussion about listing milestones. Finally, Jan Scrine promoted the Society's social media and Geograph presence. There was lively discussion and a general agreement that it would be worth holding a similar Zoom meeting for the reps next year.

Mike Hallett

The Milestone Society AGM and Annual Meeting 2021

Subject to Covid restrictions the Society is planning to hold this at Frenchay Village Hall, Bristol on Saturday, 2nd October, notification will be sent out in the near future together with details of the AGM.

Ken Diamond Archive

At a very early meeting, Ken Diamond who had a family undertaker's business in Lymington, gave his photographic collection of milestones, bridges and miscellaneous roadside features to the Society. Frank and I worked our way through, identifying as many images as we could. Most of the bridges defeated us. Very few of the photographs had anything written on the back. Ken had spent holidays in the West Country, Wales and Scotland. He had also travelled widely for his work! All the pictures are on a DVD which is available from me for a donation towards postage & MSS funds. chrisminto19@talktalk.net

Christine Minto

Any Questions

Many of the emails coming in to our enquiries desks have been on two themes in the last six months:

We have received a lot of requests to paint or restore milestones, where we just do not have the qualified volunteers to undertake such work. We provide restoration and painting guidance on our website, and are happy to offer further, more specific guidance, but we are not a painting service. Most highway authorities will listen sympathetically to requests to repaint milestones, but this will be a long way down their list of priorities, so all you will get is a sympathetic ear. A more positive response is usually forthcoming where a milestone needs to be set upright. If this is reported through the highway authority's 'report a problem' website (most counties now have these) enquirers should expect an almost immediate reply and action within a few months. For painting, try your parish council, who may have a handyman qualified and insured to work beside the highway.

We have received an increasing number of 'invitations to comment' on milestone listing applications prepared by Historic England staff. It is important that we do not simply rubber stamp these but look carefully at what has been prepared. Usually, our local experts know more about a milestone than a desk-bound Historic England officer, and can offer guidance, correction and more detail.

Historic England has realised that milestones often come in sets along a road at intervals of one mile! Processing a set of milestones for listing together can greatly reduce the work needed to prepare a listing application and can emphasise the group value of a set of milestones compared with a single milestone treated in isolation.

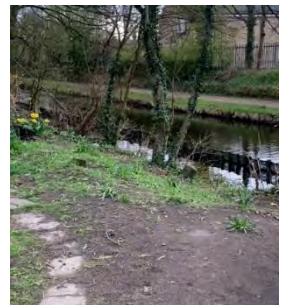
No-one has tested the system to see if Historic England is willing to accept sets of milestones in listing applications from our members. However, the overwhelming support for listing at the recent Milestone Society County Reps zoom meeting may well change this.

Rochdale Canal Milestone Discovered

In April, Gillian Peel contacted the Milestone Society to say she had a canal milestone at the bottom of her garden, near Belfield Bridge on the Rochdale Canal.

She sent some photographs to Mike Hallett and a grid reference of SD91696 13915 on the outskirts of Rochdale.

The Rochdale Canal runs from the Bridgewater Canal at Castlefield Junction in Manchester to the Calder & Hebble Navigation at Sowerby Bridge, a distance of 32 miles. In 1804, the Rochdale became the first of the three trans-



Canal milestone at bottom of the garden Photo: Gillian Peel

Pennine canals to be fully opened - perhaps due to the choice of a route over the top of the Pennines, avoiding the problems with tunnel construction that had bedevilled the other two waterways. The Rochdale Canal re-opened to boats in 2002 after an ambitious volunteer restoration project.

Milestone Society records showed that only one original Rochdale Canal milestone was known to survive in rather worn condition. There was also a replica milestone and a number of cast iron mile markers erected during restoration, but Gillian's original milestone was rare and special.

Membership Secretary, Ken Hawkins had details of a new member in Rochdale – Roger Clegg. Roger was contacted and he arranged to visit Gillian to photograph and measure her milestone. During his visit he was able to confirm the inscription as S 17½, M 14½ - distances from Sowerby Bridge and Manchester but was concerned that the milestone was leaning towards the canal. He contacted Rochdale Borough Council and the Canal and River Trust for help to set the milestone upright. He received a very positive response from Chris Bird, a volunteer with the Canal and River Trust. Unfortunately, covid has intervened, but we hope Roger will be able to report a successful milestone restoration in the next Newsletter.



Rochdale Canal milestone
Photo: Roger Clegg

Cornwall (Ian Thompson)

Rosy's Milestone Repairs

Rosy Hanns completed her survey of Cornwall's milestones before the pandemic struck. 656 milestones were surveyed and 10 were reported as fallen or leaning. Details of these were passed to the highway authority for action. Understandably, progress on these has been slow, but all the fallen milestones are now set upright and only the two most awkwardly located leaning milestones remain to be fixed. These require traffic light control to gain access and are planned to be incorporated into the next road closure on their section of highway. A letter of thanks was sent to the Cormac team for their efforts to maintain our milestones.

A30 Chiverton to Carland Cross Road Improvement

The multi-million pound project to build a new dual carriageway on the county's A30 spine road in mid-Cornwall is now clearly evident on the ground. The Milestone Society was involved in the early stages of planning back in 2016, when we worked to safeguard the run of pre-turnpike milestones on this section of road. The plan is to build a new dual carriageway parallel to the existing road, leaving our milestones

on what will become a much quieter road for local traffic. Two milestones will need to be moved during road works, but will be returned to their original locations on completion of work. Local Milestone Society members are urged to monitor progress, but Highways England, Cornwall Council and the contractors have been most helpful so far.

Red Post Arms stolen

The iconic red painted cast iron fingerpost near Bude in North Cornwall has been robbed of its finial and four arms. The fingerpost at SS264052 opposite the Red Post Inn at the A3072/B3254 crossroads in Launcells parish was set upon in the night of 16 April. The arms and finial were removed and dumped not far away, where they were spotted the following day. Unfortunately, they were not recovered and have now disappeared. Local people are most upset. The police have been informed. The Milestone Society has done its bit by publishing the theft on SALVO, the antiques and salvage website, and by alerting our Facebook followers. The local history group is leading the campaign to raise funds for replica arms to be cast, at a cost of over £4000. In the past, the local outcry has shamed thieves into returning stolen roadside furniture, and there is hope that this may still happen. The fear is that the red arms have left the county to be sold elsewhere. It is up to us to make sure this cannot happen. Please look out for them.



Red Post, Launcells Nr. Bude before and after theft. *Photos: Ian Thompson*

V To Cam – Early milestone to be Re-erected

In April 2021, John Pearce sent in a photograph of a milestone lying in a farmyard in Camelford. Ian Thompson recognised its style as similar to three other surviving milestones which marked the route of the pre-turnpike road from Camelford, via Egloskerry, to Launceston. The one mile stone in this series has a date of 1752 carved below the main inscription.

The later turnpike road (begun in 1760) is marked by milestones inscribed with an 'L' for Launceston and an Arabic distance number. The pre-turnpike milestones are inscribed with a Roman distance number 'To Cam' – to Camelford. The milestone inscribed 'V To Cam' would have stood beside what is now the A39 between Davidstow and Hallworthy exactly five miles from the bridge at the centre of Camelford.



V To Cam milestone at Trefrew Farm
Photo: Ian Thompson

John arranged for Ian to visit the farmyard to see the milestone, where Robin Moore explained that the stone had been used as a gatepost to the kitchen garden of his farm for at least eighty years. When the kitchen garden was sold for housing development, Robin recovered the milestone to his farmyard. Ian persuaded Robin to let him investigate the possibility of returning the milestone to its original roadside location.

An email was duly sent to Cormac, asking them to consider re-erecting the milestone beside the A39 in a safe location at the appropriate distance from Camelford. A site meeting was arranged with Highway Area Steward, David MacKellar on the north side of the road at grid reference SX1712 8770 north-east of Tresoke. An exact location was agreed and duly marked with aerosol spray paint. A visit to the farmyard in Camelford followed where a plan to collect the milestone and erect it in one operation seemed the best way forward. Traffic light controls would be needed to erect the milestone and this would require some bureaucracy to enable a partial road closure, but the milestone would return to its rightful location within the next few months. Everyone involved was pleased with the outcome.

Cumbria (Terry Moore)

The Government news to upgrade the A66 by adding more dual carriageways has generated interest, with the developers A66 Northern Pennines Project (A66 NTP) contacting the Milestone Society and area reps to voice their concerns on mile markers that may be disturbed during construction over the next 3 years. A recent survey confirmed 2 existing markers, one boundary stone and one new find at Warcop - WE_BGAP 3 in front of the Army Firing Range Depot entrance - NY7541 1588.



Milestone at Warcop A66
Photo: Terry Moore

CU_PRAP 01 at Carleton, Penrith has now been reinstated after restoration by Terry Moore following its safe removal during construction of a new housing development. A match funded project with the town council and the Milestone Society ensured weld repairs and its full restoration, and to its original location. See before and after photos.



CU_PRAP 01 before restoration
Photos: Terry Moore



CU_PRAP 01 after restoration

Devon (Tim Jenkinson)

Ashcombe Cross Mileplate

At the beginning of June, Mike Faherty alerted County Representative Tim Jenkinson (TJ) to an image of an apparently modern mile plate that had been posted onto the Geograph website a few days earlier by Sheron Vowden. As it could not be located in the database, Tim contacted Sheron for further details and was given directions to the marker which is positioned at Ashcombe Cross just off the A380 between Exeter and Newton Abbot at SX 9029 7946.



Ashcombe Cross, Devon

It is a small iron plaque affixed beneath a much larger one at the start of the slip road that leads onto the Newton Abbot - bound dual carriageway of the main road.

The upper plaque commemorates the opening of an improved section of the A380 here and is dated 22nd June 1992. One assumes that the mile plate was installed at the same time, and it shows in small raised letters and numbers, the following information EXETER 8½ MILES/ NEWTON ABBOT 6½ MILES/ TEIGNMOUTH 5 MILES/.



Plaque 1992, Ashcombe cross, Devon
Photos: Tim Jenkinson

What is particularly interesting about the location of this marker is that it is set little more than 60 metres from a tall granite milestone on the west side of the B3192 road heading towards Teignmouth at SX 9023 7931. This stone dates to around 1836 and shows distances of 5 miles to the town and 8 miles 5 furlongs and 4 poles to Exeter.

Mystery TC Stones in South Devon

The recent discovery of two boundary stones inscribed with the letters 'TC' by Max Piper has rekindled interest in a number of mystery stones that are similarly marked around the town of Torquay in South Devon. The latest finds by Max on the west side of Commons Lane at SX 9231 7113 and at Great Hill Cross at SX 9095 6832 respectively join three others that bear the initials 'TTC' at Gallows Gate, in Old Newton Road and beside a public footpath near Kingskerswell. The stone at Gallows Gate at SX 8790 6490 is said by Dave Brewer to represent Torquay Town Council and while this seems plausible it is unclear as to whether this organisation ever existed as there are no records to support this assertion. Instead following enquiries TJ was informed that it was Torbay Borough Council that was founded in 1892 and there are known to be at least three stones inscribed with the initials TBC and that date to commemorate this, on roads leading out of Torquay.

To add more confusion there are at least two Parish stones inscribed with 'TC' but with a distinctive score mark between the two letters, thought to represent the boundaries of Torquay and Cockington. One is set in the wall of the seafront in Torbay Road (interestingly opposite a TBC/1892/ stone) and the other is on a pavement in Old Mill Road near Chelston.

Another theory thrown into the mix is that the 'new' TC stones both of which are positioned in remote rural settings might just stand for 'Torquay Corporation' and could mark the line of a once underground water pipeline. There is a surviving waterworks building in Barton that bears the insignia 'TCWW' at about half a mile from the stone at Great Hill Cross that lends some support to this interpretation. Indeed, at his presidential address to the Institute of Water Engineers at Torquay in June 1928 Mr SC Chapman explained that there were



Commons Lane TC stone



Gallows Gate TTC stone
SX878649

eight service reservoirs in the district citing two of them at Barton and Great Hill, from which the latter, completed in 1926, acts as a 'feeder to the Chapel Hill and Warberry Reservoirs'.

In addition to these other markers there are two stones showing the letters 'TWM' and the date of 1858 in Old Newton Road (SX 8927 6626) and at Torre (SX 9071 6466) that are believed to mark the original Torquay Water Main that brought supplies into the town from Tottiford Reservoir above the



Torbay Road TC Parish Stone
Photos: Tim Jenkinson

village of Hennock on East Dartmoor some 15 miles away (see Milestones & Waymarkers Journal volume eight 2015 pages 41-42).



TBC 1892 stone, Torbay Road

Although the interpretation of the inscriptions of both the 'TTC' and 'TC' stones are unclear, they still form an interesting collection of markers that might one day reveal their true identities and purpose. No doubt more of the stones will be found in due course.

Norfolk (Carol Haines)

Planning applications for two major road schemes have been advertised for Norfolk by Highways England. The first involves upgrading the A47 between Blofield and North Burlingham, east of Norwich, to a dual carriageway. In the section on cultural heritage, two milestones are noted as being affected: NO_NGY09 at Blofield (Yarmouth 15/Norwich 7) TG 3404 0988, and NO_NGY09 at North Burlingham (Yarmouth 13/Norwich 9) TG 3728 0996. Both these posts are NCC Main Road replacements for former milestones on the Norwich to Great Yarmouth turnpike. They were cast by Pertwee & Back of Great Yarmouth (once an iron foundry, now a car dealership), probably in the early 20th century. It is proposed to place an information board close to the North Burlingham post which will be next to a footpath when the work is completed.



NO_NGY09, North Burlingham



NO_NSM07, Honingham
Photos: Carol Haines

The second scheme also involves the A47, this time west of Norwich between Easton and North Tuddenham, but in this case a completely new dual carriageway road will be built, and the present single carriageway A47 will become a B road. Although the environmental assessment mentions milestones, it fails to say that they have anything to do with the former Norwich, Swaffham & Mattishall Turnpike. Only one milestone NO_NSM07 (Norwich7/Dereham 9) TG 1142 1116 at Honingham is still beside the present A47 on an original section of turnpike; all other sections have already been bypassed. The Honingham stone (made in 1868) was probably taken up during WW2 and replaced on the south side of the road. Early OS maps show it just east of the church on

the north side, the side on which all others in the series reside. It is hoped that we can eventually get it moved back to its correct position.

Somerset (Janet Dowding)

Three stones in Somerset

Once covid restrictions lifted a little, we in Somerset decided to do a bit of surveying / photography etc. of stones for our local records and national database if necessary. We chose 3 stones, all different, which could easily be done on one morning – a boundary stone, a possible milestone and a direction stone.

The first one – the boundary stone – had been notified to the Milestone Society via Facebook but no details of exact location etc. were given. We found it at ST 5720 2110 on the east side of the unclassified road between Chilton Cantelo and Hinton. It was originally sited deep in the hedge but the local person who did the notifying had recently cleared all around it so it was easily accessible and we photographed and surveyed it. The problem was that the inscription was mostly gone and the only really visible word was “ROAD” at the bottom. However, when I notified the details to Mike Rayner, he decided that above “ROAD” must be “MUDFORD”. Boundary stones do not usually have the word ROAD on them so we thought at first it might be a direction stone but it is definitely an old boundary stone as it sits on the actual boundary of the parishes of Mudford and Chilton Cantelo. Its visible height is 90 cms. and it is estimated to be of 18c origin.



Mudford Boundary Stone
Photo: Janet Dowding

The second stone we investigated had been notified to geograph by Alan Rosevear in 2011 as an old milestone but had not made it on to Somerset's local records such as in "Somerset Roads – the legacy of the turnpikes" where it is down as a possible boundary stone at ST 5082 1500/N. However according to the old map 1888-1913 it does not sit on a boundary and is simply called "stone". (There is a later boundary marker at ST 5071 1495/E erected c.1866 on the road from Odcombe to East Chinnock and on the actual boundary between these two parishes.) So, as this "Stone" sits on the original 1753 turnpike avoiding West Coker, it is obviously an old milestone. The old 1753 turnpike ran from Cuthedge at ST 532 143 to north west of Pye Corner, just short of the village of Odcombe, turned left where the stone is, along a



Mudford stone

Photo: Janet Dowding

short length of lane to join the road from Odcombe to East Chinnock (all to avoid the village of West Coker and the hill from there to East Chinnock). The turnpike road from Odcombe to East Chinnock was later disturnpiked but the eastern arm from Cuthedge to Odcombe stayed turnpike (now called Camp Road). The present A30 later superseded these roads – authorized by the 1800 Act and completed in 1802.

This stone is massive – 145 cms. in height – and Alan Rosevear stated that an inscription read "....MILES...." but we found no remaining inscription, mostly due to the fact that it is covered in lichen and we did not have the tools or time to scrape it all away.

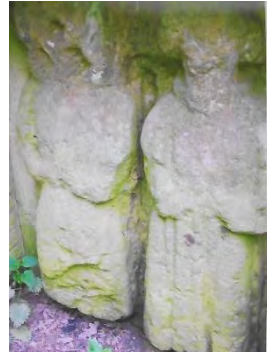


South Petherton Br.
guidestone

The third stone we visited is on South Petherton Bridge on the A303 but fortunately for its preservation and survival is below the level of the present main road and is reached by a set of steps leading down to the level of the old bridge. It is a direction stone, well preserved and clearly readable – "THE RIG(H)T HAND ROAD LEADS TO YEO(VIL)" and is at ST4505 1671/NW. It has clearly been relocated but from where precisely is not known. What makes this site so interesting is that in addition, right beside the direction stone, is a carving of two people, old and now much weathered. In the book "*The Ancient Bridges of the South of England*" is the following paragraph:

"Collinson in his *History of Somerset*, written at the end of the 18c, says that the figures were a memorial to two children drowned on this spot, and that it was

erected by their parents who built the stone bridge in place of a timber one. The truth of this story is extremely doubtful, as the stone work around the carving appears to be much older than the parapet of the bridge and does not form part of it. Thomas Gerard, about the year 1633, wrote with regard to this bridge that it was “a faire stone bridge, at the end of which I have seene graven on a stone the effigies of the founder and his wife, now much defaced by lewd people, and the memory of them for want of an inscription lost”.



South Petherton Br.
Statues

Photos: Janet Dowding

The modern inscription put up on an adjoining fence has also been defaced but the site, with these figures and the direction stone, remains a well-hidden and historical part of Somerset, even if very close to the modern busy A303.

Yorkshire (Christine Minto)

Barnsley/Wakefield

Driving to Wakefield last year to renovate the Wakefield 1 post (NL40 p29) I passed the two remaining posts from the Wakefield to Barnsley stretch of the 1758 turnpike to Sheffield. Barnsley 5 is in a spot too dangerous to work at. But Barnsley 4, Wakefield 6 is on fairly wide verge about a 100yds from a convenient lay-by. Last October I cleaned it down and applied red oxide inside and out. Then winter and lockdown came. In March I put on more red oxide just to make sure it was adequately covered. Two more visits in April and two coats of white metal paint applied. Finally, on the day the golfers were allowed onto the Barnsley Municipal golf course which this stone overlooks, it was finished with the raised legends in black. And none of the golfers enquired what I was doing. Invisible in my yellow Milestone Society High Viz!



YW_BNWK04

Photo: Christine Minto

Calderdale

During the autumn a cyclist in Calderdale decided to visit all the milestones recorded in the Yorkshire database. He found most of them although one of the WRCC stones on the road at the side of the Calder and Hebble Navigation in Elland may have disappeared when the canal overflowed. In 2011 Jan Scrine and I were shown two stones in Ripponden on private property, one upright [YWROEL10a], the other on its side. This has now been set up [YW_ROEL10b]; it is thought that the two

stones were replaced by a single one at the junction of Elland Road in Ripponden [YW_ROEL10].



YW_ROEL10a

Photos: Robert Glover



YW_ROEL10b



YW_ROELL10

North Yorkshire Moors

In late May David Garside was tramping on Danby Low Moor on the ancient Panniermans Causeway. He found an unrecorded guide stone where a possible ancient, long-lost east-west route would have crossed the Causeway. Three faces have partial inscriptions suggesting east-west from Whitby to Stokesley and south to north along the Causeway from Castleton to possibly Staithes. [YN_XNZ7110cw & YN_XNZ7110s]



YN_XNZ7110cw

Photos: David Garside



YN_XNZ7110s

Scotland

Argyll & Bute

New members who live near Tighnabruaich have recently straightened and repainted one of the posts on the route to Otter Ferry. The 2 mile post now looks splendid and has received favourable comments from locals who had never really noticed it before.



AB_TGOF02 Photo:
Peter MacBride

Aberdeen

In NL38 one of 3 remaining stones on the 5 miles between Haddo House and Gight Castle is pictured. Haddo House now belongs to the National Trust for Scotland. This second house to be built on the site was designed by William Adam and built in 1731-34 for the 2nd Earl of Aberdeen, William Gordon. The Gordons also owned the older Gight Castle, built 1500 - 1550 which was the ancestral home of Lord Byron. His mother, Catherine Gordon Byron was the last occupant in the late 18C after which it was left to ruin.

Chris McBrien has now found a 3-mile stone but it is south of Haddo House at Tarves where the B999 takes a 90° turn. Visitors from Aberdeen would know they hadn't much further to go. At this corner is another interesting stone set up in 1923 in honour of the local resident who provided funds to improve the corner [AD_HHAD03s]. Chris has also found four more of the typical Aberdeenshire granite pillars in the Inverurie area.



AD_HHAD03s Photo: Chris McBrien



AD_ADIU16v Photo: Chris McBrien

There have been many road changes in the area. 14 from Aberdeen is at the side of an unused part of A96, 15 is in Port Elphinstone and 16 in Inverurie town centre. [AD_ADIU16v]. Several routes led north from there and a 17-mile stone is on North Street on one route towards Huntly.

Borders

Gretna wasn't the only place where elopers went to get married. At Lamberton, north of Berwick, the now demolished toll house served as a marriage house [BD.LAMBERTON]. At Coldstream on the Scottish side of the River Tweed bridge which was designed by John Smeaton, is another used until 1856. [BD.COLDSTREAM]



BD LAMERTON



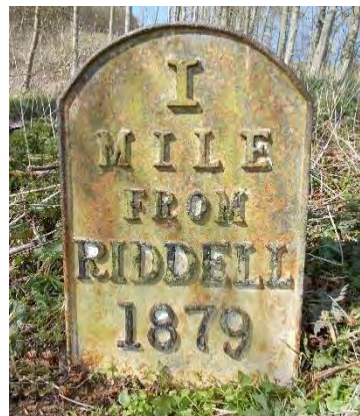
BD COLDSTREAM *Photos: John Riddell*

John has also visited the area around Riddell, ancient seat of one branch of the family. He found a stone covered in wetdash harling at the corner of a house in Lilliesleaf, 6 miles from Newtown St Boswells. This adds to three on that route at 1, 2 and 3 miles that Iain Davison found in 2015. The legend on another stone set into a wall, also on Main Street, can just be made out as BELSES 3 MILES.

That's to the station on the long gone North British Railway's Waverley Line, opened in 1849. [BD_LLBS03] But he has also found, on the Riddell estate, north of the Ale Water, his own personal milepost! [BD_RDLL01]



BD_LLBS03



BD_RDLL01 *Photos: John Riddell*

In 2011 Ron Westcott spotted a stone in a garden on the A7; Alverie Weighill checked it was still there. Now John Riddell has found out its story. It was rescued in the 1980s from about half a mile to the south during roadworks. It would have had an oval plate but the legend has been painted to the same style. It is well looked after and visible from the road. [BD_EDGS27]

There are a few traditional fingerposts still to be found in the Borders. At Clerklands on the B6400 east of Lilliesleaf the



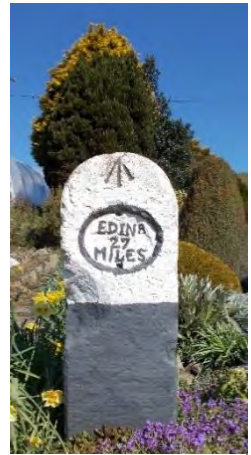
BD_NT5024 Clerklands *Photo: John Riddell*

East Lothian

Milestones are sparse in East Lothian but there are at least three tollhouses. A recent find by John Riddell is a second one in Haddington. On West Road is the single storey listed 'C' St Laurence Cottage which bears an Historic Building plaque.



EL.HADDINGTONW *Photo: John Riddell*



BD_EDGS27

Photo: John Riddell

halo only has Roxburgh CC, others known have 'shire' added. The MDC is for Middle District

Committee. With integral road numbers it may have been erected in the late 1920s. On a finger is a foundry name which may be from Glasgow. [BD_NT5024clerklands]

Midlothian

More finds by John Riddell. East of Dalkeith at Lasswade the tollhouse, built about 1815, is at the bridge over the North Esk.

[ML.LASSWADE] On the Musselburgh road, Cow Bridge is no longer near a bridge. The old bridge fell down, the road was realigned and a new bridge built in 1839. The old tollhouse has been extensively modernized

[ML.COWBRIDGE] At Newmills on the A6106 in Dalkeith the tollhouse controlled another river crossing, the South Esk.

[ML.NEWMILLS] Newtonloan crossroads on the A7 had a single storey cottage which was replaced after 1820 by a much larger house at the opposite corner.

[ML.NEWTONLOAN]. Two tollhouses near county boundaries are Preston, north east of Pathhead on the A68 which borders East Lothian

[ML.PRESTON] and Fala, the last one southwards on the A68 before the road enters Berwickshire [ML.FALA].



ML_LASSWADE



ML_COWBRIDGE



ML_NEWMILLS



FML_NEWTON LOAN



ML_PRESTON



ML_FALA Photos; John Riddell

Highland

Following publication of the last NL, David Kane contacted me with news of the A9 post, Inverness 35, Perth 80, last seen and photographed south of Alvie in 2003 by Terry Keegan. It is now set up in the grounds of the Kincara Estate to the east of the B9152 (old A9) near Alvie. [HI_IVPT35map] In 2018 Kincara House and 1000 acres was bought by a Danish billionaire, Anders Holch Pavison as HQ for his conservation charity Wild Land Ltd. A plate has been added to the back of the post directing visitors along estate roads towards the two cities. [HI_IVPT35].



HI_IVPT35

Photo: Lucy Caird



HI_IVPT35map

Perthshire & Kinross

In 2012 Iain Davison and Christopher Dingwall found a broken, fallen stone just off the A93 on a private road 4 miles north of Blairgowrie. Last summer Christopher searched again finding it moss covered and disappearing into the grass. [PK_BGPL04A] It is hoped to have it repaired and reset. Along the A93 to Bridge of Cally and then A924 to Kirkmichael and Pitlochry there are several metal posts all in need of some TLC. [PK_BGPL04] Money from a proposed wind farm nearby may be available to repaint them.



PK_BGPL04A

Photos: Christopher Dingwall



PK_BGPL04



PK_NO0823perth

Christopher has also found the only known, so far, fingerpost in Perth & Kinross. Not quite what you'd expect. In a housing estate on the west side of Perth, its fingers give the name of the roads. [PK_NO0823perth]

West Lothian

Another foray into West Lothian and John Riddell found two more milestones on the A71 towards Wishaw. Edinburgh 15 set into a wall [WL_EDWS15] is the same style as others set up by the Calder District Trust. Edinburgh 20 with a broken top on Breich is a different style [WL_EDWS20]



WL_EDWS15

Photos: John Riddell



WL_EDWS20

Scotland (Colin Woodward)

In 1887, mileposts were erected along the A849 and B8035 between Salen and Fionnphort to commemorate the visit that Queen Victoria had made to the Isle of Mull a year earlier. Around 100 years later, they were all looking in a pretty

dilapidated state. The locals were wanting the County Council to spruce them up, but the response was that they could not afford to do so. If the locals felt so passionate about the mileposts, they said, why don't the property owners adopt the one nearest to them? With enthusiasm they took up the challenge, and painting began. All smartly painted in white with black lettering. A year or so on, one solitary milepost stood out like a saw thumb. It had not been adopted, and there was no one living in the vicinity.

Along comes Glasgow John, a bus driver who drove past the said milepost numerous times daily en route from the Ferry port of Craignure to Fionnphort, bringing day trippers and others to visit the Isle of Iona and that of Staffa with its famous Fingal's Cave. A distance of 31 miles.

Glasgow John got in touch with the Council on a number of occasions, reporting that this milepost was the only one that had not been repainted. Eventually, the Council suggested that since he was so keen to have it restored, why does he not do so himself? But Glasgow John lived over 40 miles from the site. Glasgow John was not at all pleased. He thought it over. He decided to make a protest. So, at the very first opportunity, he drove across the island, observing as he went the smart white and black mileposts. When he reached the neglected one, he set to on the rust. Finally, he opened up his tin of paint and, with relish, dipped his brand new paintbrush in. On completion, well pleased with his handiwork, he packed up and drove away, looking in the rear view mirror admiringly at his stunning "PINK" Milepost.



Salen to Iona Ferry mileposts
Photos: Colin Woodward

Wales (Chris Woodard)

Welsh Tollhouse News 2015 - 2021

2014 – 13th May, the people of Efailwen celebrated the 175th Anniversary of the attack on the first tollgate to be destroyed by the Rebecca Rioters, with a re-enactment of the event. A few years prior to this anniversary, a wooden structure was erected opposite the site of The Mermaid Tavern / Gate in St Clears. Carmarthenshire. This was to commemorate the Riots that took place over a wide area of South West Wales between 1839- 43, therefore changing history.

2014. The Friog Tollhouse, Merionethshire was sold for £35,000, but was needing a lot of attention. It was on the market again in 2016 after £90,000 was invested in modernizing the property. April 2019, it changed hands yet again for £150,000 and in June 2021 was valued for £183,000.



St Clears Br. A40

Photos: Chris Woodard



Efailwen A478

In 2018 Glyndyfrdwy Gate, better known as The Café on the A5 outside Llangollen, went on the market for £375,000. For that price, one did not just get a two bedroom Toll Cottage, but a Café and 11 acres of woodland as well.



A5 Gate, W. of Llangollen *Photo: Chris Woodard*

2019. The Toll House on the old A5 at Caergeiliog on Anglesey was up for sale at the asking price of £135,000. It was one of Thomas Telford's toll houses built in 1818. The prices give the game away as the property needed a lot of restoration.

Last year, two properties were up for sale. The first was the 2 bedroom - Pant y Carw - Tollhouse on the B5106 between Llanwrst and Trifrew, Caernarvonshire which went for auction, and the second, the abandoned Lampeter Road Gate, in Aberaron, Cardiganshire, was bought for £120,000.

2021. For those who fancy a week's vacation in a tollhouse, there is a fair selection to choose from here in Wales, all in Merionethshire. There are two in the hub of Dolgellau, one being "Tolldy". in a quiet part of town. Then there is The Tollbridge House on Penmaenpool Bridge, near Dolgellau, ideal for those wanting to wake up to the sound of lapping waters. Lastly, we have the "Tollhouse ", in Portmeirion, the well known tourist village, where the TV series "The Prisoner" was filmed in the 1960s.

In Old Denbighshire / Conwy is the Bryn Amlwg Tollhouse on the Betws Road, Llanwrst. This might be a little noisy because it is on the busy A470.

Finally in Brecknockshire just above the Brecon and Monmouthshire Canal, is the Counting House, at Tal y bont on Usk.

June 2021. The Canal Tollhouse at Pontymoile, near Pontypool was placed on the market by the Trustees of the Canal, but was withdrawn within 48 hours after a public outcry.

Back in 2014 the Pembrokeshire Coast National Park Authority commissioned local Slate sculptor, Malcolm Grey of St Davids, to make a set of mile-slates to be placed along the coast path, stretching from Lower Town, Fishguard on the North Coast, to Dale on the Milford Estuary. Around 16 were made, and almost all can be seen by the roadside. They were commissioned because the usual wooden fingerposts have roughly a 15 year lifespan, whilst the slate has a much longer endurance. The mile-slates can be found at Goodwich, Strumble Head carpark, Nolton, & Newgale. Whilst Whitesands carpark, Little and Broad Haven, have two each, to name just a few.

In 1970 the Pembrokeshire Coast Long Distance Footpath was officially opened by Wynford Vaughan Thomas, and a plaque was erected at Poppet Sands near Cardigan. This records the distance to the other end of the path at Amroth as 180 miles.



Dolgellau

Photo: Chris Woodard



*Pembrokeshire Long Distance Footpath plaques at Poppet Sands and Amroth
Photos: Chris Woodard*

2020. Llanfihangel Rhydithon Community Council in Radnorshire has launched a search to locate a missing milestone from near Dolau on the A488, between Knighton and Pen y Bont. It is the Knighton 9 stone. It disappeared during lockdown. To date no further information is available.

In February 2021, David Unwin, a Councillor on Bridgend County Borough, requested information and historical facts concerning the mileposts along the A48, especially those that were under the control of the Bridgend Turnpike Authority.

Feb 2021, Carmarthenshire. The Milestone Society has offered a grant to Ian Hywel of Llangain, which has been doubled by his local parish council to erect a number of milestones between Carmarthen and Llansteffan on the B4312. Three of the original 8 milestones survive, and Hywel is hoping to restore the remaining 5 with the assistance of the grants.

Finally, the discovery of a Roman milestone was made when the Brecknock Turnpike Trust was making improvements to the road between Brecon and Llandovery - the A40 – in 1769. Sadly, time has proved that even Roman milestones can be stolen or lost!! Nothing Changes

May 2nd 2021. Bangor News reported that the Police had recovered from Gwalchmai (Anglesey) a stolen milestone plate. Holyhead 10 / Mona 3 / Bangor 15. It was reported stolen in 2001, and a replica was made in 2003. Hopefully the original plate will be put back on its original milestone shortly. The Milestone Society would like to thank PC Matt Reynold and the North Wales Police Rural Crime Team, for their help in bring about this happy conclusion.

Marlborough Milestone – A Wiltshire Riddle

In May 2021, Rob Napier from Marlborough contacted the Milestone Society about restoring a milestone opposite the entrance to the prestigious public school, Marlborough College. He wrote:

‘I frequently walk past the milestone on the Bath road opposite the Marlborough College chapel. It irritates me because I believe the mileages to Bath and London are painted on the wrong sides of the milestone. It is my understanding that the convention is for the mileages to be painted so that they can be seen by the traveller as he approaches the milestone, i.e. on the side opposite the destination direction; this seems logical. This milestone, going by this convention, is wrongly painted. The milestone is located on the north side of the old Great West Road (A4).’



Marlborough milestone SU1834 6880 Photo: Rob Napier

He asked: ‘Am I right that the directions are painted on the wrong sides of the milestone? Who is responsible for maintaining the milestone?’

And finished: ‘Congratulations on the Milestone Society; I enjoyed browsing your web site.’

Ian Thompson contacted Wiltshire County Rep. Doug Roseaman before replying to Rob that the milestone was on the Milestone Society’s database as WI_LB75 at Grid Reference SU1834 6880, part of a series identified as on the London to Bath road, hence the code LB. Following the links from the website to the Google Earth mapping, there were a series of marker pins for the milestones running east and west along the London to Bath road at one mile intervals. There was almost a complete set of surviving milestones, which is remarkable.

Using Alan Rosevear’s ‘turnpikes.org.uk’ website, the turnpike map for Wiltshire showed the road west from Marlborough as far as Cherhill was controlled by the Beckhampton Turnpike Trust from 1742 to 1870, and the road east from Marlborough as far as Hungerford was controlled by the Marlborough & Froxfield Turnpike Trust from 1725 to 1872.

The Beckhampton milestones are triangular with a square top. Alan called this design ‘Beckhampton waist’.

The Marlborough & Froxton milestones are triangular with a square base. Alan called this design ‘Bath Road limestone shoulders’.

The milestone outside Marlborough College does not match either of these designs. The distance to London on all the other milestones is recorded on the central 'square' face, and none of the turnpike trust milestones give distances to Bath.



[Marlborough College](#)

Looking carefully at the photographs Rob sent, it was clear that the inscriptions on the two faces of the milestone were carved into the stone surface, though the carving was worn with age. The painting did seem to follow the carving.

The location of this milestone, opposite Marlborough College Chapel, was significant, especially as it was the zero-point used for the milestones of both turnpike trusts. Careful measurement showed that both the milestones running east towards London and the milestones running west towards Bath were set at intervals of one mile, measured from the stone at Marlborough College. This is most unusual. One would expect the milestones to start from the centre of a town. Marlborough has a huge market square, and a town hall, but the milestones start from outside the College. This must mean that the Marlborough College milestone pre-dates the turnpike trusts. It may have been set up by the College or by the town, then later used by the turnpike trusts when they improved the roads east and west of Marlborough. Standing outside the Chapel and looking across the road, a College scholar would see he would have to turn left to go towards Bath 35 miles away or right to travel towards London 75 miles away.

Rob replied that Ian had misunderstood the age of the school: 'Marlborough College was founded in 1843, long after the date of the milestones. But the origin of the College is probably relevant. Marlborough was a major stopping point on the London-Bath road, with numerous coaching inns; it was a major industry for the town. But that was ruined by the opening of the railway in around 1840; the railway goes through Swindon, by-passing Marlborough, and anyway no overnight stop was needed. The grandest and most famous inn was the Castle Inn, in what had been a Seymour mansion from the 17th century that had been sold by the family in the 18th century. When the coaching business collapsed, the mansion was vacant, and the church took the opportunity to take over the building and build a boarding school, primarily 'for the sons of clergy'.'

The Marlborough College website has a section called 'Marlborough College in 100 objects.' To quote from this:

5. Castle Inn

Before the school started, the mansion house that is now the home of C1 House was one of the most important hostelries in the country. Its spacious rooms would have been far grander than the bedrooms of most other establishments and no doubt this helped to attract many well-heeled travellers.

It is unfortunate that so little documentation has survived because the life of the inn would have been busy and dramatic. With coach journeys between the great spa of Bath and London taking three days, the Castle Inn was the ideal place to spend the night before arriving at Bath or first night on the return journey to London. A guest book would have made fascinating reading. We know that the Duke of Wellington stayed here.

In 1767, Prime Minister William Pitt the Elder was returning to London from Bath where he had been treated for gout, but a new and severe bout enforced a stay at the Castle Inn for two weeks. According to Horace Walpole he was 'surrounded by a crowd of domestics that occupied the whole inn and wore the appearance of a little court'.

6. Blowhorn Street Sign

In the eighteenth century the main road from London approached Marlborough through Ramsbury. At the eastern end of town there is Blowhorn Street, and one explanation for this name is that it was at this point that the coaches would start to blow their horns to give the inns of the town notice that visitors were about to arrive and that the horses would need attention. At the Castle Inn the horses were catered for in the stables that now form New Court.

The Castle Inn was a 'defunct' stately home. Castle House had been rebuilt in 1683-4 for Charles Seymour. He had become the 6th Duke of Somerset in 1678 when his older brother, the 5th Duke, was murdered in Italy aged 20. Not only did he inherit the family title, and lands, from his older brother, but in 1682, Charles Seymour married 15 years old Lady Elizabeth Percy, the daughter of one of the most powerful families in the north of England. He had become very rich! After rebuilding Castle House, between 1688 and 1696 he went on to rebuild Petworth House on 'a palatial scale'.

Castle House became a minor property in the Seymour portfolio. Historic England records that 'From 1751 until 1843, the house was in use as the Castle Inn (later Hotel)'.

The important point here is that the milestone must have been in place *before* the house became an inn, and long before it became a school.

Was the milestone erected by the 6th Duke of Somerset, Charles Seymour? Is it the oldest milestone in Marlborough?

Returning to Rob's original question – were the directions painted on the wrong sides of the milestone? On a triangular milestone, it would be logical to expect the inscription facing the traveller to tell him about his destination, as Rob suggested.

However, on a guide stone, which is typically at a crossroads, the inscription usually faces the destination. So, for example, if a traveller was facing a guide stone giving him the distance and direction to Bath, then Bath would be behind him.

The hypothesis is that our stone was set up as a single stone, indicating the direction and distance to Bath and London, before the turnpike trusts were set up (in 1725 and 1742). It is a guide stone, not a milestone, which is why the inscriptions are as they are.

At this early date, before 1725, the Castle Inn was still Castle House.

Charles Seymour: was born 'at Preshute, Wiltshire on 13th August 1662', according to his on-line biography. He was baptised in Preshute Church. Wikipedia says 'Charles was the second son of Charles Seymour, 2nd Baron Seymour of Trowbridge, of Marlborough Castle in Wiltshire' (Castle House). Charles was born at Castle House, Marlborough, which is why he chose to rebuild it when he came into money. Did he put up the milestone/guidestone at the same time?

On the question of responsibility for maintenance, the highway authority Wiltshire County Council is ultimately responsible for historic roadside assets, but Rob asked in the porter's lodge at the College, and yes, the porter thought it was painted by their estate office team. Doug Roseaman commented: 'It is wonderful that schools like this still have porters who know everything!'

Enthused by his research on this stone, Rob has gone on to investigate the other milestones on the London to Bath road on either side of Marlborough. Perhaps we shall hear more of that research in the future.

Ian Thompson

Dartmoor Boundary Stones

Dartmoor National Park (DNP) covers an area of roughly 365 square miles that is set in the south and west of the county of Devon most of which is open moorland across a vast tract that lies roughly between the towns of Okehampton in the north and Ivybridge in the south, and Tavistock in the west and Moretonhampstead to the east. It is a dramatic landscape characterized not only by its rugged granite tors but also its sweeping valleys and surging rivers. Indeed, several of Devon's major watercourses such as the rivers Dart, Plym, Teign and Taw all begin their journeys from the barren wilderness of the high moor.

There are in total twenty-two parish boundaries that touch upon that of the DNP and over the decades people from most of these areas have at some point in time sought to erect stones usually engraved with initials to designate the extent of their land and demark the point where it borders other parishes. It was a particular Devonian tradition in the 19th Century when most of the stones we see today were set in place. Whilst a few of these markers can still be found beside the road and on tracks the majority are actually located far from the wayside in the more remote and desolate places of the lonely moor.

In addition to the parish custom, it seems that a few Victorian landowners decided to mark out their property with the erection of boundary stones, one of the most notable being Edward Adolphus St Maur the 11th Duke of Somerset (DS) who had a good number of markers set up across his land starting from below Owlacombe Burrow in the parish of Ilsington to the south at SX 7785 7755 and then striking out to the Burrow where another stone is set then towards Black Hill to the north west and continuing towards Chinkwell Tor in the parish of Widecombe in the Moor. From here the line goes further uphill in the same direction finally heading across the spine of the wild expanse of Hamel Down as far as the now weather beaten Hameldon Cross at SX 7045 8015.

All of the stones here are inscribed with the initials 'DS' and the date of either 1853 or 1854 on one face and usually on the other the rather quirky place name at the point where they are located, examples include the likes of Slade Well, L Corner, Broad Burrow and Blue Jug. Across Black Hill the Duke had one stone inscribed with Old Jack, and in other places they were named after Royalty of the day such as the Prince Albert and Victoria stones. Whilst most of these markers are clearly manmade with straight edges and rounded tops a few of the inscriptions are etched onto natural boulders such as the curious Saddle Clove Rock on the lower north-eastern slopes of Chinkwell Tor at SX 7313 7834. This unusual and rounded rock shows a simple DS/1854/ on its upper surface.

However, it seems that the Duke was not the first to mark his estate in this way another landowner Edmund Pollexen Bastard (EPB) had already set the trend by erecting boundary markers with initials and dates in 1837, along the Ashburton and Buckland in the Moor boundary line. A series of stones starting from near the ruin of



Slade Well Boundstone



Saddle Clove Rock Photos: Tim Jenkinson

New House beside the road at SX 7409 7564 to the foot of Landscore Torr at SX 7165 7220 at some three miles distant can still be traced. A selection of these upright markers are inscribed with 'EPB/1837/' on the face.

In the remote Muswell Wood close to the aforementioned tor there survives a remarkable stone set by a small stream that not only bears the letters 'A' and 'B' on its respective sides but also the precise date of 'MAY 4/1837,' along with the name of 'KINGS/HEAD' carved beneath. It can be found at SX 7283 7230 but nowadays resides on private land and requires a walking permit from Fountains Forestry to visit.



Muswell Wood Boundstone
Photo: Tim Jenkinson

Another dated boundary marker with distinctive cut away corners stands just above the track at the foot of Landscore.

On North Dartmoor bound stones are in equal abundance with Okehampton, Belstone, Gidleigh, South Tawton, Throwleigh and Lydford to name but a few all marking their parish limits with initials carved into granite posts. Indeed, where two parishes meet some of these stones show the relevant letters on opposing sides of the same marker or as in the case on the west side of Kennon Hill (SX 6375 8950) of one above the other on the same face. As granite is such an enduring medium for inscriptions many of these stones remain in position to this day and for most of them their letters and dates can still be deciphered that is despite them having stood for well over a century or more exposed to the harsh Dartmoor climate.



Manga Rock, Gidleigh Parish
Photos: Tim Jenkinson



Cullever Steps



Kennon Hill Throwleigh

The recognised point of reference for all matters on boundary stones across Dartmoor is of course Dave Brewer, first with a slim volume on the subject from 1986 and then a much meatier tome from 2002 that was completed after his death by his wife Kath. This is widely considered to be the 'bible' of boundary markers and has certainly inspired a successive generation of stone hunters including County Representative for Devon Tim Jenkinson and fellow Milestone Society members Mark Fenlon and Paul Buck to retrace Dave and Kath's excursions into the moorland landscape in search of these fascinating artefacts.

Now armed with modern hand-held GPS devices we are in a privileged position to acquire 10 figure grid references for the stones that have helped provide more accuracy to some of the previous estimates for locations. The findings from the surveys have consistently appeared in local publications such as Dartmoor News where Mark has a regular column on the subject and in Dartmoor Magazine where Tim writes regularly on this and other subjects.

References: D.Brewer (2002) *Dartmoor Boundary Markers and other markers on and around the moor* Halsgrove.
Tim Jenkinson

Fred's stone

In February 2021 the Milestone Society received from Historic England on behalf of the Secretary of State for Culture, Media and Sport an invitation to comment on the consultation report as to whether Milestone 21 (TQ 357 509) on the south side of Eastbourne Road (B2236) near the junction with Church Lane, Godstone, Surrey, had special architectural or historic interest for being listed. It has XX miles from Westminster Bridge London and XXI miles from the Standard in Cornhill London 1741 on it. The consultation report was being recirculated to include another 4 milestones on the same route so that they could be considered in context as a sequence:

- a) Milestone 22 (TQ 364 495) on the west side of the A22 around 200m north of the junction with Harts Lane (22 miles from Cornhill).
- b) Milestone 23 (TQ 36168 47465) on the west side of the A22 around 200m north of the junction with Water Lane (23 miles from Cornhill).
- c) Milestone 24 (TQ 360 465) on the west side of the A22 around 100m south of the junction with Byers Lane. (24 miles from Cornhill)
- d) Milestone 25 (TQ 365 450) on the west side of the A22 opposite Blindley Heath Common. (25 miles from Cornhill).

I duly replied to Simon Hawkins of Historic England, giving our endorsement of their listing application for special historic and architectural interest, giving our reasons, and adding that the stones were erected by the Godstone and Highgate Turnpike Trust in the 18c, that the Milestone Society is well in favour of listing and that as the Surrey Rep. I was particularly pleased that these five old stones were being considered for listing.

At the same time, it had been brought up that there were three other surviving milestones north of these five on the same route from London:

- a) Milestone 20 (TQ 350 521), Godstone village. Already listed. XX Miles from the Standard in Cornhill London 1744. XIX Miles from Westminster Bridge. Back against the hedge reads "Blechingley and Rygate Road".
- b) Milestone 19 (TQ 349 536), top of Godstone Hill. Not listed. XIX Miles from the Standard in Cornhill London 1743. XVIII Miles from Westminster Bridge.
- c) Milestone 15 (TQ 333 595) Godstone Road, Kenley. Already listed. XV Miles from Cornhill. XIV Miles from Westminster bridge.

(Milestones 16, 17 and 18 are all missing).

However, milestone 19 caused some confusion because it was thought to be either broken and destroyed or completely missing. Simon Hawkins' Historic England map showed a milestone marked in two places – the overlaid old map gave the original location on the west side of the road and details as in 1907 but the modern map showed a milestone on the other (east) side of the road. (A photograph had even been produced of a stump behind bollards on the old west side.) Simon had assumed that milestone 19 was missing but I was certain that it was not, because I had a photograph of it in Lionel Joseph's photographic survey of Surrey milestones. This survey had been produced by him in the early years of the Milestone Society and had been handed over to me for safe keeping.

So, to resolve the mystery, I asked Ron Westcott, the member of the Surrey Group living nearest to the Godstone Hill location, if he would go and ascertain the correct situation i.e., was it still there and on which side of the road? I quote Ron's answer of March 10, 2021 to me in full:

"I have known about this milestone for many years, and it was still there a few days ago. About 15 years ago I gave a talk about milestones to a local church group. One of the group said that her husband had worked for Caterham council for a long time and had found this milestone in a shed in one of the council's yards. He asked his supervisor whether this stone should not be on the roadside somewhere, and the boss agreed that it should. Nothing was done, and the man (whose name was Fred and whom I later came to know) kept on about it until the boss got fed up with the matter and in the end told Fred to take a lorry and a couple of men and go and re-erect it. Fred said OK, but where shall we put it? Oh, I don't know. Just put it somewhere where it can be seen. They did, and it is in a very obvious place, almost under a foot bridge carrying the North Downs Way where the verge is very wide. Fred has since asked me whether he had put it in the right place! I went down and checked, and it is as near as makes no difference to a mile from the next milestone, which says 20 miles to London. So, I was able to tell Fred that he had done a good job, always supposing the 20 milestone is in the right place. I pass the stone every couple of weeks, and always think of it as "Fred's Stone". I will send you a picture of

it as soon as I can get up there. Is any of this interesting? I didn't get the impression that the stone had been in the shed since the wartime removal of such things. It is more likely that its storage dates from the widening of the A22".

Unfortunately, Fred has now died but milestone 19 - a massive block on the east side of the road, carved on all 4 sides, all in one piece, and nearly 280 years old, is still with us and has been included in the application for listing with the other five.

Janet Dowding



Side facing road Both side views say XVIII from Westminster Br. Back says only XIX
Photos: Ron Westcott

Watling Street and its historic milestones - St Albans to Markyate

Much of Redbourn's prosperity in the 18th century and earlier resulted from its location astride the historic Watling Street, controlled by the Dunstable and Shafford House Turnpike, established by 9 Geo. I c. 11 from June 1723 to administer the eleven and a half miles of Watling Street from the Black Bull Inn on the north side of Dunstable to the lane leading up to Shafford House (Shafford Farm) near the boundary between the parishes of Redbourn and St. Michael (St. Albans). From St Albans to north of Markyate (the county border) a complete set of nine milestones dating back to the time of the Turnpike Trusts remain in situ beside the historic Watling Street. In the Parish of Markyate the two milestones are already Listed Grade II, references 1295907 and 1173958.



Redbourne *Photo: Sandy Ross*

In recent years two of the milestones in Redbourn have been subject to vehicle damage, theft, recovery and ultimate repositioning by Herts Highways. As a result of this, and bearing in mind that the two milestones in the parish of Markyate are already listed Grade II, an application was recently made to Historic England to

request Listing for the other seven milestones in St. Albans and the Parishes of Redbourn and Flamstead. The Listing request was made to ensure the long term survival of all these milestones, which remain at risk from road traffic incidents, theft, vandalism or redevelopment.

Sadly, we have recently heard from Historic England that the request has been rejected; reasons given include the fact that the milestones were recut at some time to change the destination from DUNSTABLE to LONDON, at which time the metal plates from the two most southerly stones were probably removed.

The relocation of a milestone is also noted as a reason for refusal; my image on the previous page shows the milestone LONDON 24 previously located opposite the Punchbowl PH, which has now been relocated to the entrance to the village. This stone was knocked down, recovered, and after a long campaign repaired and repositioned by Herts Highways in a safer and more visible position.

The amount of supporting information required to request listing is significant, so this comes as something of a disappointment.

Sandy Ross

DEADLINE FOR WINTER 2022 NEWSLETTER

Contributions for inclusions in the Winter *Newsletter* should reach the editor Richard Raynsford by 31 January 2022. Contributions are accepted on the understanding that the editor reserves the right to modify submitted material to achieve a suitable length or style consistent with the overall size, aims and content of the publication. Submission of articles in electronic form using Microsoft Word (*.doc, *.docx or *.rtf) or Open Document Format (*.odt) and pictures in high-definition JPEG or PNG format (*.jpg or *.png) is particularly convenient but paper copy is also acceptable. Please note that due to postage costs, material submitted is not normally returned unless specifically requested.

E-mail the editor at newsletter@milestonesociety.co.uk or call Richard Raynsford on 01749 890418 for further information and address details.

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<p>01288 381 814</p> <p>REWARD OFFERED</p> <p>£1000 reward for the safe return of the historic Red Post.</p> <p>PLEASE SHARE THIS POST - THANK YOU</p>	
<p>REWARD KINDLY OFFERED BY THE RED POST INN & <i>HIRST CONSTRUCTION</i></p>	<p>STOLEN ON 16/04/2021</p> <p>Crime Reference Number: 031483/21</p>

For those of us who are not well connected to the social media world, here is the situation.

You will have noticed that the Red Post sign has gone missing. Sadly, after various checks, the conclusion was drawn that it has been stolen, probably during the night of the 16th April. Interestingly, parts of it were seen on the ground locally the following morning, but it disappeared again before it could be retrieved – this is not an easy thing to pick up and take home. All of this has been reported to the police but it seems unlikely that it will be returned. Very many thanks should go to Tracy and Paul Horrocks at the Red Post Inn who both publicised the loss though effective use of social media and the local BBC services, and kindly offering a reward for its return - which was kindly added to by Martin Hirst. Thanks also to Helen Shingler who wrote a super piece for Bude and Beyond.

I anticipate that the Parish Council will want to work towards replacing it as soon as is possible, and no doubt it will be high on their agenda at their first meeting after the election. The good news is that the Launcells History Club have a template from the last time work was required, and I have already had a supportive note from Highways. The bad news is that it will be expensive and so whatever happens will take time.

Alan Whittle, Chair, Launcells Parish Council