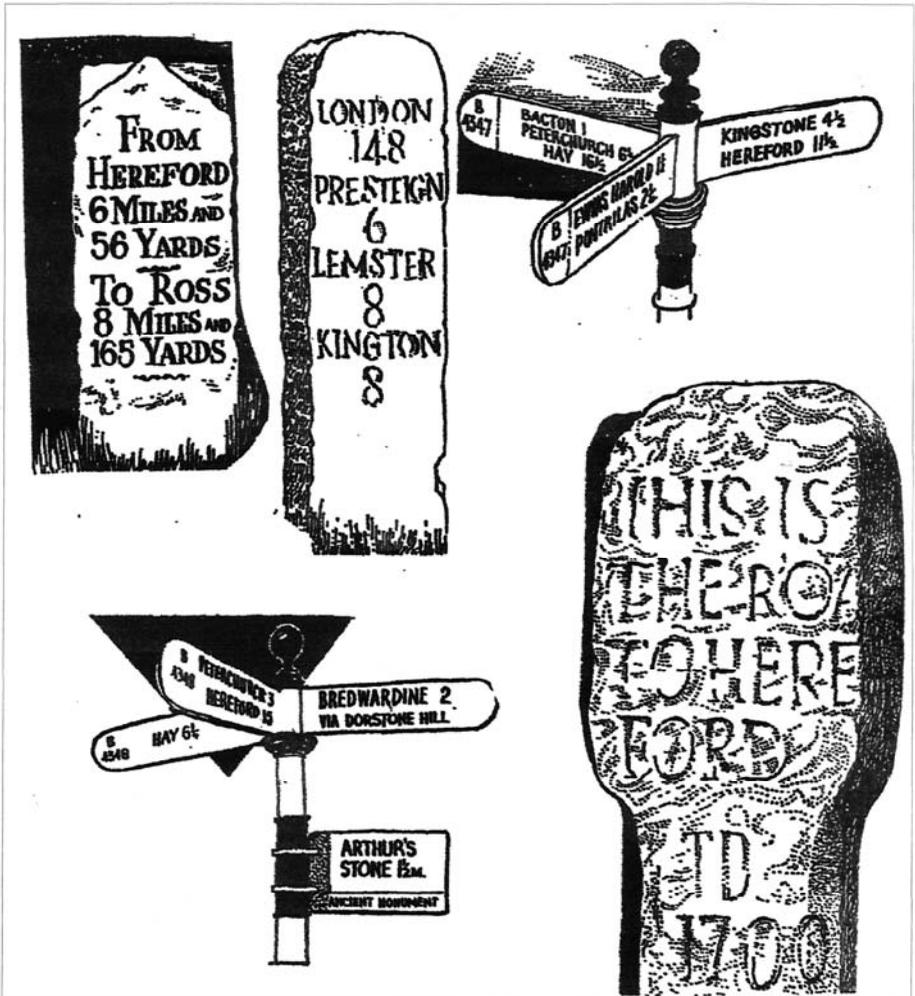




THE MILESTONE SOCIETY

Newsletter 18

January 2010



The Cover Picture. The late Herefordshire artist Gerald Newton-Sealey recorded a number of drawings of the county's milestones and fingerposts. Sadly some of these have now disappeared.

We are grateful to Tony Boyce for getting written permission from Gerald's widow to use some of his drawings for the Newsletter. Tony has also contributed an article (see page 13), entitled "Herefordshire, the Cartoon County" which is accompanied by further interesting illustrations.

EDITORS COMMENTS

As the Society approaches its tenth anniversary in October, one should start to contemplate on what has been achieved during the last decade. In some counties the public has been made aware of the activities of the Society and its members, whilst in others there has been a total lack of interest. In some areas the Society is working hand in hand with county councils, whilst in others the CC has no policy to preserve its historic roadside history. The Society has been successful with its three main publications and has created a national database for surviving milestones and toll-houses, which now brings us to what can be achieved in the next nine months in time for the 2010 AGM.

The Society wishes help from all its members to build a database for the following:-

1. Toll-Houses with tollboards in situ. There are a few tollboards in situ (not including market tolls, like the one in Moreton in the Marsh) around the UK, and therefore the following information is required. *Tollgate name (original and present), name of turnpike trust, map reference, road number.*
2. Surviving toll-gates in private ownership. An example is the gate from the toll house at Churchill (A3 8), Somerset. It is said to have survived and is somewhere in the neighbouring village of Lanford.
3. Turnpike Era museum items. Many local and county museums have items from this period of history. Milestones, mileplates, fingerposts, toll-houses, tollboards, gates, tickets, tokens, boxes, lamps etc. The following information is required;- *Toll-houses - name, turnpike trust, and road number. Other items - museum reference number and other details.*
4. Sites where toll-houses have made way for redevelopment. For example in Cowbridge (Glamorganshire) the Guildhall was built on the site, whilst in Sutton (Surrey) the toll-house was replaced by the Police Station. *Name of toll-house, road and trust information please.*
5. Surviving toll-houses that are not being used as they were intended. Residential is OK. Examples of use today are, *office, sandwich bar, cafe, tea rooms, and inns.* What is the most unusual use for a toll-house today ?

The aim of all this information is to create a publication in time for the Society's AGM on October 2nd, 2010 which is being held at the Black Country Museum in Dudley. Please contribute wherever you can.

Please could you send your information to the Editor, - details can be found on the last page of this Newsletter.

Editor

NOTES & QUERIES

Milestones or Gravestone. NL8 p22/23. *Brian Austen, Editor of "Sussex Industrial History",* wishes to put the record straight. The Langleybury mile/grave stone, located in the churchyard of St Paul's, originally came from the northern part of the Cowfold and Henfield Turnpike extension road to Horsham. This stretch of road was authorised by an act of parliament in 1792, (although the stone may be from a later date). One stone on this northern extension still survives in situ and is identical with the Langleybury grave stone. Unfortunately the numbers on the milestone at Langleybury are too indistinct to read with certainty, so its exact original position has not been ascertained.

County Bridge stones . *John Higgins* reports that there is a stone bridge marker at Farndon in Cheshire (SJ413545)

The next item has taken eight years to answer, and hopefully David Archer and David Webb who asked the original questions have not lost interest. It just goes to show that Society members will eventually dig up the answers! On this occasion, from within deepest darkest Surrey. So please keep your queries coming in.

Four Shire Stone. NL2 p16. *Lionel Joseph* writes in to say that he may have discovered the answer to *David Archer's* request for any information about the Four Shire Stone. The said stone can be found on a minor road to Great Wolford just before the A44 at (GR231321). *Dr Derek Bissell*, (NL3 p11), gave some information, noting that it appeared on the map and in the text of John Ogilby's "Britannias" (1676) on the Aberystwyth road. The text states that it was "part of Worcestershire included in Gloucestershire". It is also on the Warwickshire map of Pigot's County Maps, published in 1840. *David Webb* raised the question (P 16-Other Waymarkers) of the Worcestershire element. In this case it was a "part of Worcestershire" often referred to as "Worcestershire detached". Before the 1840 Act which abolished such detachments, there was an abundance of such areas in the Midlands in particular, but also in many other southern counties. There are less in the northern counties, one notable exception being "Durham detached," a large area of Northumberland just south of the Scottish border, roughly indicated by a line from Coldstream to the coast and northwards to Berwick on Tweed. When visiting the stone in September 2009 it was in fair condition and looked cared for, but as pointed out previously, the Oxfordshire face is still not easily seen because of tree growth. Although John Ogilby's surveyors recorded such a stone, its design and more particularly, the engraving without serifs, leads one to think that it is of 18th c origin associated with emparkment. The present ashlar construction, is no doubt less ostentatious than in Ogilby's time. The colour of the stone gives the impression that it is built of the inferior oolite which is present locally. (The term inferior in this context relates to its position in the geological succession, not to the quality of the stone).

Mystery Stone. *Robert Caldicott* wishes to know about the mysterious stone which can be found a little way north of the traffic lights at the crossing of the A45 Coventry Bypass and the A429 Coventry- Kenilworth road. It appears to have no inscription, nor any sign that it carried a plate. It is fairly substantial, in the typical local red sandstone, and the only mark is a sort of double benchmark on its south face near the bottom.

It looks to be a milestone that has been shorn of its information, but the trouble is it is

out of sequence, being roughly halfway between two survivors of the Coventry to Warwick turnpike along that route. Could it have possibly been a survivor of a different turnpike, or was it a boundary marker ?

How distances change. There is a grade II listed milestone that dates from 1739 at Dunsop Bridge in the Forest of Dowland, Lancashire. The problem is well, it says right there in the sandstone that Hornby is 10 miles away, whereas it's now at least 12 miles in a perfectly straight line over the bogs and cliffs of the Bowland Fells. The shortest practical route today would be nearer 20 miles.

The eastern face is more accurate. It really is 3 to 4 miles to Sleadburn (Slaidburn). The unseen side of the stone claims that "Lankster" and "Clithero" are 11 and 7 miles away. Adjacent to the milestone is a modern sign that proclaims that the distances are 15 and 11 miles respectively.

The Editor is grateful to Flickr for bringing this to light. The question now arises - is this the best example of a milestone with it measurements/distances way off the modern day equivalent ?

Pounds, Shillings and Pence NL17 p18. *John Higgins* wishes to remind us all that the word "denier" from which was derived 'd' for pence, is actually a derivation of the Roman word "denarius" (penny), from which the English system came.

Unusual Road Signs *Michael Knight* wishes to know if there are similar signs found elsewhere in Britain. (Fig 1) These .can be found in Market Harborough.

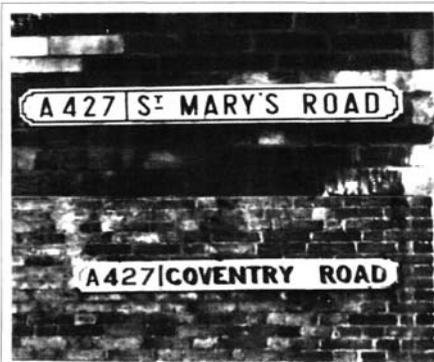


Fig1



Fig 2

Brian Davey from Halifax sent in this example from Singleton West Sussex, and again asks if there are other examples (Fig 2).

CONSERVATION OF MILESTONES ; The 1970's

With reference to the Circular 13/75 reproduced in Newsletter 17. there had been disquiet concerning the removal of milestones in a large number of road building projects in that era. As a result, the Council of British Archaeology's Research Committee on Industrial Archaeology in the early 1970's drew up a code of practice, the main points of which were :-

1. Stones or posts marking mileages on highways, being important indications of historical development, should be retained on their original sites wherever possible.
2. Age or materials used do not afford a criterion for selection; all types of posts of equal importance.
3. If a post has been moved because of highway widening, it should be re-set at the same distance point but further back from the centre of the road.
4. If a diversion or by-pass is built affecting the main highway at a milepost point, the post should be retained on the original alignment.
5. In cases of extensive redevelopment at the site of and affecting the position of a milepost, the milepost should be retained and included in the new design.
6. If, however, there is a compelling reason to remove a milepost (risk of vandalism, complete redevelopment obliterating the highway) it should be offered to a local museum or other location for safe custody, but not destroyed.
7. All ancient mileposts should be surveyed and written up and photographic records made; scheduling under the Ancient Monuments Acts should be sought.
8. Future substitution of kilometres, or other linear measurements for miles will not be a valid reason to remove mileposts.

The Council of British Archaeology's Committee hoped that the application of the Code of Practice would help in the conservation of those milestones still standing.

The Council of British Archaeology's Code of Practice no doubt increased lobbying of M.P.'s and the Government, as can be seen by comparing the Code of Practice and the Circular. In April 1974 the following was reported in "Hansard":

Mr Faulds asked the Secretary of State for the Environment whether he will introduce legislation to ensure the conservation of milestones along the lines of the Council of British Archaeology's Code of Practice on milestones.

Mr Charles R. Morris : The protection of milestones is within the scope of existing legislation and my right hon. friend does not consider that further powers are needed. However, he sympathises with the general objectives of the Council for British Archaeology's Code of Practice and is considering the issue of a circular to local highway authorities recommending more positive action to ensure that where possible, milestones are safeguarded.

Mr. Faulds asked the Secretary of State for the Environment whether his Department will survey, record and photograph all ancient milestones, and schedule all ancient mileposts under the Ancient Monuments Acts.

Mr. Charles R. Morris : it is already my right hon. friend's policy to schedule suitable milestones under the Ancient Monuments Acts. Recording and photography are not his responsibility but he will consider encouraging appropriate action.

Colin Woodward (Middlesex)

PLANNING FOR THE HISTORIC ENVIRONMENT

The Government has issued a consultation document concerning proposed revisions to

its Planning Policy Guidance Note No 15, which advises local planning authorities how to take into account the historic environment when preparing development plans or determining planning applications. These proposed revisions include a number of innovations that are relevant to milestone conservation. The most important of these is the concept of a "Heritage Asset". This is defined as "A building, monument, site, or landscape of historic, archaeological, architectural or artistic interest whether designated or not". The implication of this concept is that it will not be acceptable to remove a milestone merely because it has not been officially listed. Non-listed milestones would also come within the definition of a "Heritage Asset".

Local Authorities would be encouraged to formulate plans to conserve individual groups or types of heritage assets that are most at risk through neglect, decay or other pressures. They are urged to require developers to provide a description of the significance of heritage assets affected in development schemes, including their setting. Preservation and enhancement of heritage assets will be given considerable weight in the determination of planning applications. Deliberate neglect of a heritage asset will not be given any weight in such an assessment. The importance of Historic Environment Records is emphasised. The paper also refers to the importance of specialist groups in contributing towards the compilation of Local Authority H.E.R.'s. Some critics are concerned that the proposals are too flexible and will result in local authorities caving in to development pressures when trying to balance the importance of Heritage Assets against the benefits of development schemes. However, English Heritage has stated that it believes the changes would not detract from the preservation of historic buildings. The proposed changes relate only to England, but presumably Wales and Scotland will get their own versions of the guidance if the changes are approved.

Colin Woodward (Middlesex)

WORD FROM IRELAND

Newcastle, an ever-expanding seaside resort, is notable for having two Irish milestones and an interesting collection of boundary markers large and small. From 1905 until 1973 the town had its own urban district council (UDC) and one of the granite milestones - recording not Statute miles of 1760 yards but Irish ones of 2240 yards - is on the former town boundary at Ballagh road, which forms part of Northern Ireland's A2 coast road.

The legend reads "*To Kilkeen*" although any accompanying numeral is not evident. The opposite is the case at the junction of King Street and South Promenade, where all that is to be seen is the top of a stone inscribed "24" (that being the distance to Newry in Irish miles). The rest of this stone is buried in the pavement, whose surface has been built up over the years.

Next to the town limit's milestone is a distinctive UD boundary stone. Another of much the same shape is to be found in a garden hedge at Tullybrannigan. Continuing along the lane concerned brings one to a junction on the Bryansford Road, where two posts mark the former South Down Rural District (RD) boundary. For its part, at this point

the UDC erected a cast-iron *'Welcome to Newcastle'* sign which sadly had disappeared by the early part of 2009 in a tidy-up operation at this junction. An appeal for information on its whereabouts was published by a local newspaper, the *Mourne Observer*, in October 2009.

On the old A3 between Newcastle and Dundrum is Sliderryford Bridge, more generally known as the Twelve Arches, beside which is a most imposing pillar. It marks the ecclesiastical and former administrative boundaries, of the estates of the Downshires and the Annesleys, both large landowners in Co. Down.

Newcastle lies at the foot of the highest mountain in the Mournes, which have long been an important source of water for much of Northern Ireland, including Belfast. As a result, one may stumble on boundary stones put in place by undertakings such as the Portadown and Banbridge Regional Water Joint Committee, which was wound up as a result of local government reorganisation in 1973. One of its roadside markers is to be found near Fofanny reservoir and treatment works.

Incidentally, the journal for the Mourne Local Studies Group is entitled *"12 Miles of Mourne,"* - those miles being Irish ones that ran through the Kingdom of Mourne, starting from the old UDC boundary on the coast road.

In a note about mileages, the 1909 *"Thorough Guide to the Northern Counties of Ireland,"* advised readers that, on inquiry, local people invariably quoted distances in Irish miles. While the counties of Dublin, Waterford, Cork, Antrim and Armagh featured English milestones, Donegal used Irish only and the other counties a mixture. Metal milestones, however, are in English and stone ones in Irish miles.

The railway companies adopted English miles, but car proprietors were, the guides warned, *"apt to be elastic in their choice."* The cars in question were horse-drawn, of course; long cars like those plying between Newcastle, Kilkeen and Warrenpoint catering for 10-12 passengers; private cars holding four; and mail cars, which could be recommended *"only for their punctuality and convenience when a single traveller or, at most, two, wish to save the expense of a private car."*

Townlands are one of the smallest land divisions in Ireland, ranging in size from under an acre to more than 2,000, but averaging about 300 acres. They are of ancient origin, but in Northern Ireland, which contains about 9,000 townlands, their very existence is unknown to many younger people in rural areas thanks to the Royal Mail's practice of not incorporating townland names in postal addresses.

However, moves are being made to counter this. Townland boundary markers are being erected in various localities, including Clonduff, in the foothills of the Mountains of Mourne. The local historical and heritage group has sufficient funding for about 20, but there are plans for another 50.

The granite stones, with English and Irish lettering, are placed on the roadside at each townland boundary in Clonduff parish. The first was installed at Eight Miles Bridge on the boundary between Carcullion and Ballmaghera townlands. Eight Miles Bridge was the original name for the village of Hilltown, it being eight Irish miles from Newry. Some local authorities also incorporate townland names on the road nameplate in country areas.

Only recently was it discovered that on the Castlewellan Road in Newcastle, Co. Down,

part of the townland of Tollymore rejoices in the name of Carrowmurwaghnemucklagh, which is the anglicised version of something that is even more of a mouthful.

Tony Boyce.

THE ROAD TO CARDIGAN

Part of the original road from Carmarthen to Cardigan did not use the present A484. The stretch from Newcastle Emlyn via Cenarth Bridge and Llechyrdd was not on the direct route until the mid 1800s. Originally the road came through Newcastle Emlyn, crossed into Cardiganshire by the town bridge, and climbed halfway up Adpar hill (B4571). It then took a left turn and made its way to Pont Ceri (on the B4333), through the hamlet of Cwm Cou and onto the county town via the B4570.

Sometime in the 1800's the road was diverted, to traverse the banks of the river Teifi from the base of Adpar hill and hence to Pont Ceri. This was part of the improvements that Cardiganshire (Cardigan) Turnpike Trust did along the road to Lampeter.

On the otherside of the river in Carmarthenshire the Carmarthen and Newcastle T.Trust (1810) managed to turnpike the A484 as far as Cenarth Bridge.

There seems to have been no plans to turnpike the road from there to Llechyrdd and Cardigan. One reason may have been the tinplate works at Llechyrdd !

In the 1850's and 60's West Wales was suffering from a great famine, similar to the potato famine in Ireland. Cardiganshire and Pembrokeshire were one of the poorest areas in Great Britain, and work was almost unobtainable. In fact around 20,000 people embarked from the quayside in Cardigan for a new life in America, during those years. A decade or so earlier, Rebecca and her sisters had been active with the destruction of many tollgates, which commenced in the county of Carmarthenshire. The newly erected gate at Efailwen some 12 miles from Llechyrdd Bridge, on the A478 between Cardigan and Narberth, was destroyed on the night of May 13th 1839.

It was during the famine period that a wealthy local landowner who could not bear to see so much suffering going on, decided to help his fellow man by employing as many as he could to improve the roads in the neighbourhood at his own expense. One of these roads was the A484 from Cenarth bridge to where it would meet up with the B4570 one mile east of Cardigan.

Over the years many would appreciate the act of generosity and kindness that the owner of Morgenau House (now a hotel) bestowed. He authorised the erection of 6 milestones of which two survive today. Their design is different to the ones that were erected by the county's turnpike trusts. Also just to prove how generous he was he did not erect a single toll-house along this stretch of road.

As an update/post script, back in 2005 the Milestone Society reported to the Ceredigion County Council the broken 4 mile stone, which had been in a poor state for a number of years. The council within a short time repaired and restored the milestone to its former glory and it received a coat of whitewash for the first time in a 100 years. They also repainted the other remaining stone in Cenarth, and have added both stones to the biannual re-painting list of the Cardiganshire milestones.

Editor



Fig 3



Fig 4



Fig 5

TAKE UP THE CHALLENGE

Many magazines and newspapers ask their readers to take a copy of their publication on holiday with them and get a photograph of themselves holding a issue in a far away exotic location somewhere in the world.

The Milestone Society Newsletter Challenge is for readers to be photographed beside a milestone, a milepost or datum stone somewhere abroad with a copy of the Society Newsletter. Also to add a little bit of spice, a short write up about the stone and road history if at all possible.

To begin this challenge, the Editor, on a visit to Brazil last year, was photographed beside a kilometre sign, on the BR 060 highway, between Brazilia and Goiania in the state of Goias (Fig 4).

The Capital of Brazil was moved from Rio de Janeiro to its present site - 1027 Kms north of San Paulo in 1960. Prior to this the area was very sparsely populated with a mere 12 farms and many goat tracks. Brazilia was built in the shape of an aircraft within a 1000 days, and since then many roads and highways have been created along old trackways. Because of such change very little history has been recorded (If any) along the highways and byways of this part of Brazil. Therefore no milestones. So the next best item would be a kilometre sign.

FOREIGN NEWS

France. *Over a decade ago the Editor was in Paris, when suddenly he had a craving for something sweet. Something french - arr, Nougat. He was pleasantly surprised to find that an enterprising company were offering their product in a box shaped as a milestone (Fig 3), with distances to major cities from it place of manufacture. - If any member is in France this summer could these purchase a couple of packets.*

Turkev. *Colin Williams (Hampshire) wrote in to remind us of the golden/datum*

Stone in Rome. It has a sister datum stone in another capital city. He writes to say that amongst the structures still surviving in Istanbul from its time as Constantinople, the capital of the Eastern Roman Empire, is the "*MILION*" (Fig 5). This marble column, identified by an information board, but otherwise rather forlorn, is close by the Basilica Cistern of 532 AD. It is described as the start of the road to Rome and is said to have been the marker from which all distances in the Eastern Roman Empire were measured; Byzantium's Ground Zero therefore.

LOST and FOUND

Tony Boyce (Herefordshire) reported to the editor in August last year that the "Welcome to Wales," (Fig 6) sign at Bailley (SO25855055) on the Herefordshire/Radnorshire border, had gone missing. It was last recorded by the Society in 2006/7. The loss was duly reported by the Society to Powys County Council, making them aware that the said item was the last of the "oldstyle" signs in situ anywhere along the border with England. It was suggested to the Council that they might like to report the loss to the Police and the internet, as did the Dartmoor National Park Authority and Dyfed-Powys Police when milestones went missing in Devon and Pembrokeshire, earlier last year. It was brought to their notice that this might help to prevent other thefts of roadside heritage if they, the authorities were willing to report the missing item to the police. The Milestone Society would play their part in helping to find the lost article. Tony Boyce sent articles to both the Mid Wales Journal and the Herefordshire News. The H.N. published the loss on Sept 24th. Hopefully this may help to trace the whereabouts of this irreplaceable border sign.



Fig 6



Fig 7

Somerset. As reported in "On the Ground" No 6, Sept 2009, a milestone went missing from the A39 at Walton. *Phil Urch* (Somerset) has very kindly sent a copy of the missing milestone. (Fig 7). The word "Lynch Farm" down the front must have been added at a later date, and had nothing to do with the turnpike era.

Yet another milestone has been stolen, sometime in the past year. It was a particularly good one, well preserved, and stood by the reservoir at Barrow Gurney, North Somerset,

on the A38 (ST545678). North Somerset Council were informed by *Janet Dowding*, and they reported the loss to the Police with sufficient details to enable them to identify the structure. It had been broken out of the concrete surround and removed. Sadly the culprit may never be identified. It is now the second stone of its type to go missing from the A38 during the past couple of years.

Staffordshire. A milepost, last seen in 2006/7 has been reported missing. It was located on the A449 outside Kinver on the Kidderminster to Wolverhampton road. At present no other information is available.

Three reports of theft still seen on the Internet. - Have they been found?

May 2003. The Avon and Somerset Police reported that an early 19th c listed milestone from Dyrham with the cast iron plate with raised lettering that reads "*To Xn Malford 14 Pucklech 4 Bristol 11*" (Christian Malford - Wilts / Pucklechurch) was missing.

2004. The Stratford upon Avon Police reported that a milestone has been removed from the roadside about 2 miles south of Gaydon on the B4100 near Temple Herdewyke, with the inscription "*Birmingham 30 Warwick 10 Banbury / London.*"

Another report from the Internet is of a TT course milestone marker found in Slovenia. Published on the 7th October 2007. Former Isle of Man Newspaper reporter Richard Butt, whilst on holiday in Bled, spotted the mile marker in pride of place behind the bar of a local pub - Gostilna pri Planincu, a popular watering hole for bikers. Alongside the 32nd milestone were two Manx car number plates, a notice for the Isle of Man Airport, and numerous number plates from all over the world.

Located. We end on a happy note. A milepost may have been stolen many years ago from Rushden in Northamptonshire on what was the A6 (now Higham Road/ A5028), which passes through the town centre. The inscription reads, "*Rushden Urban District- London 65 Kettering 11 Bedford 14.*" (Fig 8/9)

Eagle-eyed *Rodney Marshall* of Luton has located the missing milepost. It is certainly not in Northamptonshire, and is no longer being used as a milepost. In fact, painted yellow, it is being used as a protective shield to a tree just inside the entrance to a car repairer's car park, almost 65 miles from its original home.

So if there is anybody from Northamptonshire who would like to set the wheels in motion in getting the milepost back to its original location, all you have to do is !



Fig 8



Fig 9



Fig 10

It can be found off the Prince Regent Lane (A 112) on the west side of the road as one approaches the A124 junction (Barking Road), just after the junction road sign (Fig 8/9). It has been suggested that the previous owners of the car repair business placed it there a good many years ago.

Rediscovered. About five years ago, *Rod Smith, Member No 119*, remembers the mention of a milestone in the book "*Round about Upper Thames*" (c1922) by local author Alfred Williams, where he describes the road S.E. of Highworth (Wiltshire) as it passes the entrance gates to Warneford Place thus:-

"The high elms overreach the wide road to the far bank, where a tall grey stone informs the traveller that he is seventy six miles from London."

The stone was also shown on the local OS map. At the time, while investigating, one was confronted by a bank completely covered by a mass of tangled brambles and much undergrowth. No trace of the stone could be found.

Recently on further investigation, it was impossible to miss seeing the milestone. For the roadside bank had been levelled and turfed over, providing a perfect setting for the stone. It now stands on a well manicured area of turf with an iron fence and newly planted trees to the rear. (Fig 10)

Presumably the new owner of Warneford Place (former home of the author Ian Fleming) had decided to have the area opposite his drive cleared, and in doing so revealed the long lost stone.

DAMAGED STONES

Breconshire. The twin late 18th century milestones at Trecastle on the A40 (SN87772945) have possibly been attacked by their worst predator enemy - the verge/hedge cutter. The left hand stone, which was a well smoothed block with the inscription "*To Brecon 12 miles,*" has been broken almost at ground level sometime between late 2006 and November 2009. There seems to be no remains of the top half. The right hand stone has a more erratic outline but good lettering. It reads "*To Abergavenny 32 miles, To Brecon 12.*" There was a difference in styles of Serif between the two stones (Fig 11/12).. Both Powys County Council and Brecon National Park Authority have been informed by the Milestone Society, and we await a response from them.

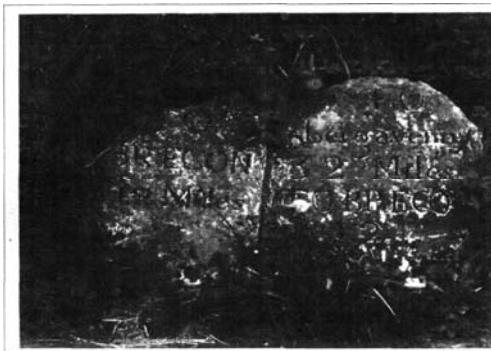


Fig 11



Fig 12

BATH "TERMINUS" STONES

This is a short follow-up to the article called, "Relics of the turnpikes in Somerset" in *Milestones & Waymarkers Vol 3 2009*. Not included in that article are what has been referred to as. "milestones" because they have mileage on them, but should actually be called "Terminus Stones" as referred to in a journal of the Bristol Industrial and Archaeological Society which can be found in Bath Reference Library. They quote; - "Terminus posts being a distinctive sort of cast iron plate with a finger pointing towards the Guildhall in Bath and the distance in miles and furlongs. These were set at the termini of the principle routes out of the city and at least seven of them still stand in position."

They were possibly cast by the Stothert foundry in Bath as George Stothert Snr. took an active interest in the Bath Turnpike Trust to which he was elected on January 4th 1806. His two sons George Jnr. and Henry continued in turn to be in charge of the foundry. It is more than likely that one of the first commissions of the Stothert foundry was thus to have been to supply cast iron milestone plaques for the Bath Turnpike Trust.

In 2009 only six of the "Terminus" stone can be found at the following points around Bath.

- | | |
|--|---------------------------------|
| 1. Stratton on the Fosse (ST66575245) | 4. Wick (Glouc) (ST710726) |
| 2. Stone Easton-Rush Hill (ST62795498) | 5. Kingswood (ST81356712) |
| 3. North Stoke (ST698682) | 6. X Road Farm,Box (ST83876710) |

The seventh, now lost, was on the unclassified road between Bannerdown and Colerne (ST797707).

Janet Dowding

HEREFORDSHIRE ; THE CARTOON COUNTY

In the early days of Herefordshire County Council, staff numbers were very low and even in 1907, with fewer than a dozen employees on the books, its roads and bridges department had only one officer - the county surveyor and bridge master, G.H. Jack, who doubled as the county architect.

Until 1920 the council was content to farm out main road maintenance to the county's highway boards and their successors. In that year Mr Jack had a staff of 15.

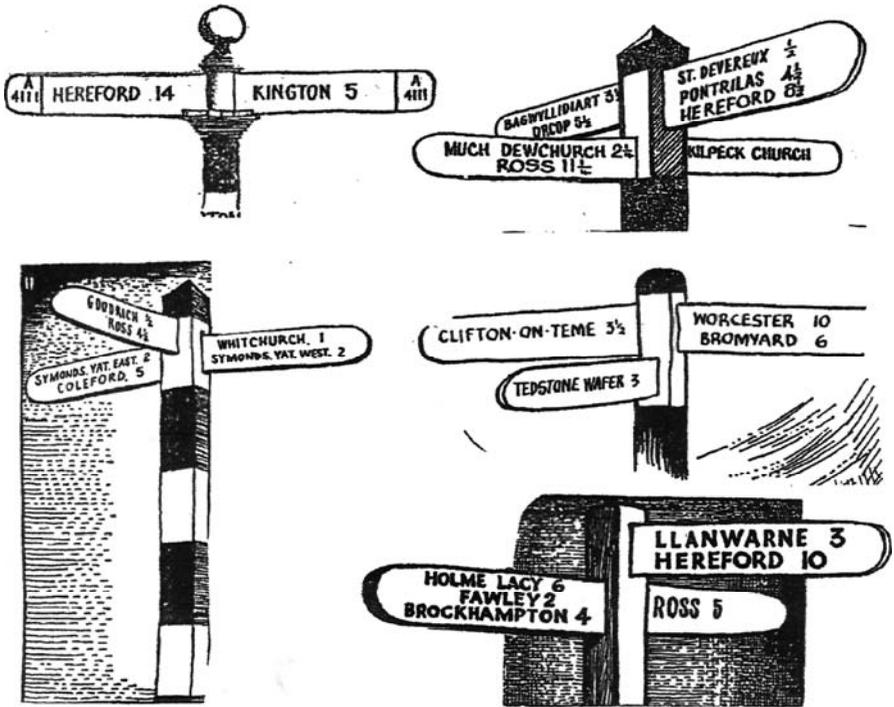
Between 1923-24 and 1929-30, the council's expenditure on highways rose by 42% - as compared to 67% in neighbouring Radnorshire - and some of these funds were used to provide direction signs: four in 1921, fourteen in 1923, two in the first quarter of 1924, a dozen in 1925 and another twelve in the following year. Seven were erected in the second and third quarters of 1927.

Mr Jack's deputy, R.G. Gurney, took over as county surveyor from 1933 and in January 1935 informed the highways and bridges committee that his department had 707 employees, of whom 17 were engaged upon bridge work and 690 upon road work. In 1937 he was able to report the provision of 48 direction signs, 95 "motor signs" and 17 approach signs. As the Second World War drew nigh, Ronald Gurney's white collar staff

totalled 29, including a number of chartered engineers.

Being a very rural county, farmers always made up a large proportion of the council's membership and in 1934, when consent was sought to erect a horse trough by the high-way, permission was granted without any trouble. Whereas some years before, having authorised the erection of nine A.A. telephone boxes by the roadside, the committee decided that they were an obstruction, members not being impressed by the Postmaster General's offer to indemnify the structures.

Not all members of the county council were farmers, of course. In the year the authority was abolished (1974) one felt quite able to describe his occupation as "gentleman". Different times indeed.



The accompanying illustrations are by the late Gerald Newton-Sealey, a Herefordshire artist, some of whose work was brought together in 1974 for a Hereford nickel alloy company's commemorative booklet. Selected parts of those cartoons incorporating a few milestones and guideposts are reproduced here by permission; the originals were drawn in 1962-3 and, while the three stones, at Fownhope, Shobden and Whitestone featured on the front cover are still with us, the same can't be said for the signposts. They were at Abbeydore and Dorstone (front cover), and (on this page) at Eardisley, Kilpeck, Goodrich, Whitbourne and Hoarwithy.

Tony Boyce

THE TALLEST MILESTONE

Carol Haines refers to the Obelisk at Birdwell in her book "Marking the Miles," as probably the tallest milestone. It is just visible from the M1 at J36. As a member for 50 years of the Birdwell Wheelers, the obelisk is represented on the club badge. For the club met by the Obelisk every Sunday morning because there was a seat there for the early arrivals.

At the beginning of 2009 the 60 ft high Obelisk was put up for sale. There were a few enquiries but most would-be owners wanted to demolish it and put it in their garden. It is Grade II listed so that's not an option. The agents would have been happy if they were offered as much as £1000 but in addition there were Surveyors Fees of £2500 and Legal Fees of £750 plus VAT ! In May, the For Sale sign had gone so I had lost my chance of owning a milestone !

It is on its own small plot of land but the owner of the nearby property had an informal agreement to site an ugly oil tank in one corner.

The story of this monument begins in 1641 when Charles I's chief advisor Thomas Wentworth, who had been made the first Earl of Strafford the previous year was sent to the tower. He also held the title Baron Raby. The second Earl died in 1695 without issue and the heir to the Wentworth Woodhouse estates was Thomas Watson, grandson of the first Earl, whose title was now extinct. The title, Lord Raby, passed to his great nephew, Thomas Wentworth, but there was little land to accompany the title. So he purchased the Stainborough and Rockley estates that brought his land to the boundary of the Wentworth Woodhouse estate.

Now having land, he wanted to revive the title Earl of Strafford that he thought might go to his cousin and rival Thomas Watson at Wentworth Woodhouse. He entered politics, revived the title and married a rich young lady with a dowry of £60,000. He poured money into the estate to make it as beautiful as his kinsman's, and after his death in 1739 his son and heir continued with the work. The erection of the Obelisk in 1775 at the boundary of the Wentworth Castle (Stainborough) and Wentworth Wood-house estates was part of the plan.

In the 1960s a local historian and reporter, dismayed that the inscription plaque was eroded and almost illegible, had a new one made and fitted. I'm not sure what EH would think of that these days! The old stone was cemented into a wall in Mr Parish's back garden but unfortunately I never photographed it. The present house owners who bought it after Alf's death, had their garden remodelled. They moved the stone around but because it cracked, it eventually went into a skip.

There is another much smaller milestone just one mile from Wentworth Castle. I was alerted to that when a friend, out walking, tripped, and landed facing a stone with "*1 Mile*" inscribed on it! The route, now disused, up to the house passed another Obelisk, Queen Anne's. Wentworth Castle estate was a finalist in one of the BBC 'Restoration' programmes when hoping to raise funds to restore the listed Conservatory and various follies in the grounds. The Wentworth Woodhouse estate also has many follies and listed structures. Thomas Watson Wentworth, as he became known, had roads surveyed and milestones erected, some of which survive, for the journeys from

Wentworth Woodhouse to the Great North Road and his lands in the northeast of England, Northants and Cambridgeshire.

Christine Minto

LXXX MILES FROM LONDON

Did you know there is an old milestone with two sets of inscriptions at Stonehenge? And at one time it was on the other side of the road from where it now stands, close to the Heelstone?

Originally it had been sited a quarter of a mile (425m) away to the east, 100m west of the junction with the A303 at Stonehenge Bottom. Sometime between 1810 and 1840 it was moved to Stonehenge - for some reason (which we may discover in a future NL) all the milestones on this particular stretch of the A344 were nudged westward. The milestone was transferred from 15 metres NW of the Heelstone to the other side of the road in 1983 (two years before the infamous Battle of Beanfield), because many people were using it as a step to climb over the fence and thereby gain illicit entrance to the ancient monument.

2009. Another mile marker, this time a milepost at Airman's Corner (SU098 428) at the crossroads of the A344 and A360 may have to be removed if the redevelopment proposals by English Heritage go ahead.

Douglas Roseman (Wilts Rep) was made aware of the above article by David Dawson the Director of The Wiltshire Heritage Museum, Devizes.

"1 MIOL" STONE

With the publicity of the milestone that has gone missing on Dartmoor (*Tim Jenkinson and Dartmoor National Park Authority*) it seems that one or two have been reminded of another stone, that they have not seen for some time.

Since late May last year to mid August, the Dartmoor Letterboxing Organisation have been enquiring amongst themselves about the "IMiol" stone on their web site forum. The stone, referred to in a number of DLO publications, is a mile from the village of Widecombe in the Moor on the Natsworthy lane. Exactly whereabouts it is, is a little uncertain, as in their communications they quote three different map references (SX72 77 or 78). The Widecombe History group mentions it is opposite Stout's Cottage, whilst someone suggests that it is "beyond Stout's Cottage towards Natsworthy, then turn right through a gate and up the track a short way towards Chinkwell Tor." Finally on August 21st a member came to the rescue and stated that he had found it in 2008. He states that, " it is an incredibly small milestone covered in moss, and is on the left side as one leaves Widecombe." He found it when walking back down the hill as due to its angle, it is easier to spot from that direction. Sadly, he did not record the exact grid reference from his GPS.

So can the Milestone Society put the Dartmoor Letterbox Organisation out of their misery and provide them with an eight figure map reference ?

Editor

TOLL-HOUSE NEWS

Devon. Back in July 2008, it was announced that the local council had given permission for the old toll-house on Torquay's New Sea Front Road to be given another lease of life.

Originally built in 1840 it took tolls until 1848, when collections were moved to King's Drive. It then became the home of the head gardener of the Royal Terrace Gardens. Later it was converted into a council-run block of toilets and a shop. Eight years ago the Torquay Council sold the lease to a local business man, who has been using the premises as a water bottling company, known as Devon Dew.

Now, the local businessman is wishing to buy the freehold so that he can demolish the toilet block (which was added to the toll-house) and develop the site into a new cafe bar and restaurant. There were concerns that the Grade II building may also be destroyed. As we go to print, the toilet is still officially closed and progress has been delayed. As reported in the last Newsletter, Forches Cross toll-house was under threat with demolition. Sadly, due to the lack of listed status, it met its maker (excuse the pun), when it was razed to the ground on the evening of the 7th of September. Perhaps it has found peace at the Pearly Gates. Forches Cross toll-house was the first casualty in Devon since the late 1970s.

Sussex. The Old Grade II wooden toll bridge linking Shoreham by the Sea with Lancing and Worthing over the river Adur underwent a major refurbishment in 2008, with the aim of extending its life for a further 30 years.

Originally built in 1782 to replace the ferry over the tidal estuary, the bridge was then taken over by the London, Brighton & South Coast Railway Company on the opening of the Steyning line from Shoreham to Horsham in 1861. During the First World War the company completely rebuilt the bridge, but retained the original eighteenth century design. In 1970 West Sussex County Council took over the ownership. Finally it was closed to road traffic in 1968, when it became a public bridleway. Prior to the bridge's closure, it was part of the main A27 south coast road. Even double-decker buses used it. Over the years, time and weather had taken its toll (again excuse the pun) and the council was faced with a bill, in 2000, of over £500,000 or lose it to the river. By 2008 the bill had increased by almost a further £200,000. To avoid any further increase in costs, work was allowed to commence by the council, who partly funded the project. The remainder of the funds were donated by the Old Shoreham Toll bridge Community Trust, Heritage Lottery Fund and Landfill tax credits.

For about six months the bridge was closed. The refurbishment completely replaced the pilehead crossbeams, deck support longitudinal beams and handrails with selective replacement and reinforcement of components of each of the 27 pile bents.

On October 18th 2008 the bridge was officially opened by Prince Andrew the Duke of York, and in no time at all it has been returned to cyclists, joggers, walkers and their four legged furry companions, and of course to those who enjoy a bit of fishing.

SCARBOROUGH TOLL HOUSE

The Marine Drive at Scarborough linking the north and south bays, was started in 1897 and opened in 1908. The cost of over £120,000 was higher than expected, so it was decided to charge tolls to help pay for the project. Toll-houses were therefore built at either end of the road. The charges were one penny each way for pedestrians, horse or bicycle riders, those in carriages, motor cars or bath chairs. Two pence was charged for a motorcycle, plus one penny for the person riding or wheeling it. Why were they so hard on motorcyclists?

Tolls for the pedestrians were abolished in 1943 and for vehicles in 1950. The fine south toll-house with its French chateau-style cylindrical turrets and conical tiled roof still survives, and is now the office for the coastguard service.

Carol Haines (Norfolk)

PUZZLE CORNER

QUESTION 1 from Newsletter No 18. p28.

Have there been other milestones that have had a cameo role in other TV programmes /series or films?

Answer. Only one answer has been offered to date. In the 2005 Roman Polanski film "Oliver Twist," Oliver runs away from the workhouse and heads for London. En-route he decides to sit down on a roadside stone. He then looks down between his Knees and notices an inscription. He gets up to read it properly and finds he still has far to go. " London 70 Miles."

QUESTION 2 from Newsletter No 18. page 5. Who was the Secretary of State in March 1975?

Answer. There have been three answers. The first, was sent in by *Charles Toase of Merton Park*, who suggested that it was the late Anthony Crosland, who at the time was the Secretary of State for the Environment.

The Second came from *Colin Woodward (Middlesex)*, suggesting that it was Andrew Faulds (article on page 16 NL18) who deserves our gratitude, but the real accolade should go to the Council for British Archaeology.

Finally, *Frank Minto*, claims that at the time, Fred Mulley (MP for Sheffield Park) was also Secretary for Transport and that the two functions often went together. He went on to be raised to the peerage as Baron Mulley of Manor Park.

Frank continues, "However it is just a bit late to offer him an honorary membership to the Society, but if it is at all possible to persuade the people in the Vatican to have him beatified, he could then become our patron saint!!"

Which actually brings us nicely to this Newsletter's NEW QUESTION. Some members like Frank, may be unaware that the Society already has a patron saint! Who is that saint? - There are possibly two answers!

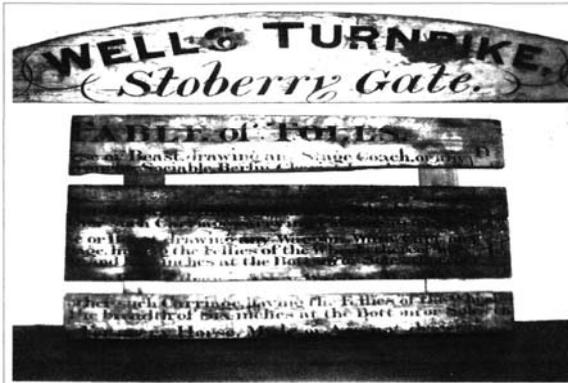
QUESTION 2 Which town or city has the most surviving toll-houses within a 1½ mile radius of the town centre, and what was the original number of toll-houses surrounding that said town within that same distance?

MISSING DISPLAY AT A.G.M.

Wells Museum was requested to display some artefacts for the benefit of the Society at the AGM last October, but sadly, due to a mix-up of dates, they were not available to be viewed by the members.

Barry Lane from Wells Museum, permitted *Janet Dowding* to photograph the items, so that they can be seen in this issue of the Newsletter. They are the toll board, name board and lamp from the Stoberry Gate Toll-house which was on the A39 by Bristol Hill.

Unfortunately the toll board with its charges must have been chopped up after the demise of the turnpike trust and this is how it was found -in three pieces. However, it has been put back together as well as possible, and most of the tolls can be read. It is



(Fig 13)



(Fig 14)

not known if the name board (*Fig 13*) was originally fixed over the toll board or whether it was fixed elsewhere on the toll-house. The lamp (*Fig 14*) would probably have been fixed to the front of the toll-house so that the toll keeper could see what he was doing in the dark.

THE ANNUAL CONFERENCE & AGM at Wells & Mendip Museum

It was a blustery October day in Wells, but that did not stop the many members who travelled to a well-attended meeting at the museum next to Wells Cathedral. Chairman *David Viner* welcomed members, drawing attention to the third edition of *Milestones and Waymarkers* and the sixth edition of *On The Ground* that were available at the meeting. In a written report *Brian Barrow* said that there had been a very slight fall in total membership to 514 but the Society had gained 60 new members and that overall membership remained healthy. *Jan Scrine* presented the Income and Expenditure Report and thanked *Brian Barrow* for his excellent work in accounting for membership subscriptions.

Once again *David Viner* provided food for thought in his Chairman's Report highlighting the strengths of the Society in its body of members and thanking Terry Keegan for his efforts in organizing the Aberfoyle meeting and John Nicholls for *On The Ground 6*. *Alan Rosevear* reported that there are now three dispersed copies of the database and the number of surviving milestones is 8400. Alan noted that England is fairly well covered, with recording virtually complete, but there is still a lot to do in Scotland.

The Officers of the Society were re-elected without any changes. *David Viner* referred to the aims and objectives of the Society, noting that it had been agreed to extend these to include canal milestones. However the Society would not take responsibility for the conservation of canal milestones. Closing the AGM, the Chairman drew attention to the Spring 2010 meeting in Chelmsford and a proposed return to the Black Country museum in Dudley for the AGM in October. In the opening session of the Annual Conference John Carrington spoke about the Motorway Archive that had been the brainchild of Sir Peter Baldwin of the Road Construction Unit. The archive had been started in 1996 when half a century had removed many of those who had first hand knowledge of motorway construction. Many of the original documents had been destroyed in 1997 so an informal group of about 400 volunteers had to gather material from a variety of sources. The archive was now well funded with £¹A million donations and grants from local authorities, contractors and consulting engineers.

After lunch *Janet Dowding*, provided a photographic tour of some of the toll houses in Somerset. With so many surviving toll houses in the county it was not possible to cover them all. Only a few have the notice of toll charges remaining. Some of the toll houses are dangerously close to the carriageway and have been expanded to provide additional living accommodation and a safer means of entrance. Janet told us of a chequered history with dishonest gatekeepers and toll evasion being common. *Richard Raynsford* continued the Somerset theme with his restoration activities on milestones in the Shepton Mallet area. Richard has identified 12-14 sites where milestones are missing and he is considering trying to get replacements. *Tim Jenkinson* related his challenge to survey milestones and toll-houses between Exeter and Barnstaple where there are three different routes with milestones. Tim concentrated his presentation on the present A377, which was turnpiked in 1830 by both the Barnstaple and the Exeter turnpike trusts. They were the two largest trusts in Devon with the Exeter trust responsible for about 140 miles of road. They met halfway at Eggesford Bridge, where the milestones change to a triangular design reflecting a change in responsibility to the Barnstaple Turnpike Trust. Barnstaple is interesting in having seven of its one-mile markers still existing. Does anyone know of a town with more?

Ian Thompson concluded an interesting day with a talk on non-turnpike milestones and guide stones. In Cornwall Ian had identified 280 milestones erected by turnpike trusts and 380 non-turnpike milestones. Who had erected these ? Ian identified five groups - Pre-turnpike, Turnpike Trusts, Post-turnpike, Gentry and Highway Boards. Around Penzance and Lands End many of the roads were not turnpiked and since the

Milestones there were referred to in 1755, they must have been pre-turnpike. Researching the Royal Cornwall Gazette, Ian identified roads that were to become main roads and be adopted by the County Council and concluded that the milestones here were erected as a condition of the adoption. His challenge to us at the close of the meeting was to find non-turnpike milestones in our counties.

Mike Hallett

ARCHIVE DAY - 17th October, 2009

West Yorkshire Archive Service Conservators and Kirklees Museum staff put on a really informative event for us at Tolson Museum, Huddersfield.

We had an excellent response, 30 attendees of which 14 were Milestoners and the remainder were from other history groups. I was delighted with the turnout from the tecchie wing of the Society (Alan R, John N, Mike F, and John Higgins) as well as Christine and Frank Minto, who brought the Diamond collection albums for conservation advice.

The content worked out well, with something for everyone, theory and practical - document storage, book repair, a case study of community archives, electronic storage and a demonstration of textile wrapping. HLF attended at the last minute and at least nine people went to them to discuss projects.

We learned about some useful prompts and web templates that are available, with the need for a 'Collection Policy' -just because we CAN doesn't mean that we should. We also need to devise an appropriate system for cataloguing our collections so that material can be accessed easily - watch this space.

Jan Scrine

COUNTY NEWS

Bedfordshire. *Michael Knight* reports that two unrestored milestones have been found in Wardown Park, Luton, and await further investigation. If of local origin this will bring the number of survivors in Bedfordshire up to 15 - revelations !!! The first county newsletter "*Bedfordshire Roads* " has been produced, identifying all that is observable in the county which is un-enviably known to possess the lowest number of surviving milestones in Great Britain. A further publication was an article in "*The Harborough Historian* " (No. 26 October 2009) entitled "*Turnpike Roads & Way-markers around Market Harborough.* "

Finally, in 2009 MK has given 17 "milestone" talks to Societies across five counties, and already the demand is accumulating for 2010.

Devon. *Tim Jenkinson* reports that three of the county milestones have recently come under threat from building and redevelopment work at the roadside. The first to have been affected was discovered on a routine check in July. It stood in Station Road, Moretonhampstead on the A382 and backed onto a wall which, due to the construction of a new house, had been demolished. Both Devon County Council (DCC) and Dartmoor National Park Authority (DNPA) and Paul Rendell from the Dartmoor Preservation Association (DPA) visited the site to discuss with the developers the need to protect the stone, to which they were agreeable. The building work has yet to be completed.

The second stone to generate concern stands on the A3 77 in the town of Crediton, 7 miles from Exeter. Discovered by accident, the area around the stone had been disturbed during the laying of water pipes for a new Tesco supermarket being built opposite. Once again DCC were advised of the situation and subsequently received assurances from the developers that the stone would be protected.

The third stone is a rare terminus marker of the Teignmouth and Dawlish Turnpike Trust dating from 1823, which until recently was standing on a triangle of grass outside the main entrance to the Teignmouth and Shaldon Museum in French Street. Undergoing refurbishment and modernisation, it transpires that the stone has been taken into storage until the museum reopens in 2010. The curators' knowledge of the origins of the stone and its purpose are rather scant, so much so that *TJ* has been invited to supply the museum with a potted history of the Trust, its milestones and toll-houses so that the importance of the stone can be officially recognised.

TJ and fellow Society member *Mark Fenlon* have organised a charity letterbox walk on north Dartmoor in order to raise funds for the repainting and restoration of selected Devon milestones in 2010. Letterboxing is a pastime enjoyed by literally hundreds of people in the county who follow a set of clues to locate small rubber stamps hidden under rocks, take an impression and leave the stamp and box for the next visitor. The walk that takes in some of the most dramatic scenery of the moorland will remain in situ until next spring and *TJ* is already in talks with DCC to negotiate a programme of clearing and restoration of milestones along the old A30 between Exeter and Honiton, that will benefit from the expert guidance of the Society's National Database Manager *Alan Rosevear*.

Herefordshire and Monmouthshire. In October, the two counties held their first county meeting by joining forces and inviting a number of local history groups to attend. The idea being to try and drum up interest in the Milestone Society and the work it does. It was decided that an open day/weekend on the theme of "*Our Road History - The Turnpike Era*" should be open to all the history groups and societies within the two counties. Groups will be invited to exhibit and share their knowledge. It is hoped that the event will be held in July/August 2010 in Ross on Wye.

In the meantime, the damaged milestone on the A466 at Tintern, which has been in its present state for a number of years has been reported to Monmouthshire CC. They have responded to the Society enquiry, and correspondence is in hand.

Huntingdonshire *Michael Knight* reports that the milestone that was found and identified in the Huntingdon road depot in 2003 has finally been returned to an off road location near the busy junction of the A14 and A1. It now stands in the grounds of the "Brampton Hut" public house, and was lime-washed on September 18th 2009, to record "*Thrapston 14/ Huntingdon 3 miles.*"

Another county stone, discovered by *Grainne Farrinton* in a village garden, has been returned to its original site on the B1040, at Hemingford Parish. Lime-washed on 21st October last year, it records "*Potton 13/St Ives 3 miles.*"

Lancashire. *John Higgins* reports that the county survey for mid and south Lancashire and Furness has been completed, thanks to many of the county Society members. Lancaster, Kibble Valley and Pendle districts have already been well researched. J.H. is

now confident that the Society has located almost all of the county's mile markers, and that the database is up to date.

Norfolk. *Carol Haines* reports that at long last the 1921 - style place name sign is back beside the road in Tavernham. It has been expertly restored and the full saga, lasting nearly 4 years, will be told in the next OTG. News has just been received of another of these signs in west Norfolk, making the county total 24. Several have recently been repainted, so parishes are now recognising that they have something unusual and worth preserving.

In June, a letter appeared in the *Eastern Daily Press* about the decapitation of a milestone on the B1108 at Bawburgh. The top had been pulverised but the Highways Dept. is hoping to rebuild it. Fortunately the lettering was mostly undamaged. The correspondent, *Nigel Ford*, has joined the Society and is now painting some of the other milestones along the road to make them more visible to verge mowers, and is also producing a map for the Highways Dept. to give to contractors. There is still a good series along the former Norwich to Watton Turnpike but many get overgrown each year.

A few more milestones have been recorded for the database, leaving very few still to visit.

Northamptonshire. *Helen Crabtree* reports that on the unclassified road between Clay Coton and Stanford on Avon close to the Leicestershire border, near to Stanford Hall, stand two tall milestones. A photograph appears in Mervyn Benford's book. They would have been erected by the owners of Stanford Hall to direct travellers to the estate. Sadly the ball is missing from the top of one. Efforts have been made to try and replace the missing ball. Approaches to the County Council and English Heritage bore no fruit. Finally in January 2009, direct contact with Stanford Hall was made, and Mr Fothergill, the present owner was due to be notified and made aware of the situation. Persistent monthly telephone calls eventually paid off. In September, came the welcome news that the stone will shortly be restored. The County Council have been informed so that overhanging branches and vegetation can be cleared.

Staffordshire. *John Higgins* reports that the repainting scheme is progressing and last summer saw the renovation of mileposts in South Staffordshire and Cannock Chase districts. In addition, *David Wright* repainted finger posts in the Newcastle area. A sale of artefacts by Les Oakes estate (a well known scrappy and architectural salvage and junk yard near Cheadle), was watched carefully, because there were several pieces of roadside heritage included, but thankfully none were offered for sale.

Surrey. *Janet Dowding* reports that 15 people attended the autumn meeting at Send Manor, Ripley on Saturday 31st October. The main item to report was the arrival of the Surrey postcard of which 60 were sold on the day. Various ideas were discussed for getting the postcard out to the general public.

New Surrey milestone databases were handed out. The latest figures show that 158 milestones survive in the county. Two had been added, one in the parish of Haslemere and one in Thursley, the former actually on the A3 and the latter re-sited in 2009 from the A3. The nos. SY157 and SY158 have been found and noted by *Colin Woodward*. These two are both on the A217 Brighton road in the parish of Tadworth. One is still standing in its original form but the other is buried in the central reservation opposite

Aberdour School, with only the top two inches visible. There are still one or two more milestones to be added, including one at Brixton, awaiting reinstatement, and an unusual stone in Richmond Park showing distances to the various gates.

Colin has also been photographing Surrey's many coal tax posts for the file, a file which eventually will have a visual and written record of all the coal tax posts around London. To achieve this, help is required from the neighbouring counties.

Mention was made of the need to find a new representative for East Sussex after the resignation of John Griffin. Also, that nothing has come from recent efforts to get the Pratt's Corner milestone repaired and reinstated. Nobody in authority seems to want to take financial responsibility for this.

Worcestershire. Encouraging news for the Worcester to Upton and Eldersfield project. All six parishes and Worcester City Council are now behind the project, and hopefully all thirteen milestones on route to the Gloucestershire county border will be restored by October this year. Out of the thirteen stones, 10 need new plates, 2 new stones are required, and two need to be up-righted or moved to a better position.

The county has been experimenting with a sample of "Bondloc" glue (SUPERTAK PU GEL) to attach a cast iron plate to a sandstone milestone. The guinea pig was the two milestone between Bewdley and Far Forest on the A456. To date the plate has not fallen off, therefore it might open up the possibility for other counties to follow suit, if they have similar problems.

Over the past six years seventy milestones have been renovated within the county, by way of re-plating, repainting and clearing away the surrounding vegetation.

A 40 page book is being prepared by members on the Toll-houses of Worcestershire. It will be lavishly illustrated with pictures of toll-houses past and present and examples of milestones to be found on each turnpike route. The book will compliment the very successful previous publication, "Finding Worcestershire's Milestones."

Welsh Counties. Due to the sparse membership within the principality, very little has been reported or achieved by the Society in Wales, during the past twelve months. *Ian Jolly* has continued to record the milestones for the national database, and has now reached Cardiganshire. Reports of the theft of the "WELCOME TO WALES" sign on the Herefordshire and Radnorshire border at Brilley have been sent in to both the Powys and the Herefordshire County Councils.

The theft of the milestone 6 miles from Haverford West on the A40, as reported in the NL17, may have happened due to the road re-development around Canaston Bridge.

Finally the survey of all toll-house sites within the Principality is almost complete. To date, over 1100 locations have been recorded within the thirteen counties, of which 200 survive in one form or the other. Anglesey has the best record-12 recorded, 10 survive. Glamorganshire has the worst record 150 recorded and 4 survive (of which, one was a toll -house for a tramway from an ironworks at Treharris and another was on the Neath Canal).

TO THE LIGHTHOUSES

For members wanting a rewarding challenge there is a series of milestones along the

road to Cape Wrath. The journey to the most north westerly tip of the British mainland is exciting, to say the least. Only with weather, tide and MoD permitting (part of the area is a NATO bombing range). Ten people, two bicycles, the ferryman and his dog squeezed into the little open boat for the short voyage across the Kyle of Durness when we visited last July. An elderly minibus then bounced us along the eleven miles to the lighthouse on the Cape.

The narrow road was built in the 1820's to get men and materials to the Cape for the building of the lighthouse, which was designed by Robert Stephenson. The guide book said there was one passing place, but we didn't see it. The road didn't look as though it had been repaired for many decades and the bridges gave about 4 inches clearance either side of the bus. The driver was obviously used to the road and jolted us along at a good speed, scattering sheep and a few surprised deer.

Milestones were put up by the lighthouse keepers, measuring the distance from the lighthouse (because that was the centre of their world) to the jetty. We spotted six of the eleven and were told that only number 8 is missing. They are of different designs. The driver kindly stopped so that we could photograph the 1-mile, and we were able to walk up from the jetty to photograph the 11-mile (NC370661) (Fig15). One really needs to walk or use a mountain bike to get to the others.

These were not the only milestones we found on the way to a Scottish lighthouse. On the B9165 on the Fearn peninsula between the Dornoch and Moray Firths, there is a cylindrical stone south of Portmahomack which reads "PORT/1/MILE" the lettering painted on in green (NH907830) (Fig 16). Continuing north east on the unclassified road we came to another cylindrical stone outside Bindal Farm (NH928847). The farmer is very interested in local history and keeps an eye on it. He said he didn't know anymore, but two miles further on, just before the road ends at the lighthouse at Tarbat Ness, we spotted another (NH 943872). The latter two milestones have no legend but the 1st edition 6" OS map shows a series giving distances to Balnagown Bridge (between Milton and Kildary on the A9/B817) and Tarbat Ness lighthouse.

Carol Haines (Norfolk)

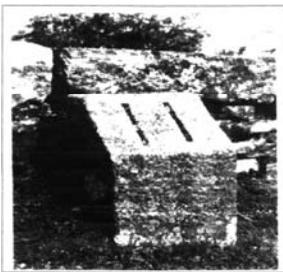


Fig 15



Fig 16



Fig 17

In addition there is a milestone (Fig 17) on the road leading to the Mull of Kintyre lighthouse. Its construction entailed landing men and materials at Carskiey, a small inlet 5 miles (8 Km) to the east, then transporting everything by horse on the difficult day-long journey across the peninsula. The builder was Peter Stuart of Campbletown.

BOOK REVIEW

Tim Jenkinson and Patrick Taylor, *The Toll-houses of South Devon*, Poly Press, 2009 ISBN;978-1-907154-01-0, Pp120, Price £8.95

Milestone Society Devon representative Tim Jenkinson has teamed up with Patrick Taylor to publish this long awaited sequel to "The Toll-houses of Cornwall." It provides a rich history of South Devon's toll-houses, and is packed with excellent photographs, old and new.

It also covers a wide spectrum of related information, from the maintenance and upkeep of the roads since 1550, the development of the counties turnpikes from the first Act in 1753, to the various toll-house styles that can still be seen today.

The book has quality and is attractively presented. However it does seem a great pity, especially perhaps for the newcomer to the subject, that maps have not been included to illuminate their locations. I really look forward to the North Devon follow-up in this fascinating series.

Caroline Woodard

Patrick Taylor, *The Toll-houses of Suffolk*. Polystar Press. ISBN; 978-1-907154-00-3. Pp.84. Price £7.95.

The Toll-houses of Suffolk is a companion volume to Patrick Taylor's already published book on toll-houses in Cornwall. It will soon be followed by works on Norfolk and others.

Section 1 gives a clear concise history of the maintenance of highways from the Acts on Statute Labour in the 16th century to the era of the turnpikes. Section 2 deals with the development of toll-house styles, with their varying ways of incorporating somewhere in the building, windows, to allow the collector a view up and down the road. Section 3 gives an account of the development of Suffolk turnpikes from the first Act in 1711 (Ipswich-Scole) and details the toll-house styles to be found in the county. Although one often thinks of octagonal buildings, only two are known from Suffolk, the iconic Sicklemere toll-house being illustrated on the cover. "Perhaps the most striking thing that emerges about Suffolk's toll-houses is that they do not seem to show any particular pattern, no two that remain are the same, even within the same turnpike."

Section 4 comprises a gazetteer of all known Suffolk toll-houses, with photographs of surviving buildings, where they can be found, and also those that have been demolished. The author ventures just across the border into Cambridgeshire, Essex, and Norfolk where some of the turnpikes ran or where later boundary changes have altered the building's allegiance. Sadly, about two-thirds of Suffolk's toll-houses have now been lost. An Appendix deals with buildings which could easily be mistaken for toll-houses. Many are estate lodges, while some were associated with market tolls.

The toll-houses are arranged by areas and do not necessarily follow one particular turnpike route. It would therefore have been helpful to have an index incorporating the turnpikes and the parish in which the toll-house is/was situated. Nevertheless, it is a

well-produced book and a welcome study of these neglected buildings.

Carol Haines

Valerie Belsey, *Exploring green lanes: and the stories they tell, south & south-east Devon, Dartington*. Green Books. 2009. ISBN 978 1 900322 29 4 , Pp 279, £9.95

I am not sure why, but I have always assumed that members of the Milestone Society would seek out and walk green lanes as recreation. Those who do should find this book of interest and a good companion when on holiday in Devon should they not live there. Flicking through it (something one cannot do on a website), one feels that some good milestone material will jump out at you. Why? Well, there are illustrations of fingerposts, road signs, lanes and old road maps. It just feels milestoney. But it is essentially a book detailing fifty walks along green lanes, with a lot of background information of what one passes en route, and is especially strong on pointing out the many different trees seen and the changing views from the routes.

Routes are marked on pre-1940 maps which help to give a feel for the old ways one will walk. This pays off on page 27 where we are told to "Take the footbridge over the M5 here", with no motorway shown on the map. On page 30, we are told to "pass through a gate marked 'Paths' and over someone's front lawn " All very relaxed, as walking green lanes should be. It might be considered gross ignorance, but I had never heard of a slate industry in Devon before reading this book, whilst I did know of hedgdating as promoted by Hopper and Pollard.

The author, well known for writing about green lanes, is particularly appreciative of fingerposts, and dedicates route 36 to Stuart Hands for his lifetime study of highway monuments (Stuart Hands, *Road Signs Princes Risborough, Shire*, 2002), whilst noting the "special, locally made fingerposts" found along the walk.

One can always find something to quibble with in any volume : some maps are enlarged but this is not noted, and the few symbols used on the maps are not explained clearly. But the maps do have useful extra names added and the author does use a full National Grid six-figure reference SX 818722, without omitting the letters, which would make the reference meaningless.

I hope to try some of the walks later this year, and believe this work worth reviewing as it is in the style that I think a milestone book should be. In the meantime, have any members suggestions for the shortest walk, circular or linear, passing the greatest number of in-situ milestones? The most milestones per mile, so to speak.

David Archer, Montgomeryshire

Referring to wooden fingerposts, on a visit to Dingles Steam Village at Milton, near Lifton in October last year, one noticed the sad absence of the nine armed fingerpost pointing to sixteen destinations (reproduced in Stuart Hands book, Road Signs, page 20). This magnificent piece of Devonshire craftsmanship, originally located on the B3194 and B3196 at Sorley Cross on the South Hams, has succumbed to the elements and has not been on display for a number of years. Happily it is now being restored and hopefully will be on display again in the not too distant future.

Howard Smith, *Guide Stoops of Derbyshire*, Horizon Press, Ashbourne, 2009 ISBN 9781843064268, Pp96, Price £9.99

Stoops (from the Scandinavian word 'Stone') are the special milestones of the Derbyshire moors. This is more than an admirably laid out guide to them. It is also an important contribution to the history of milestones in general. No wonder it has reached a third edition and on the way has helped the preservation of stoops.

It starts with clear uncluttered maps showing where the stoops are. Each site is given its reference number in the book. Howard Smith's comprehensive written descriptions of each stoop are complemented by Chris Hilton's clear line drawings. *'Walking boots are advised as it is easy to twist an ankle in this terrain'* is typical of the practical advice in the *"how to find"* directions, which, along with map reference and location, accompany each entry. The drawings bring to life the animated hands carved on many stoops. Aiming posts are also illustrated.

Travel in late Tudor and early Stuart times was more difficult than in the Middle Ages. Smith's full introduction covers many historical details, such as mistakes in signs being due to leaving the preparation to apprentices. He discusses dialect-logy and phonetics in connection with these milestones, reveals the abuse of stoops by gamekeepers and landowners, and reports the rescue efforts of Holymoorside and District Historical Society.

Laurence Dopson

FILM WORLD

Derrick Hall, writes in to inform us that last July, he and his wife saw the film, "Sleep Furiously." It is a documentary by Gideon Koppel (released in May 2009) about the farming community of Trefeurig in the old county of Cardiganshire.

Within the film, a local man relates a poem about a signpost in the village. He stands in front of it and demonstrates the effect of the wind on the newly provided round steel signpost.

" In our village was a signpost, hand painted - made of wood.
For years it gave directions, as on the bank it stood.
But time moved on and by us all, sadly got forgotten,
Till the day it fell apart, damp, decay and rotten.
Along came the council men, and dug a great big hole,
And put us up a modern one, upon a big steel pole.
Now there's a signpost at the junction, at the bottom of our lane.
A lovely nice new modern one, but was it all in vain ?
Cause when the wind blows in the night, the pointers move around,
And Cwmerfyn is where Cwmsymlog is and Penrhyncoch can't be found.
Now I look forward to when it's old and rusted,
Then replaced by a wooden one, at least it could be trusted."

One can view this little roadside gem, on www.totalfilm.com/trailers/sleep-furiously

THE LAST TURNPIKE IN YORKSHIRE

The route from Doncaster to Selby was not turnpiked until 1832 when a five mile section of new road was constructed across the flat, presumably then, marshy land north of Askern to beyond Whitley where the M62 now runs eastwards towards Hull. A good run of thirteen out of the original milestones survive together with three toll-houses. They are all the same style. However the one at Tollbar has had an upper floor added. Perhaps as well as it has been extensively flooded twice since the World War II, in 1947 and 2007. The next one at the start of the "new" section is still single storey but has had bits added and is now used as a lorry firm's office. The most north-erly is in Brayton, a couple of miles south of Selby and until 2007 was lived in. Only minor changes had been made to it although it had lost its two tall chimneys. After the death of the owner it was eventually sold and plans were put in to demolish it and build a new bungalow on the site. Last year it looked as if this would go ahead but now the toll-house may be saved. Member Anne Taylor who lives in Selby has sent various cuttings from the local paper, the last one dated 30th April. Town councillors are, at last, objecting to the application to knock it down that has been submitted to Selby District Council. So hopefully there could be a change of mind. In September it was still there but is getting more overgrown and derelict by the day. The strange thing is that it is not listed yet, though trees are.

Christine Minto

DATED MILESTONES AND GUIDESTONES IN YORKSHIRE

There are about forty-five dated stones within the old Yorkshire boundary. The two earliest, 1712, are in North Riding, one near Thornton Steward and the other on the B6268 at Firby. The next oldest, in the churchyard at Wyke, Bradford, is dated 1733 and our only hexagonal stone, on its original site at Dyson Cote near Penistone was put up the following year. Behind the Ark (Council Offices) in Tadcaster are two from 1735 with another of the same date used as a gatepost at Weston near Otley. For 1736 the stone is near Hoylandswaine TI on the A628. Dated 1737 is a stone at Stone Chair, north of Brighouse, and a stoop at Moscar on the Derbyshire border above Sheffield. The spectacular stone on Pennypot Lane near Killinghall is inscribed 1738, as are the two restored stones in Kirklees at Kirkheaton and Farnley Tyas. Another of this date is used as a gatepost on the hills above Penistone but is on private land. Sadly the 1738 stone to the east of Hellifield on the A65 was knocked over in 2007 and put back the wrong way round! Another from the same year was removed by Barnsley Highways about six years ago because it would be in the way of a new road. The construction commenced last year, so one is looking forward to the stone being taken out of storage and re-sited. For 1739 there is the stone at Dunford Bridge in the Trough of Bowland. Originally in Yorkshire, it is now outside due to the 1970s boundary changes. There are at least fifteen more dated 18th century stones spread around the county and many more from this period without dates but embellished with hands, some plain and some very ornate.

Christine Minto

THE MILESTONE SOCIETY AND CANAL MILESTONES

The aim of our Society is to "identify, record, research, conserve and interpret for the public benefit the milestones and other waymarkers of the British Isles." There are fewer and fewer roads and trackways remaining that have not been scrutinized by our members for evidence of signs, stones and posts. Clearly, we do this very well, but several members of the Society have noted that there are also many milestones beside our canals and that we appear to know very little about them.

Canal milestones and posts are often as attractive and important as their roadside counterparts. Indeed, many metal posts were cast in the very same foundries. In order to find out more about canal side artefacts, I have volunteered to see what may be around. It will be a low-key start, as I am careful not to overload my own computer or face the Society with extra work before it can comfortably accommodate it.

I invite members with an interest in canals to help. Do you have a record of what is on your local canal? Many canal restoration/preservation societies are known to take a great interest in their mileposts and I know several, including the Caldon, Chesterfield and Montgomery Canals that have also had many missing milestones replaced. If you have any connections with such a society, please let them know of this society's interest. A brief article on the subject will appear in "*Waterways World*" and "*Narrowboat*" magazines in the near future.

So, if you have information about the existence of mileposts on a canal, please let me know, by e-mail. I would also be interested in having low resolution digital photos, but have no capacity to store or archive printed material. I hope canal societies will also get in touch with me. Indeed, one has already done so. It would be good if records about canal mileposts could be established, at a local level, following the standard pattern of recording that our Society has adopted. As well as building up a picture about what information is already held, I shall also be happy to provide information about what the Society recommends in terms of restoration, refurbishment and replacement. Whilst many canals, both in use and in various stages of disrepair/restoration, have active canal societies to take care of them, there are also many long lost and abandoned canals dotted around the country. I wonder how many of them have mile markers still around? Worth taking a look ?? One organisation that takes an interest in the abandoned and friendless canals is the Towpath Action Group. I am in touch (indeed am myself a member) of that group and I hope that its members will be asked to look out for milestones on their forays.

I hope this, rather tentative, low-key initiative will find favour with many of our members and I look forward to hearing from some of you, and canal societies too, shortly.

David Blackburn
canalmilestones@hotmail.com

STOP PRESS STOP PRESS STOP PRESS STOP PRESS STOP

NEW SOCIETY WEB SITE.

The Society has a new web site which officially commenced on the 31st of December. 2009. www.milestonesociety.co.uk

BRITISH MUSEUM - Current Exhibition - Ends 24th January. The current exhibition at the British Museum on "*The Emperor Montezuma II (1466-1520)*" includes a boundary stone, (Cactus Tenoch) from Mexico City dating from prior to the Spanish conquest. The stone is carved in the form of a cactus 970 mm (38") high x 280 mm (c1325-1520AD). A fragment of such a stone is also exhibited, 290 x 370 mm, (c!430-1500AD). The boundary stones have been lent by the Museo Nacional de Antropologia, Mexico City. *Colin Woodward*

SALE of SWINFORD TOLL BRIDGE. The bridge went up for auction during the first week in December. The original asking price set in May of £1.65 million was not reached. It was finally bought by a London businessman for £1.08 million. Hopes that Oxfordshire County Council might have bought the bridge were dashed by the present credit crunch. Like most authorities, it is now very strapped for cash. *Derek Turner*

WHITCHURCH TOLL BRIDGE. The Secretary of State for Transport approved the increase in regulated tolls, which came into force on Monday 26th October, 2009. It was reported in the last Newsletter of the public's discontentment with the possible increase. *Internet*

THE LISTED MILEPOST that went missing (reported in '*On the Ground*' as believed stolen) from alongside the A404 at Chenies, Buckinghamshire has been located. It had suffered further damage and was taken into safekeeping by the parish council until repairs can be undertaken. Derek Turner, Society representative for Oxfordshire was instrumental in finding contacts at Bucks CC who were able to provide the information. *John Nicholls.*

PUBLICATION. "*ALTON PAPERS*" is a little known local history publication, from Hampshire. Its Issue's No 12 (2008) and No 13 (2009) has a two part article on the "Arrival and decline of the turnpikes" on the main roads around Alton. A well written article by Martin Morris, full of facts, maps and old photos. Copies are available at £3.50 each (includes p & p) from Mrs Jane Hurst, 82 The Butts, Alton, Hampshire, GU34 1RD. *Terry Keegan*

THE TOLL-HOUSES of NORFOLK. The 4th book in the series by Patrick Taylor has just been published. A review will be in the next issue of the NL.

Overheard recently in a court case, somewhere in the United States of America.

" Where did the accident take place ? "

" Near the 35th milestone ! "

" Where exactly is the 35th milestone ? "

".... er.... halfway between the 34th and the 36th milestone !! "

DATES FOR YOUR DIARY 2010

AWAYDAYS in ROSS on WYE. Friday/Saturday April 9th - 10th. Committee members have decided to blitz the counties of Hereford, Gloucester and Monmouth! The objective is to bring everything up to date and find all previously unrecorded markers. We would really like to complete the archive records for these three counties, and know the task has been well done. Based in Ross on Wye, due to its central position, facilities and good transport links. Accommodation is already booked for the weekend.

Members are most welcome, and invited to participate, for a day or the whole of the weekend. Volunteers are invited to help complete this task. For further information and details, please contact, Mike Faherty. saffrons@aol.com or on 01202 309770. NORTHERN SPRING MEETING. Sunday 18th April. Speakers, displays, and discussion at the usual venue - the Village Institute, Hebden near Grassington. 10 am - 3.30 pm - Everyone welcome - bring your own packed lunch. Refreshments available. Attendees have come from Scotland and Kent, so why not enjoy a weekend away in Yorkshire or visit those distant relatives ?

NATIONAL SPRING MEETING. Saturday 15th May. 10am - 4pm at Moulsham Mill, Chelmsford, Essex. Mainly an East of England theme - Toll houses of Norfolk, Lost Lincolnshire mile markers, Essex way markers. Lots more. www.moulshamill.co.uk for location details. All welcome.

AGM & AUTUMN MEETING. 2nd October. Black Country Museum, Dudley, West Midlands. Where the Society held its founding meeting on 10th October 2000. Lets make it the biggest Society meeting ever !

DEADLINE FOR THE NEWSLETTER FOR JULY 2010 -

Contributions for inclusion in the July 2010 Newsletter should reach the Editor by **Friday 4 June 2010** at the following address;- Chris Woodard, 19 Kingswood Road, Monmouth, NP25 5BX.

Email;- chris.woodard@tiscali.co.uk or welshmilestones@tiscali.co.uk
Submission of articles in electronic form (floppy disc) using Microsoft Word is particularly convenient. However, if you have a recent PC with Microsoft Office XP or word 97 please use the "SAVE AS" option (not "SAVE") and save files in word 5.1 for Macintosh format. If this is not an option, please save RTF (Rich Text Format), word 6.0/97, or (from Window XP) word 97-2003 + 6.095-RTF (*.doc) format. Contributions, are very welcome, but are accepted on the understanding that the Editor reserves the right to modify received copies to achieve a suitable length or style consistent with the overall size, aims, and content of the publication.
