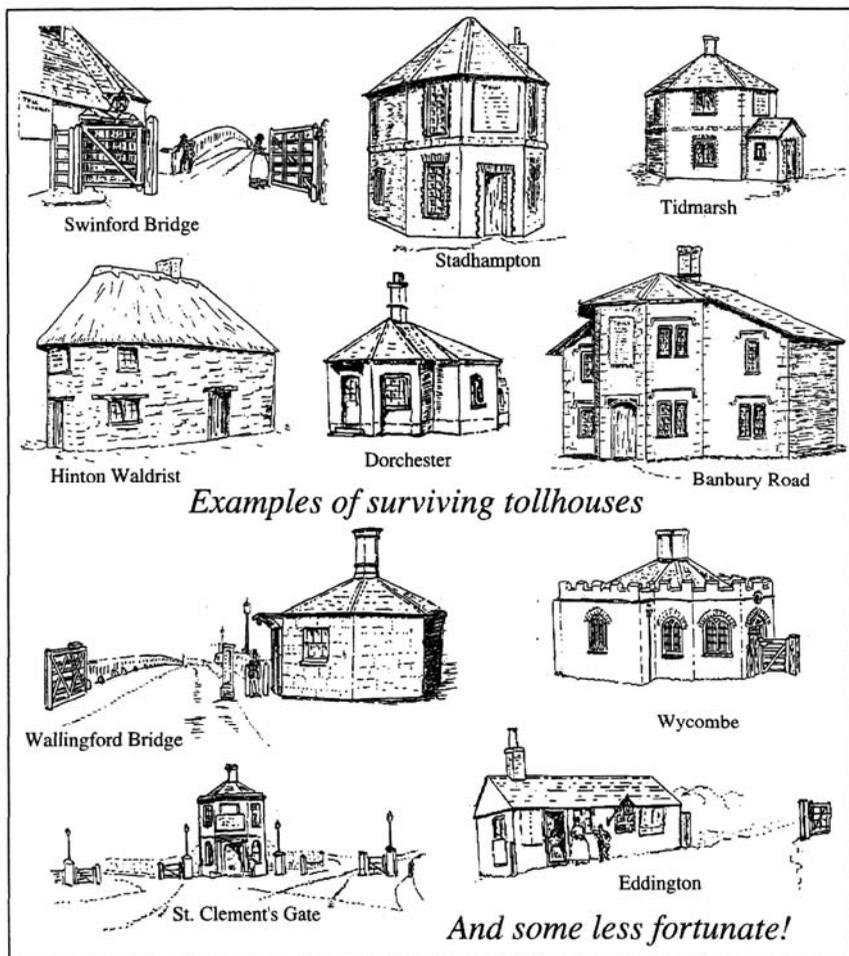




THE MILESTONE SOCIETY

Newsletter 13

July 2007



The Cover Picture - The illustrations (by Alan Rosevear) reflect the Society's interest in tollhouses. According to our information, a toll of 5p is still required to cross Swinford Bridge, and the Wycombe tollhouse, having been half-demolished by a lorry in its original position, was rebuilt in the Chiltern Open Air Museum at Chalfont St Giles (Bucks) where it can now be viewed.

EDITORS' COMMENTS - A requirement in producing the Newsletter to make it most cost effective with broadest appeal is to ensure that the pages, which are printed and bound in multiples of four, are filled to capacity with as many contributions as possible. This means some judicious editing of contributions and illustrations is necessary, with the ever present need to deal with small late informative notices of general interest to members, and the necessity of adding illustrations at the final stage. The method we have found most effective regarding our effort and time is to grow the new Newsletter as the contributions come in, bearing in mind 'fine tuning' is sometimes necessary at a late stage, so that as final submission date is approached the edition is nearly complete and there is a lessening opportunity for inclusion of longer articles; in such cases inclusion in the following Newsletter is the best option. As ever, we are grateful for timely articles and trust that the format and content of the Newsletter serve members' needs and interests.

NOTES AND QUERIES

What's in a name? One better than 'Fourth Milestone House' (NL12, p.2) is 'Fifth Milestone Cottage' reported by John and Janet Harland (E Yorks.) in Dunnington on the A1079. According to plans the stone, which almost certainly would have been a mounting block similar to others on the route, was situated on the opposite side of the road but is sadly long since gone.

TV Milestone Derek Renn (Surrey) offers a possible location for the 'London 23 Miles' stone shown in an episode of *The Avengers* (NL12 p.24), purportedly on the 'Great South Road'. A milestone is painted in the foreground of John Brett's *The Stonebreaker* (Walker Art Gallery, Liverpool) which is a view of Box Hill from the north-east. The stone is labelled LONDON/23/?DORKING/?, although it could, of course, be artistic licence. This does not seem to be on the line of the known turnpike from Leatherhead to Dorking which has lost all but one of its stones, but there is a stone in a garden reading LONDON/OVER THE/DOWNS/1745 which might have been a short cut following the Roman road (Stane Street). The M25 line is roughly 23 miles from London, so if the stone featured in the programme is genuine, it could have come from one of the several counties through which it passes.

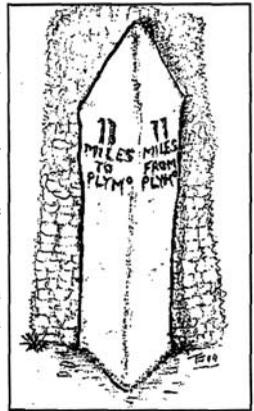
Dire warnings Other bridges do seem to have had warnings to desecrators (NL12 p.2) and Michael Knight (Beds.) spotted one from Middlesex which was shown on an Antiques Roadshow located in Melbourne, Australia. The owner of the plaque thought it might have come to the penal colony with the miscreant who had been convicted of wilfully damaging the bridge.

Surrey milestones Michael also wishes to add to information given in Derek Renn's article (NL12 p.5). He thinks the stone mentioned as being in a garden at Fairmile Lodge East refers to a massive stone block now part of a chain-linked boundary of

bollards round the front garden of a house called Oche Rios on the A307. The owner told Michael that there was lettering on all four sides, but only Esher 2 could be made out.

Sheffield to Bakewell Christine Minto (Yorks.) writes: John Higgins (Staffs.) sent me a cutting from the Sheffield evening paper, *The Star*, of 20 March 1952 which a friend had found being used as a bookmark. There was a reply to an earlier query stating that high up on the Royal Hotel at the junction of London Road and Abbeydale Road there was a milestone: Sheffield 1 Bakewell 15. In 2006 the pub had just been converted to the Royal Apartments and there was no sign of the stone. However this is where the Goose Green to Totley turnpike of 1803 started. It then joined the Totley to Owlbar branch of the Greenhill to Hathersage road. This ties in with the stones on Totley Bridge mentioned in NL12 p.3 seen by Neville Billington. The bridge goes over Oldhay Brook that runs into Totley Brook at the other side of the road. This was also the border of Mercia and Northumbria.

To-ing and fro-ing in Devon In response to the query about the sketch in NL11 p.5, Tim Jenkinson (Devon) advises that it was once one of the semi-pyramidal topped cast iron mileposts on the old Plymouth to Exeter road. The distinctive marker was one of 15 set up by the Plymouth Eastern Turnpike Trust away from the city as far as South Brent in the 1820s. The milepost stood at the side of the old A38 about a quarter of a mile south-west of the village of Lee Mill at approx. SX 596557, which is nowadays a slip road. Unfortunately most of the posts along this route, this one included, were lost during the building of the present-day dual carriageway in the mid-1970s. Today just three are still extant at the 5 (Plympton), 11 (Ivybridge, see sketch) and 14 (Wrangaton Cross) mile points from the city, two of which have acquired Grade II listed status, with the third awaiting confirmation. Together they are remarkable artefacts from an era of important road building between Devon's two cities in the early 19th century.



Traveller's Rest In NL5, p. 19 Derek Bissell (Gwent) wrote about a milestone on an 18th-century coaching route at SO 425183 in Monmouthshire. Chris Woodard (Ceredigion) can now add that the Traveller's Rest/Seat has been renovated by the EU and Welsh Assembly/CADW. Its covering of ivy has been removed, revealing that there is no seat or even a suitable perch on the wall. A noticeboard has been erected nearby at the entrance to Lettravane Farm.

Comfort and convenience for travellers In NL12 p.3 Neville Billington (Worcs.) described a milestone at Llanrhaeadr-ym-Mochnant (Powys) with a Latin inscription mentioned in a letter to *Country Life* in 1940. John Higgins (Staffs.) can confirm that the stone still exists (at SJ 125259). As a bonus, just across the road is a later milestone with metal plate reading: Wrexham District/1894/DCC [Denbighshire CC] /Wrexham 30/Shrewsbury 26/Oswestry 14/Llanrhaeadr.y.m. 0. Another confirmation has come from Mrs J Taylor (Cumbria) whose daughter

knows the rector of Llanrhaidr and his wife. Both milestones are mentioned on p.44 of Chris Woodard's recent book of sketches of Welsh milestones.

Metrication and milestones In NL12 p. 8, Alan Crowhurst wonders whether the metrication of distances on road signs would have an adverse effect on milestones. As so many milemarkers are either 'listed buildings' or 'ancient monuments', or are often near-illegible from neglect, one would have thought that they would be much safer than they are at present from hedge-cutting, runaway lorries, and other 'accidents', writes Richard Oliver (Devon).

It is perhaps worth noting that *metric* distance markers, at 100 or 200 metre intervals, have long been in use on motorways and primary routes in Britain, presumably primarily for maintenance purposes. They seem to be made of stout plastic, and, being lettered so small that they are not easy to read, perhaps not one traveller in a hundred realises what they are! A strange feature which has appeared quite recently (in the past year or two) beside the M25 is a series of metric marks going e.g. 78.3, 78.8, 79.3, 79.8, etc. The zero-point seems to be somewhere around the Dartford Tunnel. Can anyone shed further light on these? *[The Editors can confirm that the new markers, orange on blue, were present on both sides of the M25, opposite each other, with the same numbers (X.3, X.8) on the markers either side of the carriageway, with increasing numbers in the clockwise direction. The clockwise markers were labelled A and the anticlockwise ones labelled B. There are small stick markers in between with numbers providing the missing decimals. With the EU announcement in May that the UK will not be forced to go fully metric, hopefully miles will be with us for the foreseeable future.]*

Milestones and boundary markers in wartime Richard Oliver also asks: Most of us know that, as an anti-invasion measure, signposts and mile-markers were either defaced or removed in 1940. This prompts two questions, neither of which do I recall being posed before in print:

(1) After the war some mile markers were replaced and some were not. The Lindsey division of Lincolnshire (roughly the north-eastern half) is nowadays remarkably deficient in mile-markers (I know of about five stones and one milepost), yet the Ordnance Survey six-mapping revised *circa* 1905 shows the main roads to be as well-provided as were those of any other county. It would seem that the Lindsey authorities didn't bother to replace them after 1945. It is also noticeable that almost all the mile-markers are indicated as 'posts' - *i.e.* presumably metal, and capable of being melted down - rather than 'stones'. This suggests two things: first, that the Lindsey mileposts weren't replaced after 1945 because they had gone for scrap; and second, the hypothesis that mile-marker survival may be greater for miles-stones rather than mile-posts. Does anyone have a view on this?

(2) The object of removing mile-markers, signposts and other indications of location, such as railway station signs, was to confuse an invader. But what happened to boundary markers? These sometimes name a parish or township cryptically, but sometimes in full. Were boundary stones removed and replaced, or were they simply overlooked? Again, does anyone have a view?

Rutland/Leicestershire boundary markers According to a news item in a 1949 trade journal, bronze face plated Rutland/Leicestershire boundary markers were erected

in 1949, writes Rodney Marshall (Beds.) who included the photo shown here. Interestingly it notes that the shield shape for Rutland was blank. On making enquiries it turns out that Rutland County Council was not awarded its arms until 1950. Were the arms therefore added later, and do any of these markers still exist?



Ticking off miles In the winter of 1946 I was stationed at Catterick Camp, Yorkshire, writes Donald Stewart. I had to return from leave after Christmas but there was severe rail disruption because of fuel shortages etc. I arrived at Darlington Station in the middle of the night but there was no train to Richmond and my pass expired the following day. I had to walk, south along the old A1. I distinctly remember that I 'ticked off the milestones every quarter of an hour and as it took four and a quarter hours estimated that it was 17 miles. I was fit then!

EH rejection English Heritage has rejected 5 Staffordshire milestones for listing because they are stones with their metal plates missing, reports John Higgins. EH said they were not of sufficient historic or archaeological interest to merit such status. Has anyone else had a similar experience with listing applications?

TOLLHOUSE TALES

Two short pieces could not be squeezed into the last issue of *On The Ground*, and are therefore printed here instead.

Saving tollhouses is a more demanding task than preserving milestones, writes Alan Rosevear (Oxon). However, we did have one small victory in Hampshire. While out checking tollhouse sites identified twenty years ago by a certain David Viner, I discovered the Bishops Waltham tollhouse in a sad state hidden in trees. On the door was a planning application to demolish it and use the site for a large house. This is listed and is a good example of a polygonal bay fronted tollhouse; Hampshire has few enough survivors. A reasoned argument along the lines of 'if someone does not want to restore it to original, at least incorporate it sympathetically into any new build', was submitted to the planning committee. Thankfully the application to demolish was rejected. How much our intervention counted is unknown but it does broaden the front on preserving the wider roadside environment.

Grainne Farrington (Cams.) writes that in October 2005 when Cambridgeshire hosted the Society's autumn meeting, Janet Dowding (Somerset) travelled to the meeting via Newton village and viewed the tollhouse as listed by English Heritage. She was surprised at its location as this is not a turnpike route though it is on the Cambridge to Barkway road. She asked me to make enquiries. Investigations at South Cambridgeshire Conservation department produced the property details but

no explanation as to its purpose in Newton. Months later, Michael Knight gave a talk at the next village (Thriplow), and afterwards a local man told me that the house started life as a tollhouse in Harston on a turnpike route. When the turnpike ceased, the building was sold, and rebuilt as a gatehouse in Newton. I eventually tracked down a village history written in 1987, and this confirmed the details. Village booklets are invaluable sources of local information and many were written in the 1970s and 1980s by people who had first hand memories.

WANDERING TOLLHOUSES OF NORTH NORFOLK

When preparing a talk for the Rudham History Society near Fakenham I checked the history of the Wells to Fakenham Turnpike and was interested in the apparent difficulty the trustees had in siting the tollgates. The turnpike was quite a late creation - 1826 - and comprised two separate routes going north from Fakenham to Wells-next-the-Sea: a western road via Egmere, and an eastern one through Little Walsingham. A branch came south-east from Walsingham through Great Snoring to join the Norwich to Fakenham Turnpike at Langor Bridge, and on a turnpike map of 1827, a road is shown going west from Fakenham via Sculthorpe to Hillington. This latter branch is hardly mentioned again and seems to have been abandoned. When mileposts were made for the turnpike in 1834 none were put on the Fakenham-Hillington road, and none are shown on maps until the OS 6" second edition of 1906. The eastern part of this road later underwent major changes due to the building of RAF Sculthorpe.

Bryant's map of Norfolk (1826) shows tollgates at Wells, Warham, Kettlestone, and on the Sculthorpe road near Fakenham, in accordance with the turnpike minutes in 1826. The gates started operation in the spring of 1827 and by July of that year the trustees noted very frequent evasions. Orders for the erection of gates across side roads pepper the minutes for the next few years.

From May 1829 the trustees' thoughts turn to moving the main tollgates. The Kettlestone gate was to be moved about 3 miles north to the boundary of Gt Snoring and Walsingham, but by November 1830 a site a further $\frac{3}{4}$ mile north in Walsingham parish had been decided on and Samuel Fox, a builder of Wells, was contracted to remove the tollhouse and gate at Kettlestone and rebuild them on the new site purchased from the neighbouring landowner. Mr Fox was also asked to demolish the other three tollhouses and re-erect them on new sites, for which he was paid £210 including the sinking of wells at each new house. The Fakenham gate was moved south about $\frac{1}{2}$ mile, and the Wells (West Gate) and Warham (Wells East Gate) each moved about $\frac{3}{4}$ mile closer to Wells.

Only one minute book survives (1826-1855) and although side gates continued to be installed to try to prevent people avoiding the tolls, the main tollgates stayed put after the early 1830s. The first edition OS 1" map (c.1838) shows the tollhouses in their new positions. The Walsingham tollhouse still stands -an isolated 2-storey house set in trees between two road junctions. Wells West Gate tollhouse, a single-storey cottage, can be found tucked beside a railway embankment

and dismantled bridge. Wells East Gate was demolished c.1953 to make way for a garage, and the fate of the Fakenham tollhouse is at present unknown.

Carol Haines (Norfolk)

WELSH WANDERINGS

Apropos the mention of the Llandovery Mail Coach. Pillar in the review of Richard Barnes' book on obelisks (NL12 p.26), members may be interested in further information on this curiosity. I described it in detail in my privately published monograph *In the Steps of John Ogilby: Some Old Roads of Monmouthshire and Brecknockshire*. This also deals with the continuation of the Ogilby roads into neighbouring counties, and the turnpike and modern roads that replaced them.

It appears from contemporary accounts that Edward Jenkins, the coach driver, had spent 'some considerable time' at the Castle Hotel in Brecon before setting off. The drop of '121 feet' mentioned in the inscription may exhibit a little licence, although the original road was a few feet above the present A40 (its remains can be seen above the pillar), it is probably nearer 95-100 feet to the river. Perhaps the most remarkable aspect of what appears to be the first commemorated drink-drive accident is the absence of serious injury to the humans; I have not been able to ascertain what happened to the horses. The lad (Kernick) received a broken nose (and unspecified compensation from the coach proprietors).

The full inscription is: (Roadside) This pillar is called Mail Coach Pillar and erected as a caution to mail coach drivers to keep from intoxication and in memory of the Gloucester & Carmarthen mail coach which was driven by Edward Jenkins on the 19 day of December in the year 1835, who was intoxicated at the time & drove the mail on the wrong side of the road and going at a full speed or gallop met a cart & permitted the leader to turn short round to the right hand & went down over the precipice 121 feet where at the bottom near the river it came against an ash tree when the coach was dashed into several pieces. Colonel Gwynn of Glan Brian Park, Daniel Jones Esq of Penybont & a person of the name of Edwards were outside David Lloyd Harris Esq of Llandovery Solicitor and a lad of the name of Kernick were inside passengers by the mail at the time and John Campton guard. (Llandovery side) I have heard say, where there is a will there is a way, one person cannot assist many, but many can assist a few, as this pillar will shew which was suggested designed and erected by J Bull Inspector of Mail Coaches, with the aid of thirteen pounds sixteen shillings and six pence received by him from forty one subscribers in the year 1841. The work of this pillar was executed by John Jones marble & stone mason, Llanddarog near Carmarthen. Repainted and restored by postal officials 1930.



Another roadside curiosity (see photo left) is a

plaque and slab which mark the side of a water trough on the B4521, about a mile from Abergavenny (SO315155). It is outside Maindiff Court Hospital, which housed Rudolph Hess from 1940 to 1945 prior to his Nuremberg trial. In the 1920s this was the A40 before its merging with the Midlands to Newport road to form A40/449. The representation on the plaque of an elephant inside the horseshoe (inscribed 'A righteous man regarded the life of his beast') is strange. Evidently Hannibal did not pass this way after crossing the Alps, though perhaps P.T. Barnum used the road with his circus! Sadly the plaque has deteriorated badly over the last ten years and the elephant is now barely recognisable.

Derek Bissell (Gwent)

ALL WRAPPED UP

Earlier this year the British Library had an exhibition entitled 'London: A Life in Maps' which showed the development of the capital illustrated by maps and panoramas. The shop produced a range of stationery to match, including sheets of wrapping paper on which was printed part of a map drawn in 1746. This map has marked on it what can only be milestones. With a magnifying glass trained on the road going west from Hyde Park Corner, you can see the words '1 mile' roughly where the Albert Hall now is, then, further west, '2 miles from Hyde Park Corner', '3 miles' and '4 miles'. The pictures I have of milestones on the Bath Road between Cranford and Slough show dates of 1741, so if those on the map are of the same series they must have been quite new when the map was drawn.

Probably even more interesting is the marking in the Edgware Road 'Three miles to St Giles Pound'. I have only found references to St Giles Pound on the stones in Hampstead and Highgate and was not aware that there had been any in the Edgware Road. The thought of cattle being driven down through Cricklewood and Kilburn stretches the imagination a bit.

This is altogether too good to use as wrapping paper in my view.

Ron Westcott (Surrey)

TWO 13-MILE STONES ON THE EPPING & ONGAR TRUST

A similar case to that presented by Lionel Joseph (The two 35 Miles mileposts on the A22', NL12 p.6) can be found in Essex. Travel north from Woodford through Buckhurst Hill and Loughton on the former Epping & Ongar Trust (now the A121) and you pass by the 10, 11, 12 and 13 mile milestones. The LONDON 13' at the top of Goldings Hill is Grade II listed (the only listed stone on the E&O), grid ref. TQ 429982. Continue another mile and you reach The Wake's Arms roundabout where, on turning right towards Epping (B1393) the next milestone may be found at TQ 428995. This is also LONDON 13'. A look at the turnpike history reveals the answer. In 1830 James McAdam became the surveyor for the Epping & Ongar Trust. On 14 June he reported that 'a great improvement might be made in the road between Epping and Woodford, by adopting a new line ...' The Trust could not afford it and plans were put on hold until a tender by Messrs Bough & Smith for

£5,417 was accepted. They defaulted and in 1833 McAdam offered to complete the works for £2,200. The new road was ready by 1834 and ran through Epping Forest (imagine trying that today) from the Woodford Gate to The Wakes Arms where it joined the already existing road. The new road (now the A104) not only avoided the hills at each end of Loughton but also shortened the route by a mile. Old maps seem to indicate that mileposts were used on the new road of which none survive. The shortening of the route had far-reaching consequences as every milestone beyond the Epping & Ongar had to be altered to lose the loss of a mile to London.

A similar situation of two identical milestones also occurs in Bishop's Stortford on the former Essex & Herts (Hockerill) Trust. The route formerly ran through Bishop's Stortford but then the route by-passing Stortford town was made at Hockerill, a notorious bottleneck when it was the A11. At the 29 miles from London point on both routes are milestones identical in size, design and inscription.

John V Nicholls (Essex)

WOODEN MILEMARKERS

I have a booklet about the York to Oswaldkirk Bank turnpike of 1768, This is now the B1363 on to Helmsley. Included in it are Minutes from meetings. On 11 September 1772 it was decided that markers should be placed along the road. They were to be wooden mileposts 4½ feet in length and every third mile a 'horsing' stone. The Minutes of 27 September 1776 state that they were to be painted dark blue. What remains now? The wooden posts are long since gone but there are 'horsing stones' at 3, 9, 18 and 21 miles from York. An inscription can just be made out on the last one. There are also late 19th century Highways District metal posts at 8, 13, 14, 16 and 19 miles. These were cast by Mattison of Bedale and have hands above the names. But they are pointing the wrong way or all the posts were put on the wrong side of the road! However the one in Sutton on the Forest has part of a replacement hand pointing the right way. Mattison cast similar posts for the Richmond area and some of those are wrong-handed too!

Christine Minto (Yorks.)

HAYTOR GRANITE TRAMWAY, DEVON

In 1819 George Templer opened up quarries on Hay tor Down on Dartmoor with the intention of transporting large quantities of granite to Stover Canal at Ventiford near Teigngrace, for shipment via the port of Teignmouth to London where the stone would be used as building material for the new London Bridge. In the ensuing year he constructed a tramway from quarry to canal, a distance of some seven miles, using granite instead of iron rails. The stones were specially cut on the upper surface to form flanged rails to support the iron wheels of waggons. Good examples of the old granite rails can still be found on the open moor and through Yarnar Wood.

To mark the distance to/from the canal Templer set up a series of milestones beside the track. Mostly fashioned from rough granite, the stones were simply



engraved with a number. Today just four of the original seven survive at the 6, 5 (see sketch), 4 and 3 mile points. Unfortunately it was the coming of the South Devon Railway in the 1860s that saw the end of the tramway's working life.

Recent surveys of the stones and the surrounding area by county representative Tim Jenkinson have revealed the existence of various boundary markers that were set up by Templer and his successor the Duke of Somerset. All have been added to the Milestone Society database for Devon and information on the location and condition of markers within their boundary has been passed to

Dartmoor National Park Authority for their attention.

References: Brewer, D: *A Field Guide to the Boundary Markers on and around Dartmoor*. Devon Books (1986); Ewans, M C: *The Haytor Granite Tramway and Stover Canal*. Newton Abbot: David & Charles (1966); Harris, H: *The Haytor Granite Tramway and Stover Canal: A Guide to Retracing the Route of Dartmoor's Granite from Quarry to Sea*. Newton Abbot: Peninsula Press (1994).

Tim Jenkinson (Devon)

WATLING STREET SURVIVORS

On 3 February 2007 I cycled from Yoxall in Staffordshire to the edges of London in a day, following the A444 then the A5 all the way. I was surprised at the dearth of mile markers on this historic route, and recorded a total of six during the 100 miles plus journey.

The markers I noticed were: at the junction of the A5 and Fosse Way B4455 (poor condition rough dressed stone and illegible); at 41 miles to London (good condition cast iron); and a series approaching St Albans - 26, 24, 23, 22 miles to London (good condition, stone). In the St Albans section there was also a City Boundary Post, dated 1935 I think, commemorating their City status.

The modern A5 is very inhospitable for cyclists, and my spirits were flattened by the lack of attractive landscape and disrespect for verge features generally. Ironically it was the Hertfordshire section which had the most intact rural character closest to London.

Have other members done similar audits of other Roman Roads in Britain?

Howard Price (Staffs.)

MICRO-CHIPPING WAYSIDE MARKERS ON DARTMOOR

A few years ago, following a series of actual and attempted thefts of stone artefacts such as granite troughs and crosses within their boundary, Dartmoor National Park Authority (DNPA) started a project to micro-chip vulnerable items. In 2006-7 the project progressed to include a number of wayside milestones, boundary and bridge



One of the micro-chipped stones on Dartmoor.

markers. In order to assist with the location of their stones, DNPA have referred to the Milestone Society's detailed database on Dartmoor markers. In February 2007 County Representative for Devon Tim Jenkinson was invited to accompany Park Officials in order to view the micro-chipping process first hand. Several stones along the B3357 Tavistock to Ashburton road were visited. This road, built by the Tavistock Turnpike Trust in the late 18th century, has a good run of surviving milestones that date from that time. Given their exposed positions and the harsh moorland climate, especially in winter, they are in remarkably good condition.

The process involves the fixing of a tiny micro-chip pellet into a crevice in the stone. Each chip has a unique identification number, which can be electronically scanned in order to provide information on the stone's position along the road. Since the beginning of the project the incidence of thefts of stones across Dartmoor has been reduced and the Milestone Society looks forward to working with DNPA on their plans to micro-chip other wayside stones in 2008.

Tim Jenkinson (Devon)

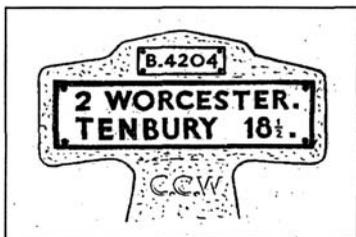
A NEW WORCESTERSHIRE MILESTONE

The Society's Worcestershire group has joined forces with National Grid Transco (NGT) and Worcestershire Highways (WH) department in the replacement of a stone in the county's 1932 series, originally designed by Harold Brooke Bradley. Two or three years ago the Milestone Society noticed the stone on the B4090 east of Feckenham near the NGT site had been broken off, almost certainly having been struck by a passing vehicle. The Society was very grateful to receive general financial help from NGT to ensure a thorough and permanent rehabilitation of this milestone. WH, which supports the heritage value of their milestones, kindly supplied valuable man and muscle help.

Even with this help, the Society's Worcs. Group found estimates to have a new milestone professionally made far beyond their resources. A remarkable solution then arose - a new milestone was handmade by a husband and wife team! Group member Connie Swann, a retired art teacher, made good the broken and missing pieces of the cast-iron plate with modelling paste. This was then used as a pattern by Ironbridge Museum forge to cast a new plate. Her husband Robbie, a retired reinforced concrete engineer, made a wooden former matching the 1932 specifications and cast a new concrete stone from it. It can also be used for future new stones.



The project came to fruition on 7 March when Lee Durrant, Wayleave Officer of National Grid, unveiled the new milestone, now situated in a safer place at the entrance to the NGT site, only a few yards from its original position, a spot chosen by WH staff. The Society hopes the project will encourage more Worcestershire parish councils and other local groups to help give the 'Bradley Stones' a new lease of life.



Postscript - The 1932 Worcestershire milestones designed by Harold Brooke Bradley were made by Johnston Brothers, then trading at 35 Crutched Friars, London EC3, and cast at their quarry in Dawley, Shropshire. All the stones had CCW moulded into their plinth, which caused some curiosity. Alfred Wilkes, who worked all his life for Worcester Highways, said, shortly before he passed away aged 100: 'We became so

fed up with tools and equipment, marked WCC, left at the roadside by our workmen being returned to Warwickshire County Council that we decided to reverse the initials on everything. We reckoned this would clearly identify our property.'

[See also: Connie Swann: 'Worcestershire Milestones', *The Bromsgrove Society Newsletter* (March 2007). £1 from Bromsgrove Society.]

Neville Billington (Worcs.)

ORKNEY MILESTONES

Having paid our first visit to the Orkney Isles in 1993, Frank and I decided to pay another visit in 2006. The cycling really started from Carbisdale Castle on the Dornoch Firth but on the drive up we recorded over 30 stones north of the Border. There were two newly painted ones near Kirk Yetholm, some rusty ones north of Kelso, others in desperate need of some TLC around Perth and the granite posts north east of Braemar with the distance to Aberdeen on the top. We stayed two nights in Tomintoul and taking a circular cycle tour found a surprising number of newly painted stones. There were four on the B9008 to Dufftown and another ten from the A95 at Bridge of Avon back to Tomintoul.

Beginning the serious cycling, we crossed the Invershin Viaduct and headed east and north to Helmsdale. The rain started in the first mile so it was capes on for the rest of the day. However there were lots of stones so keeping camera, tape measure and paper relatively dry twenty-one were recorded. In the evening a walk through the village revealed another on the old road now by-passed by the new bridge. Although more stones were marked on our map the only other one we found was north of Wick at Reiss near the right turn for John O'Groats.

The journey across the Pentland Firth on the passenger ferry was bracing but sunny. At the Italian Chapel on Lamb Holm we were invited in to a Christening ceremony and afterwards given a guided tour. On Mainland we spotted a cottage called 'Turnpike' and shortly a stone marked H3/K3 - Holm and Kirkwall. We later found K1 and K5. Next day we caught the ferry to Sanday landing at the RORO terminal at its southernmost tip. It is a thin island about 12 miles long, a couple of miles at its widest with another 3 or so miles sticking northwards that we didn't ride on. Surprisingly we found six stones but with just letters and numbers. K stands for Kettleness, the old ferry landing, L is for Lopness at the most easterly end of the island near Start Point with its unique vertically striped lighthouse and G could only be Braeswick! That looks like the shortest crossing to Eday; there may have been a ferry across Eday Sound from this bay and there are two stones marked on Eday.

However we came back to Kirkwall to ride to the ferry across to Rousay. We cycled the hilly 15 miles round the island. There were plenty of superb views, archaeological sites and birds but no milestones. Back on Mainland we cycled towards Stromness and then back to the capital. The best finds were three stones south west of Dounby with SD on them and $0\frac{1}{6}$, $1\frac{1}{6}$ and $2\frac{1}{6}$ for the distances. There can't be many stones recording such mileages.

We recorded 26 stones on Mainland and Sanday but there are others marked that we hadn't time to visit including on Hoy. There were two lovely stones on the way to Dunnet Head, the most northerly point of the British mainland. On the A836 there were stones which were either for the old route across country to Reiss and Wick or on the longer way there via John O'Groats. Driving home, stones were spotted over the Struie, the B9176 from the Dornoch to the Cromarty Firth. Take your bike to the Orkney Isles to find the stones we missed.

Christine Minto (Yorks.)

NINETEENTH-CENTURY VANDALS

The following extract from John Farey, *General View of the Agriculture of Derbyshire*, vol. III (1817), pp. 245-6, is amusing as it shows that the concerns of The Milestone Society are far from new.

'The Mile-Stones, through considerable parts of the County, are too much neglected, and I do not remember, that on any Road, there appeared a system, of annually, or every two or three years at most, repairing and repainting the figures thereon ... this periodical and frequent attention ... might perhaps deter or discover some of those idle and disorderly persons, who now so shamefully deface the

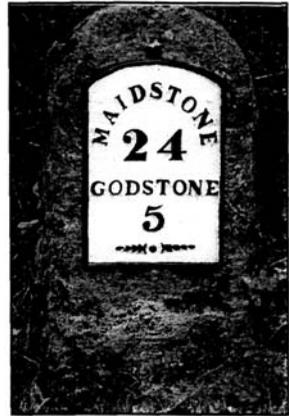
Milestones, by their wanton and mischievous attacks on them, and on another, often still more essential appendage to the Roads, the Way-posts, or Finger-boards, which, to the disgrace of many parts of the County, are entirely defaced, even in parts, where, from the great numbers of crossing and branching Roads, these dumb directors of the Traveller are of the utmost importance; yet wherein, mutilated posts and parts of boards only, are seen, and scarcely a single inscription remains legible from the peltings of the idle vagabonds above alluded to.'

David Hey

REPLATING ENTERPRISES IN SURREY AND SUSSEX

Formerly a craft teacher, Surrey member Lionel Joseph has now turned his hand and considerable expertise to casting new metal plates from aluminium alloy (the pure metal melts ~659 °C) for milestones. In November 2005 he made a fine new plate for a stone on the A25 at Limpsfield in Surrey (see photo). The pattern was based on surviving original plates on two other stones at Godstone. He then turned his attention to a plate in Horsham (Sussex), and writes as follows:

The milestone in Horsham on the original A24 was minus its plate, most likely broken when removed in 1940, for it was attached by two lugs set in lead, the holes in the stone being lined with lead and the hot plate inserted melting the lead. This is a very efficient method; after all, all cast iron water pipes were sealed



in a similar fashion. I decided to cast a new plate by "backyard foundry" methods in the garage. I made the pattern (see photo left) and a moulding flask, built a temporary furnace from laid-up paving blocks with a brazing lamp as the heat source (see

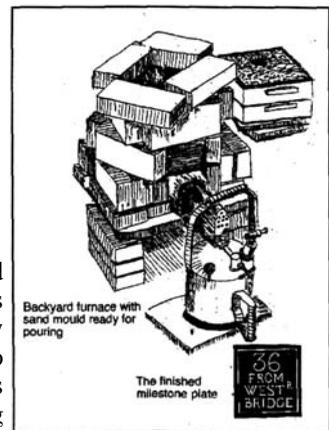


illustration), borrowed some foundry sand, used scrap aluminium as the metal source and a stainless steel saucepan as an inexpensive crucible, and now the stone is resplendent with its new plate. No absolute information was available as to what was originally on the plate, but as it was on the Dorking to Horsham turnpike and an identical stone with an

original plate was in Capel, seven miles to the north, I copied that.'

Lionel has also sent a copy of Amberley Chalk Pits Museum's magazine which pictures a new plate cast by the Museum's foundryman, Leslie Taylor. He was asked by the Friends of Old Bridge Meadow in Bosham (Sussex) to produce a replica plaque for a milestone from the Cosham to Chichester Turnpike. The plate, with pointing hands, reads 'Havant 6 miles, Chichester 3 miles' and is in a style used around 1875.

CORNISH CONUNDRUM SOLVED

In NL10 p.3 Bronwen Parr posed a problem about two milestones in Cornwall four miles apart on the B3254. One read 15/M and the other 2/M. Bronwen wondered what they were, where 'M' was, and if they were, in fact, milestones. The B3254 is the longest B-road in Cornwall, stretching from Kilkhampton near Bude on the north coast to Duloe near Looe on the south coast. It is studded with over 30 milestones, all giving distances to places NOT beginning with 'M'. Bronwen and I had quite a correspondence before I was able to locate her milestones.

2/M is at SX273756 against the boundary wall of Berrio Bridge House, and 15/M is at SX280699 against the front wall of 'The Granites', a barn conversion. Both stones are tall and thin, rectangular in cross section (approximately 9½" by 6½") with plain, deeply incised script about 4" high. 2/M stands 24" tall, while 15/M is 34".

It was while researching something entirely different that I found the solution to the 'Cornish Conundrum' in a book called *Caradon & Looe - The Canal, Railways and Mines*, by Michael Messenger, published by Twelveheads Press in 2001. The milestones are *railway milestones* from the Liskeard & Caradon Railway.

A canal between Liskeard and Looe had been opened in 1828, and the canal company engineer, Robert Coad, presented a report and survey of a railway line 'between the Liskeard Canal and the Caradon Mines, Cheesewring and Tokenbury' at a meeting in Liskeard on 25 June 1842. He predicted that the line would carry 5000 tons of copper ore a year from South Caradon Mine, 2000 tons from West Caradon, 8000 tons of granite from the Cheesewring and take back up the line 1600 tons of coal, iron and timber. The line was to be worked by gravity, with the heavy payloads going downhill from the mines to the coast. The report says, 'that Carriages will move down with facility, without the aid of any Power, and be taken back with easy Locomotive or Horse Power.' Although not the first railway in Cornwall (the Portreath tramroad was working in 1812), it was unique in relying entirely on gravity for the descent, with a tortuous, but carefully surveyed gradient downhill all the way. The rails were laid on stone blocks, not sleepers, leaving a clear smooth space between the rails for the horses to walk.

The main part of the Liskeard & Caradon Railway from the Cheesewring granite quarry opened in 1846, with the extensions to Tokenbury in 1861 and north to Kilmart Tor in 1858 and Beara Tor in 1868. A railway south from Looe Mills to Looe was opened in 1860, taking the trade from the canal that ran alongside.

On page 114 of Mr Messenger's fascinating book is a photograph of a milestone. The caption reads, 'Photo April 1970. Milepost 15 at Tokenbury Corner'. It is a picture of Bronwen's 15/M milestone, before it was relocated outside the barn conversion (in 1990). Milestones on the main climb to Cheeswring and the branch to Tokenbury Corner gave distances from Looe on the coast. Marker stones were set up every quarter mile, but few survive. On the lower section between Looe Mills and Canal Cross, only the 8 milestone is marked on the Ordnance Survey 6" map of 1881.

In 1973, the first three ¼-milestones and the 1 milestone on the Kilmar Railway were still in place. On this branch, distances were measured from the Cheeswring quarry. The 2 milestone would have been at the highest point, the last milestone. This is the stone now standing outside Berrio Bridge House, a mile and a quarter east of Kilmar Tor as the crow flies (and downhill all the way). Profits from copper mining in East Cornwall peaked in the 1860s. Many mines closed, but the railway went on until final closure in 1916.

Ian Thompson (Cornwall)

MILESTONE DISTANCES ON ORDNANCE SURVEY 6-INCH MAPS

The question has been asked recently whether the distances recorded for mile markers on OS six-inch maps always represent what was actually shown on the marker on the ground. So far as roads are concerned, the answer is a qualified 'yes'. In principle, for maps prepared up to 1883 *all* the distances were recorded on the map: thus sometimes five or six distances might appear appended to a milestone, in minute writing. After 1883 the policy for mile stones and posts recording more than two distances was only to record the distances to the two nearest places. Markers showing distances both to the two nearest towns and also to London are quite common, but the OS would ignore the London distance.

Occasionally milestones recorded only the distance with no mention of a town (there are good examples between King's Lynn and Hunstanton), in which case the OS showed 'M.S.' without an appended distance on the map. Mile stones and posts were also shown along canals and railways on the six-inch maps, but their depiction has not been studied in detail.

On older OS one-inch maps it seems invariably to be the case that mileages shown along main roads are derived from mile stones or posts on the ground. Thus it seems safe to infer that a *main* road shown without mileages was not furnished with stones or posts. However, it was not usual to show mile markers on lesser roads, and so the absence of mileages on a former turnpike road on an older one-inch map should not be taken to indicate an absence of mile markers on the ground. In principle, all mile stones and posts should be shown on the six-inch maps, including those surviving on disturnpiked roads which did not become 'main' roads after 1878.

Mile markers on OS maps are explored in more detail in my article 'Ordnance survey maps as sources for milestone study' in the Society's Newsletter no.3 (July 2002), pp 16-21.

The question is sometimes asked whether the mileages shown on pre-OS county maps (*e.g.* those of Jeffries, Bryant and the Greenwoods) represent mile stones on the ground and whether, again, an absence of mileages indicates an absence of milestones. The subject has not been studied, and it would be unwise to give even a provisional answer until a county with, ideally, a good rate of survival of turnpike records and a good survival of mile stones has been thoroughly investigated.

Richard Oliver (Devon)

DATING MILESTONES BY STYLE OF LETTERING

The question 'How old is that milestone?' can be answered in three ways: by the age of the rock (at least tens of millions of years); by the date at which it was quarried from the living rock, and shaped ready for erection; and by the date at which its inscription was incised. The second and last might be thought to be fairly close to each other, but the possibility must be allowed for of worn inscriptions being recut. Whilst the primary purpose of a mile or boundary marker is to convey information, the manner in which this is done can add aesthetic value, and much of this value derives from the style of lettering. Lettering styles change over the years, and tend to reflect when a particular inscription was cut, or recut. A clear example of this is the gradual change in the later 19th century from serified to sans-serifed styles; the latter are characteristic of the well-known mile posts set up after 1888 by the County Councils in Cheshire, Norfolk, the North and West Ridings, and elsewhere (see illustrations 7 and 8 in Carol Haines, *Marking the Miles* (2000)).

Whilst the use of turnpike and other highway records to date either the erection or the refurbishment of a particular mile-marker or set of markers is well-established, by no means all such records survive. Similarly, whilst study of old maps may suggest the approximate date at which a particular marker was erected, this may not be much help if there is a suspicion that an inscription has been recut, and possibly altered in the process.

There are several illustrations in Carol Haines' *Norfolk milestones* (Norfolk Industrial Archaeology Society, 2001) which bear this out. The elaborate marker at Attleborough of 1856 to mark the end of the Crimean War is dominated by serified lettering (illustration 18); that of 1887 at Acle to mark the Golden Jubilee has wholly serified lettering, as does the loquacious stone at Haddiscoe of 1867 (illustration 32). On the other hand, *Marking the Miles* (illustration 34) includes a mile post at Brigsteer in Westmorland which is dated 1900 but is mostly lettered in an anachronistic-seeming serified style!

Much closer to my home, around Exeter there are a number of boundary stones dated variously 1897 and 1900, which are lettered in a sans-serif style which seems typical of foundation and monumental stones of the period, and others which are broadly similar and can be dated approximately to 1888-1903 by their appearance on OS mapping. There is a much larger group which are presumably rather older, lettered in a serified style, and often characterised by 'inelegant' breaks in or abbreviation of parish names. When I recorded these for the Milestone

Society's database I put the date down as '19th century', but I felt this was rather cursory!

This leads me to wonder whether anyone has undertaken a study of the trends in styles of incised lettering in a particular district which might potentially help with mile and boundary marker dating. Or are the pitfalls just too many?

Richard Oliver (Devon)

SUFFOLK REPLICA POSTS

My interest in milestones was fully aroused when it was noticed that one was missing in my village of Kesgrave. It was mentioned in the local paper and our good policeman searched the hedges and found a fragment of it. It was decided that it had been destroyed by a snowplough.

On a visit to Beccles, a pleasant market town in north Suffolk with a curious feature of a separate church tower in the market place, I noticed a milestone by it, and looking at it found it had a plate to say that it had been presented to the town by the Beccles History Society. They kindly provided me with details of the Thurton Foundries in south Norfolk, who were very helpful. I therefore started a fund among my friends and local people and a small amount of money was added by Suffolk County Council. John Capps at Thurton Foundries did an excellent job of the casting and the County Council provided transport and labour to erect the new post.

I now have four milestones in place - the photo shows the one at Martlesham - and another has been raised and cleaned. There has been some clearance of undergrowth along the old A12 starting from the centre of Ipswich, where it is interesting to note that a very prominent landmark, the Mulberry Tree Public House, was renamed the Milestone when it was refurbished a few years ago and the milestone re-erected in the forecourt.

I should mention that a considerable amount of time was spent at the County Record Office to ascertain the location on the various editions of the OS maps and the really large scale maps sometimes had the mileage noted, which was a useful check.

John Gibbs (Suffolk)

Details of the casting of two of these mileposts can be found in an article in Milestones & Waymarkers Vol. 2. Eds.

CYCLING ON THE BATH ROAD

Only once can I recall paying particular attention to milestones. Some 50 years ago I was cycling along the Bath Road home to London after a tour to Cornwall. I was riding alone - no clubmates' banter. I was caped-up for a persistent drizzle on a grey boring day, and there was a headwind too. I was tired, and continuously in bottom gear even on flat roads. To relieve the boredom I started counting the pedal

revolutions from one milestone to the next. I forget the number but I do recall that once this number was established I started to look for the next milestone when I was nearing that number of revs - and the stone was always there. The stones were very accurately placed. I kept this up for four miles or more and then gave up. Maybe conditions improved and with them my spirits!

Dave Twitchett (Essex)

NEWS FROM THE COUNTY GROUPS

Cambridgeshire - In her newsletter summarising events in 2006, Grainne Farrington records the finding and bringing together of missing pieces of three milestones on the B645. Huntingdon Road Maintenance Dept is hoping to repair and replace them. In July the Conservation Officer informed her that a stone outside RAF Alconbury had disappeared. Searches have sadly failed to locate it. A group from Alconbury parish got together and renovated the London 66 stone. A milepost in Werrington suddenly disappeared last autumn and the media and police were informed. Some days later a man walking his dog found the post in the bushes of a house hundreds of yards from 'home'. It was thought that it had been moved as a prank by some energetic youths and Peterborough Conservation Dept. will hopefully renovate it before replacing it.

Peterborough Conservation Officer has given Grainne a disc of old photographs of milestones and similar items in the district - a very valuable record. Cambridge City has provided a disc containing some of their stones. Mike Hallett continues to update his CD records for the whole county.

Cornwall - Ian Thompson, the Cornwall representative, gave an engaging talk at the Spring Meeting in Dorchester (see report in this Newsletter) on his experiences in discovering, restoring and preserving the county's stones, crosses, guidestones, etc.

Devon - Tim Jenkinson reports that in July and August 2006 South Devon celebrated the return of two cast iron mile plates in Torquay, one in Babbacombe Road the other in Teignmouth Road. The former represented nearly 3 years of painstaking negotiations between the Society, local groups and Torbay Council. For further details see *OTG3*.

Dartmoor National Park Authority (DNPA) has completed its next phase of microchipping wayside stone artefacts to deter theft. The milestones, guide and boundary markers on the B3357 between Tavistock and Ashburton have been targeted and the Society's database records assist DNPA with their project. Tim was invited to accompany Park Rangers along the route and a progress report appears on pp. 10-11 of this NL. In March 2007 member Mark Fenlon discovered the 2-mile stone at Lower Longford. It was part buried in a bank below a hedge and hopefully DNPA will make it more visible.

Three milestones between Brixham and Kingswear have been repainted, the well-known stone at the start of the lower ferry slipway in Kingswear that records distances in miles, furlongs and poles receiving a much needed renovation. The milestone near Hoodown Farm, once thought to be missing, has been rediscovered and reset a little back from the road. It shows 11 miles from Totnes.

Member Geoffrey Harding organised a Local History Fair in the Guildhall, Exeter in November 2006. The event included talks from local historians and at least one new member was recruited. Surveys of roads in the north of the county are ongoing, most recently roads between Barnstaple and Bideford that retain several of the characteristic 'Barum' stones. A similar stone, reported missing on Sticklepath Hill, seems to have been an error, as it is still in situ. In April 2007 Tim accompanied members of Petrockstow village to survey a series of 8 milestones on the old road between Hatherleigh and Great Torrington. The villagers have painstakingly removed vegetation and repainted the inscriptions. The stones were probably set up in the 1820s by the Great Torrington Turnpike Trust. The enthusiasm of the individuals involved to care for their milestones is to be greatly commended.

Dorset - Representative John Tybjerg hosted a very successful Society Spring Meeting in Dorchester Town Hall (see report pp.30-31). Apart from all the work needed for that, he has been checking 2nd series OS maps, 1:2,500 scale, for milestones and has found a total of 402 sites in the county. Of these 228 milestones still exist, 163 are confirmed missing, and 11 sites are still to be checked. The Ken Diamond collection contains 70 Dorset milestones, 7 of which are now missing.

Many Dorset bridges have a metal plate threatening to 'Transport for Life' anybody caught damaging the bridge. As some of these plates have gone missing John and Mike Faherty are now photographing them and adding them to their records. If you know of any examples please let John know.

Essex - John Nicholls writes in his *Essex Waymarker Digest* that he has been acting as an unpaid advisor for fingerpost restoration projects, advising parishes and also a blacksmith. John was asked to become project manager for the restoration of the Maldon Iron Works post near Rayleigh, but had to refuse as he is merely an enthusiastic amateur and not a qualified expert. Several restorations are completed or still under way. John's passion for fingerposts grows and, having completed the survey of cast iron fingerposts in Essex and corrected existing county records, he is now looking at the variations in wooden and concrete posts in the county. He has also found an interesting mistake in the cast mark on a post at Messing - MALDON IRON WOKRS, with the K also upside down and back to front!

In April John carried out restoration work on three milestones along the A414. The 'LONDON 26' at Norton Heath was repaired (replacement of parts retrieved after flail damage in 2002) and he then painted the 'LONDON 25' and the 'LONDON 22' (Chipping Ongar) stones. Nineteen milestones remain on the former Epping & Ongar Highway Trust of which one is listed. Further details and pictures will appear in *On the Ground*. The 1834 'WIX TO LONDON 64' milepost was stolen from its location on Spinnels Hill (on the B1352 between Manningtree and Harwich) in February, apparently a planned theft as the post was lifted straight up with hardly any soil disturbance or damage to the milestone behind it. It is the third milepost to have been stolen on this section of road since the late 1990s:

John is also getting interested in boundary markers of various kinds and is seeking old photos of Essex roads that have any sort of way marker in them. A triangular boundary stone was discovered on the B1383 at Great Chesterford;

except for an OS bench mark no other inscriptions remain. Consultation of www.old-maps.co.uk showed no such marker but seemed to provide an answer. Cambridgeshire once nibbled away this corner of Essex and the stone is positioned directly on the line of the Essex/Cambs boundary as it existed in the late 19th century. If this is a county boundary stone then it is a rare, if not unique survivor on the Essex boundary.

Hertfordshire - From John Donovan's Newsletter (May 2007): Most Hertfordshire milestones have probably now been recorded - 112 to date. As there are not many members in the county John is trying to contact local history societies to encourage them to look after their local milestones. The Ladies of Buntingford have now provided a new metal plate for an old milestone in the town. The Ladies of Ware have offered to paint several milestones in their area and are awaiting permission from the council. The plated stone in Kitts End Lane, which someone attempted to steal, is now 'planted' just inside the lodge gates at Wrotham Park. As the gates are locked every night and it is in constant view of the estate staff, it is felt to be a safer site for the stone. As it is listed, John is trying to get the local council's agreement for it to stay there, a location not too far from its original.

Milestone 23 from the A1 which was discarded by motorway engineers some time ago, has now been reinstated and an identity plaque added. It was unveiled with due ceremony and publicity. The damaged Milestone 24 is now in the custody of Mill Green Museum, Hatfield, until it can be repaired. It will then be displayed outside the Museum next to Milestone 21. Two milestones have been found on Lord Verulam's Gorbambury estate and they have been recorded for the database. Norfolk - Carol Haines reports: Just before Christmas I informed the Highways Dept of two milestones that needed urgent repair. The first one at Honingham had probably been hit during verge mowing and broken off just above ground level. It was still upright but not sitting square on its base. Its large metal shield, however, was undamaged. The second was on the A140 at Erpingham. It had been hit by a car, knocked over and broken in two. The top half of the stone had been catapulted about 30 yards from its base. The Highways Dept responded very rapidly and took both stones to the Aylsham depot where they will be repaired.

From the west of the county, Tim Richards has reported the restoration of the 'Lynn 16' stone beside the A149 at Hunstanton, and of their 1921-design place-name sign. Another of these signs has appeared but on a modern post.

Following a talk I gave at East Rudham in February, the milestone at Coxford, the next village on the A148 (Fakenham-King's Lynn), has been located in a ditch. The Highways Dept are to be contacted via the parish council to get it reinstated. Two more additions to the county list are the mileage markers along Gt Yarmouth seafront. They are small concrete slabs with metal characters set flat in the footpath. They were every quarter mile, measured from the harbour entrance. It is thought they were for Victorian/Edwardian holiday-makers strolling along the promenade, but sadly only two now remain. The Norfolk History Fair took place in atrocious weather on 28 May. Nevertheless some of the visitors braving the wind, rain and mud had interesting information to pass on.

Northumberland - Iain Davison reports that he has recently strayed into Co. Durham which has so far received little attention and he has been able to forward some records from that county to be put on the database. Last year he had discussions with the Highway Agency responsible for operation and maintenance of The Great North Road through Co. Durham and Northumberland and now the mileposts on the A1 from Newcastle to Berwick upon Tweed have been painted. Unfortunately where road improvements have been made or by-passes constructed, the mileposts remain rusty and unpainted, but at least it is a start.

Iain recently stepped back into his home country of Scotland and found ten very well cared for mileposts on the A6105 Berwick to Duns road.

Somerset - Janet Dowding writes: At the group's meeting in May David Howells reported that all existing turnpike markers and milestones in Bathford have now been repainted and a replacement plate is being cast for the missing one on the Kingsdon Road. A 'Survey of fingerpost signs, milestones and turnpike markers in Bathford Parish' has been produced as a result of a request from his Parish Council. Jane Briggs of BANES Council reported that a missing plate in Charlcombe will be replaced soon and that their Milestone, Turnpike Trust and Fingerpost project is progressing well and their survey is complete. This means that 13 milestones will be repainted under this project in the near future. Peter Banks explained the aims of the Milestone Restoration Project (part of the Shepton 21 Rejuvenation project). This hopes to raise, repaint and resite where necessary 26 milestones in roughly the area of the old Shepton Mallet Turnpike Trust. A large local firm has agreed to sponsor the project and do a lot of the heavy work.

Further progress by the Heritage people at Somerset CC will shortly result in the replacing of 6 to 8 plates and stones on the A396 from Minehead to the Devon border as a result of our giving back the '18 miles to Minehead' plate from the Ken Diamond collection. I am waiting for confirmation of the completion of this work. I have recently applied for a further Somerset milestone to be listed - at Frome, ST 7659 4868. It is of unique design (a shield with 3 points on the top) and the only one known in the county.

Staffordshire - John Higgins reports that the milepost (Newcastle 5, Uttoxeter 13) from Longton has now been re-erected. It was collected by the Gladstone Museum in Longton when threatened by roadworks on the A50. David Wright repainted the post before its return. David has also been investigating glass reinforced plastic sleeves. As most of Staffs' cast iron mileposts are of the same measurements, some protection is needed if one is broken in an accident until the pieces can be bonded back together. A sleeve can slide easily into the broken shaft and a cover fitted to protect the remains until repairs can be carried out.

Alan Bloor has repainted the mileposts in Colwich parish after Jeremy Milln got the parish council interested. Staffs CC has asked me to write a thematic review of all the mile markers in the county, and this is almost complete. They have been arranged in sequence along the former turnpike routes. Staffs seems to be the first county to undertake such a review. I am also trying to get more stones listed with English Heritage. They want them submitted in batches of ten per month so as not to overload the system.

A missing milestone at Biddulph has been located having been broken during driveway resurfacing and then rescued from a skip by a householder. The stone has now been taken to the Highways depot to await a decision on its future. I now have a contract with SCC to repaint all milestones in the county over an 8 year period. Surrey - Temporary representative Janet Dowding writes: some Surrey members met on 14 April at the home of Les and Anne Bowerman in Send. Lionel Joseph brought his template of the new plate he had recently put on the milestone in Limpsfield (TQ 415530) by the entrance to 'Redwood' on the original alignment of the A25 (see p. 14 for photo). Lionel has also found a milestone near Farnham which is in a thicket on the old road off the A325 at SU 850481.

Since the last meeting Lionel has produced a list of county identity numbers for all existing Surrey milestones, to be sent to Alan Rosevear for the database. We have now reached 151. A further list may be produced for all Surrey milestones which have been found on old maps (mostly by Colin Woodward (Middx) in areas of the old county now in London, e.g. Clapham, Wandsworth etc., and several in rural Surrey which have long vanished but for which we have details. At present we have details (photos, drawings etc.) of 17 Surrey tollhouses. Ten still exist and there are more sites to be inspected. I was able to add another Bow Bells milestone to the list in Glenda Law's booklet Follow the Bow Bells. This is one at Ridgewood (TQ 475194) on the old line of the A26, showing '44'.

Wiltshire - Recently, Mike Faherty has come over the border from Dorset to record milestones in Salisbury & West Wilts districts of Wiltshire. He writes: 'about a hundred done so far, more than that to go, and sometimes not easy for me geographically. This complements work done by Alan Rosevear in Kemble District. Are there any members who would like to have a go, in Wilts, to help me finish recording the county?' Contact Mike at saffrons@aol.com.

Worcestershire - The following snippets are taken from Terry Keegan's county newsletters: The milestone that had been lying in Terry's yard for nearly three years is back in place on the Clows Top to Cleobury Mortimer road. It had been discovered broken and covered in ivy but member Mike Holford repaired the stone and reset it. £100 was raised by the parish and matched by the county group. An 1898 County Council post has been located on a farm and has now been re-erected in Rochford, next to the Bradley stone which had replaced it. After some badgering, a Bradley stone was lifted out of a ditch at Tardebigge and reset in a mound of concrete. Ted Showell has taken delivery of ten plates to be distributed to parish councils which have agreed to purchase them for the Worcester to Bradley Green replating project. The new plates were cast at Blists Hill foundry of the Ironbridge Gorge museum.

Martin Horwood from Clifton on Teme remembered a milestone which stood outside a garage in the village as he used to sit on it whilst waiting for the bus to take him to school. The stone has disappeared but Martin has been inspired to carve a stone of his own which he hopes eventually to put outside his house.

Reports on the group's work have appeared in various local papers and magazines over the past few months. Production of a booklet on Worcestershire's milestones is under way, but new information is constantly turning up necessitating

updates. An unplated milestone has been found on the B4088 between Harvington and the Warwickshire boundary, along with two old fingerposts with modern direction boards. Several marker stones in the Bayton area with BL and ML carved on them have turned up but so far there is no clue as to their meaning.

Yorkshire - Frank and Christine Minto report in their Spring newsletter that North York Moors National Park has set in motion a programme of refurbishment for their milestones, fingerposts and village signs. The Hawes 7 milepost has been stolen from the B6255. The police have been informed but as other aluminium signs have also been stolen from the Hawes-Ingleton road, hopes of retrieving it are not high.

Jan Scrine has worked hard on behalf of the mile- and guidestones in the Kirklees area. The 1738 stone at Moor Top, Kirkheaton is to be renovated and repainted with special silicate stone paint by the Highways Dept. A plaque is to be commissioned for the fine stoop at Farnley Tyas to explain its significance and its protective railings are being galvanised and repainted. Hopefully some of the Brayshaw and Booth posts from the 1890s will be sand-blasted and repainted as well. A stone that was rescued when Junction 23 of the M62 was built and has been in a garden for 32 years is to be resited on the old road near its original location by Kirklees Highways as the owner is moving house.

The Ilkley area has a great variety of inscribed stones, including one found being used as a gatepost at Weston Hall Farm. Apart from recording 3 miles to Otley, one face has the interesting legend: A/Sure/Guide/to/Stran/Gers. The list of tollhouses is steadily increasing, as are records of inscriptions on stones, mostly on moorland. Yorkshire Dales National Park has found some money to refurbish some of the mileposts and fingerposts in the area.

There have been many favourable comments about the Yorkshire milestones website. However, some mistakes and anomalies have come to light and hopefully these will soon be rectified.

John and Janet Harland report that only one additional milestone has been found in the East Riding recently. This is on an unclassified road between Middleton on the Wolds and North Dalton and is unfortunately broken. According to the 1887 OS plan it should show Beverley 9. Many such stones are shown on the map in the Middleton area, but this is the only one to be found.

According to plans the former Bridlington Corporation boundary was marked with a number of stones and so far three have been found. They are all of the same style with BC incised at the top to one side of a vertical line indicating that was the Corporation. The date 1935 is incised on two stones, and 1928 on another. An old boundary marker in Molescroft, Beverley has been found and preserved just as builders constructing a wall were about to remove it. It is square in plan and has been cut across the diagonal with St Mary's incised into that face. Also in Beverley, fastened to the boundary wall of County Hall is a metal marker with raised lettering stating PARISH BOUNDARY, then St. MARTIN'S and St. MARY'S either side of a vertical dividing line. South Cave also boasts a parish boundary marker at a junction with the A1034. One side has SCP (South Cave Parish), the other NCP (North Cave Parish) incised into it.

An interesting stone has also been found where the Beverley and Skidby drain passes under the A1174 near Dunswell. It is tombstone shaped and has BEVERLEY LIBERTIES 1780 incised into the front face. We have no idea what this refers to so some research will be needed.

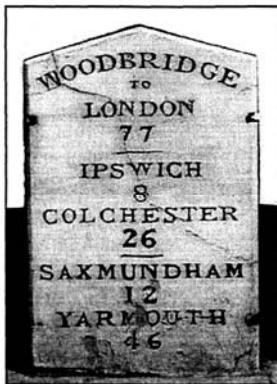
CUTTINGS

Darlington markers A full-page, well illustrated, article in *The Northern Echo* (3.1.07), sent in by Richard Collier (Co. Durham), tried to work out the history of several unusual marker posts in the Darlington area. Four small metal posts showing one mile to the GPO survive out of ten marked on a map of 1897 (none were on the preceding map of 1854). In 1870 the GPO was given the monopoly to run the telegraph service. Telegrams were delivered free to people within a mile of the main post office. In 1891 an express delivery service started in London and 43 provincial offices, but the full list of these is unknown. This service, at 6d per mile, was not cheap, and the GPO markers are mostly found in the more affluent west end of town. The distances were measured from the Post Office built in 1865 in Northgate, and correspond to routes a postboy would have taken.

A very similarly shaped marker, found in Bondgate, reads 'H & L.A/1878'. This refers to the Highways & Locomotives (Amendment) Act. Every vehicle had to have a £10 licence bought from the local authority, and if it travelled across the local authority boundary another licence was needed. Two stone H & L.A markers are also known from this area. Several other boundary posts are also mentioned in the article.

It is still not known exactly when or why the GPO markers were installed. Their similarity to the metal H & LA post could mean a similar date or the same foundry, but the article's author, Chris Lloyd, is sure that these enigmatic pieces of history should be preserved.

Staffordshire preservation praised *The Sentinel* (1.1.2007) carried an article about Staffs milestones, the Milestone Society's aims, and the local group's work on preserving all the surviving stones in the county. In particular, it praised the work



of member David Wright who spent last summer refurbishing and repainting 17 cast iron mileposts, and two fingerposts within the boundary of Stoke-on-Trent. David was pictured with one of his restored posts. Suffolk cover pictures Two Suffolk milestones featured on the covers of publications in the county have been noted by John Gibbs. The *Woodbridge Town Guide 2006* shows the stone that stands against a wall in The Thoroughfare [see photo left; this seems to be a 30-40 year-old replacement for an older stone and is of concrete in a metal frame]. The cover of the *Martlesham Monthly* (February 2007) has a photo of the replica Garrett milepost, London 75, which John was instrumental in having made (see *MSS Journal*

No.2, and the photo and article in this NL on p. 18).

Yorkshire group news On 24 February 2007 the *Daily Telegraph* had a large illustrated article by Paul Wilkinson highlighting the work of the Yorkshire group of the Society. Apart from a good potted history of milestones, Christine and Frank Minto's efforts in cycling round the county recording the estimated 1,200 surviving milestones was reported. Also mentioned was Brian Bradley-Smith's work on painting all the posts he can find within 30 miles of his home; the local authority provide the paint and he provides the free labour. Jan Scrine gave details of working with the Heritage Lottery Fund in Yorkshire on educational programmes for young people, and the English Heritage grant of £12,000 to put the county's database on-line.

Patience pays off One of the editors (CH) was surprised to be told that she had an article published in *Evergreen* (Spring 2007), but eventually remembered sending an article to its sister publication *This England* two years previously. The piece was a general history of milestones and a plea for people to look after them, as well as publicity for the Society. The moral for submitting articles seems to be - be patient!

Historic cuttings Gerry Moore (Norfolk) has sent an article from an issue of *Cycling* (7.3.1906) entitled 'Milestones and their ways' by R. Wellbye. Mr Wellbye is astonished 'what various attractions are to be found in milestones, and the more you study them the more you are fascinated'. One example pictured is the 10 ft stone near Sheffield Park, Sussex, apparently erected because of a difference of opinion between Lord Sheffield and his postboys and coachguards respecting the mileage between his park and neighbouring towns. As this difference affected the amount of money paid for his post, Lord S. had the roads measured and the milestone put up. The sixth milestone on the road from Oxford to Henley also has a story: it appeared to grow pennies which passing tramps took advantage of! It seems that members of an early Oxford cycling club would leave a few coppers on the stone whenever they passed as an affectionate recollection of earlier triumphs. The author ends with praise for French kilometre posts which were kept clean and well painted and not discoloured and obscured by moss as ours seem to be.

ON THE GROUND 2007

Invitations to contribute material for the 2007 *On the Ground* were sent out to county representatives in March. However, everyone is invited to make their own contributions - better too much than not enough. On the last page of the 2006 issue was a request for the highest and the most remote milestones in the UK. This will be extended to any mile marker superlative including fingerposts, toll gates, etc. The highest, most westerly, northerly, easterly, southerly (easy), highest mileage or whatever you might like to add. The editor for 2007 is once again John V Nicholls to whom material may be sent. Deadline is the last week of July although short items (snippets) accepted until mid-August.

FOREIGN PARTS

Up high in Bolivia The editors have their sons well trained! One of them spotted the marker for Kilometre Zero in La Paz, Bolivia (see photo right). It is located in Plaza Murillo between the National Congress and the Presidential Palace, and at about 12,000 ft above sea level, must rank with some of the highest distance markers in the world. Along the roads mileages were painted on to any convenient rock face or small boulders beside the highways.



French km stones on a diet While travelling in southern France, the editors noted that some of the usual sturdy, round-topped kilometre posts had been slimmed down and new ones were about half the width of their predecessors. On one of the toll roads they had been reduced merely to metal plates on posts, but still with the familiar shape and red top.

Most southerly milestone? During a four-month posting to the Falkland Islands with the Royal Air Force in early 2007 my son located a milestone just outside Stanley, (see photo right) writes John Nicholls (Essex). It might not be of great age and possibly made of concrete but surely this must be the most southerly milestone *in the world!*



Meile von Berlin Brian Barrow (Essex) has received some further information on German 'meile' (see NL10, p.23). The distance is apparently 7.5 km in Berlin. The old measures of meile were replaced by the metric system after unification of the country in the late 19th century. Interestingly before then each independent state had its own definition of the length of the meile but most were approximately 7.5km. Some had had an older definition of nearly twice this distance until the 18th century - and one had one definition used by the police and another by the post office.

So in order to know the distance indicated by any waymarker you would need to know its date and in which former German state it stands. Perhaps we could run a treasure hunt type tour based on finding waymarkers, and participants on the tour would have to guess the correct distances indicated in km or else be sent home!

TRINITY HOUSE MARKERS

There have been various recent references to MoD boundary stones. What about Trinity House (the keeper of lighthouses) enquires Mike Faherty (Dorset)? Hurst Castle Higher Lighthouse (Hants) has four neatly positioned tombstone-shaped stones, forming a rough rectangle around the lighthouse, at SZ 318898-899,

presumably to stop the neighbouring old Artillery battery in the castle from encroaching. All are of limestone, milling marks clearly visible, and one (see photo right) has the clear inscription T.H.' in serifs. Of the other 3, one has what might be a chiselled-out inscription, and the other 2 are eroded or didn't carry an inscription. Dating is difficult; the lighthouse might date from 1786, but has been rebuilt several times. Perhaps other lighthouses have similar boundary stones? (Trips to Eddystone would probably be unnecessary!)



PUBLICATION - BOOK REVIEWS

Peter Clarke: *The Outer Hebrides: The Timeless Way*. Stornoway: Northampton Square Ltd. ISBN 0-9550696-0-2. Pp. 216. £9.99 plus £1 for UK postage.

There is a lot about road and path and other markers in this superb book. But even if you weren't a member of the Milestone Society or never looked at a marker of any sort, you would still enjoy reading it. It is such a good read. It has clear simple maps. It does not need illustrations, because it is a gallery of vivid word pictures which brings an experience of the Hebrides to life.

Peter Clarke walks round each of the islands - a 230 mile walk, largely off road and using forgotten routes. He describes the way clearly, so that anyone adventurous enough could repeat the walk. This, however, is not the usual walks manual of how to get from A, turning left at B, right at C, to E.

Here your attention is drawn to details such as the use of green/blue night lighting to accelerate the growth of fish in Loch Seaforth. You are shown a land where piles of stones are the remains of houses and de-population is continuing. On the Isle of Lewis Clarke comes to the place where people power triumphed over philanthropy. Industrialist Lord Leverhulme, builder of Port Sunlight, bought the island in 1918 with plans to improve the inhabitants' lot his way, even founding MacFisheries for them. But on 1 January 1919, Lewis 'land-raiders' staked out plots on his farm lands. In this book you learn facts you will not find elsewhere - that Highlanders slept in the sitting position, for example. You come to realise how recent many roads on the isles are. Only in 1991 was the vital asphalt road to Rhenigdale constructed, as a result of the efforts of two men. The first survey of the route was made in 1977 under the auspices of the Schools Hebridean Society.

Markers rather than milestones are the direction points on Hebridean highways. Clarke finds stones on Lewis Moor marking 'routes known only to those who erected the stones'. Concrete utility markers provided clues to an old path on Lewis. On the Circular Road from Geireann, near the cairn memorial to a Greenock surgeon who visited Uist for fishing holidays, is a rough hewn stone less

than a foot high with a flattened top. 'This type of stone lies in direct line of descent from the marker stones I had seen on the way to Kinlochresort,' observes Clarke. The Mackay stones across open sands are a mystery. Were they placed there after an Excise man was lost in the ford between North Uist and Benbecula? Who was Mackay?

No mystery about the stones on each side of the track to the observation post on the western side of the Caigionn islands. The RAF erected them to stop their drivers going astray. And on the pass of Beul a' Bhealaich is a prostrate milestone, 'deliberately shaped by pecking', which Clarke suggests was a stone used to rest coffins on the way across the pass for burial.

Laurence Dopson

PUBLICATION - NEWS

William Albert: *The Turnpike Road System in England 1663-1840* (Cambridge: C.U.P., 2006). Pp.300. ISBN: 9780-521-03391-6. Paperback. Price £27.99.

In NL11 we reported that there was hope that the definitive book on English turnpikes, published in 1972 but long out of print, might be reprinted. The book has now been re-issued in paperback, digitally printed from the original which means that copies can be produced on demand. As the only in-depth study of turnpikes, it is an invaluable reference work for anyone interested in the history of the toll roads of this era.

Bill Albert, originally from the US, undertook the research for his PhD in the late 1960s and remembers having to stay in seedy B&Bs when visiting record offices around the country. He has not revisited the subject of turnpikes for many years and was surprised at the renewed interest in his book. After teaching at the University of East Anglia for about 25 years, he went on to write historical novels. He now advises on problems suffered by the disabled in trying to cope with day-to-day life.

By coincidence Dr Albert has a milestone in his garden on the northern edge of Norwich on the road to Buxton. I have a photo of the stone, in its present position, taken at least 25 years ago by someone who lived a few streets away. It is probable that the owners of the early-Victorian house looked after the stone when it was removed in 1940 and it was never returned to its original location. The area was then heavily developed and today it would be difficult to find a place for it in the urban landscape.

Carol Haines

WEBSITES

The following websites might be of interest to members:

www.historicaldirectories.org/hd7/index.asp This site has been set up by Leicester University. Post Office and trade directories (such as Hunt's, White's and Kelly's) from the late 18th, 19th and early 20th centuries, from most English

counties, have been digitised and can be read on-line. Not all directories have been included and one could almost certainly find a larger variety in county libraries, but much useful information can be obtained.

www.a2a.org.uk The index of national archive material in county record offices. It contains over 10 million records in 410 record offices.

<http://pmsa.cch.kcl.ac.uk/index.htm> The website of the Public Monument and Sculpture Association includes milestones and boundary markers.

THE SPRING MEETING (Saturday 12 May 2007 at The Corn Exchange, Dorchester) - There was a very good attendance for the meeting at this excellent venue and delightful town, with an overall theme of the West Country. After a welcome by Chairman David Viner, John Tybjerg, the Dorset representative and local co-ordinator for the meeting, gave an account on 'Search and Success in Dorset', illustrating his own experiences and concluded there were 402 sites where milemarkers did or could have existed in the county, made up of 228 currently identified, 163 unoccupied sites, and 11 as yet unchecked sites. The bulk were milestones of Purbeck marble, although there were cast iron posts also. Fingerposts were also part of the study, and there were some Grade II red coloured posts; there was still debate as to the reason for their distinctive colour. John ended with an amusing presentation of the confusing differences in the distances between Wimborne and Hyde Park Corner via Ringwood as revealed by adding individual distances of sections of the route given on the various milestones, and he concluded that there were six options!

David Viner's topic was the tollhouses of Dorset with particular reference to the last two built in the county at Charminster and Athelhampton, which still survive. The 1960s were a particularly bad time since around ten examples disappeared over the period; several pictures of those now demolished were shown. The network of roads reflect the earlier Roman routes with hubs at Dorchester, Wimborne and Blandford Forum. The railway came to Dorchester in the late 1840s and although improvements to roads were still being attempted around this time, the trusts were finished by 1882. The Charminster tollhouse was nicely restored and the one at Athelhampton was abandoned in the 1870s but survived and was eventually upgraded with a good final outcome.

Tim Jenkinson, the Devon representative, gave a talk entitled 'Discovering milestones around Tavistock'. In 1761, gentlemen of Devon made application to repair five roads out of the town, improvement of roads across Dartmoor was sought in 1772, and in 1782 there followed an Act to form a Trust with a scope of 51 miles. Of the many examples he illustrated, the large granite stone marking 215 miles to London, the 'take off stone at Beardon, and the direction stones to Chipshop and Beertown were particularly noteworthy. An interesting development is the placement of microchips in Dartmoor stones to help in their identification should they go missing.

After lunch Ian Thompson, the Cornwall representative, described how he got interested in the 1990s and had collected around 700 examples before he learned of the Milestone Society! Unfortunately the Cornwall C.C. stopped painting

milestones in 2000 after looking after them since 1896 and he described how, after his name was put forward to English Heritage, he is trying to get stones, crosses, guidestones and other items maintained by a suitable involvement of interested parties. This has involved a presentation to Cornwall C.C. Some milestones are of slate and the rest of granite. The replacement of the 'Newquay 6' milestone, found in Staffordshire, is a remarkable achievement, but the 'Newquay 4' is still missing and members are urged to keep looking for it! The overriding impression from the talk was of the enormous variety of milemarkers, etc. to be found in that area.

Finally, a general forum followed, and amongst the topics considered were getting milestones listed, the possibility of still finding milemarkers in council depots, and the high costs of safety measures during renovation and restorations.

John Tybjerg, who did an excellent job in organising the meeting, received several useful comments and contributions as follow-ups, which highlights the value of such meetings for the exchange of information. Lionel Joseph provided extracts from the CTC manual of 1896 which gave the distance from Hyde Park Corner to Wimborne as 100 which relates exactly to the distance shown on the Wall Plate from the old tollhouse at Ringwood of 92 miles to Hyde Park Corner and 8 (but overpainted 9) miles from Wimborne. The question still remains however of where did the other distances come from!

The suggestion in the forum that missing MS/MP might be a result of them having been mainly MPs and having gone for scrap in the War was not valid in Dorset since of the 171 missing markers, only 17 were MPs. The Ken Diamond collection has allowed John to find 11 photographs of missing milestones, 8 of which are the only ones that he has of that particular milestone, 1 photo shows a stone for which he has a previous picture, and 1 shows a stone that today is a remnant just showing above ground level. The 11th photograph of the V-post showing '3 Bournemouth 2 Christchurch' was located by Mike Faherty just over a mile from his house! A mile to the west of Bournemouth, on the same Christchurch-Bournemouth-Poole route, there is a neat triangle of tarmac in the pavement where another of those found in Ken Diamond's collection used to reside.

At the end of the meeting, a local lady, Jill Pope, asked John for information on local Stagecoach routes and timetables and he was able provide information gathered from a book on Wagon, Mail and Stagecoach routes in Dorset, which Andrew Hinsull had sent to him two months earlier.

YORKSHIRE GROUP - SPRING MEETING AT HEBDEN - Twenty nine members and guests enjoyed the usual varied fare - a Hebridean Hopscotch with lovely photos from the Thompsons was followed by Chris Marcus' dissertation on Saddleworth - a Milestoner's paradise, sprinkled with local anecdotes. June Scott told us some home truths about the obnoxious Cobbett ("Those who travel on turnpike roads know nothing of England") and in the afternoon Colin Smith and his Cumbrian chums kept everyone enthralled by what they had accomplished in their restoration project funded by HLF. The refreshments were up to their usual standard, thanks to Terry and Heather !

FUTURE SOCIETY MEETING - ANNUAL CONFERENCE AND AGM - Saturday 6th October 2007 at Armley Mills Museum, Leeds. Plenty of parking and display space available: doors open at 10am, with free teas/coffees before the meeting which commences at 10.30. Scheduled speakers include David Hey on 'South Pennine Packhorse Routes and Turnpikes', Colin Smith on the Cumbria Project and Katy Hallett of Sustrans on modern waymarkers.

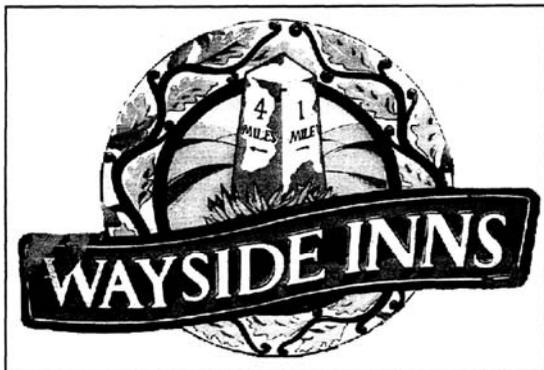
DEADLINE FOR THE NEWSLETTER FOR JANUARY 2008 -

Contributions for inclusion in the January 2008 Newsletter should reach the Editors by Friday 14 December 2007. 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 in RTF (Rich Text Format), Word 6.0/97, or (from Windows XP) Word 97-2003 + 6.0/95-RTF(*.doc) format.

Contributions, all very welcome, are accepted on the understanding that the Editors reserve the right to modify received copy to achieve a suitable length or style consistent with the overall size, aims, and content of the publication.

END PIECE

Following the milestone advert for Banks's brewery in NL12, Rodney Marshall (Beds.) has sent another advert (see below) which was presumably for a chain of inns. He can't find any current reference to them and assumes they no longer exist, but a few years ago several of these enamel logos turned up at collectors' fairs.



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