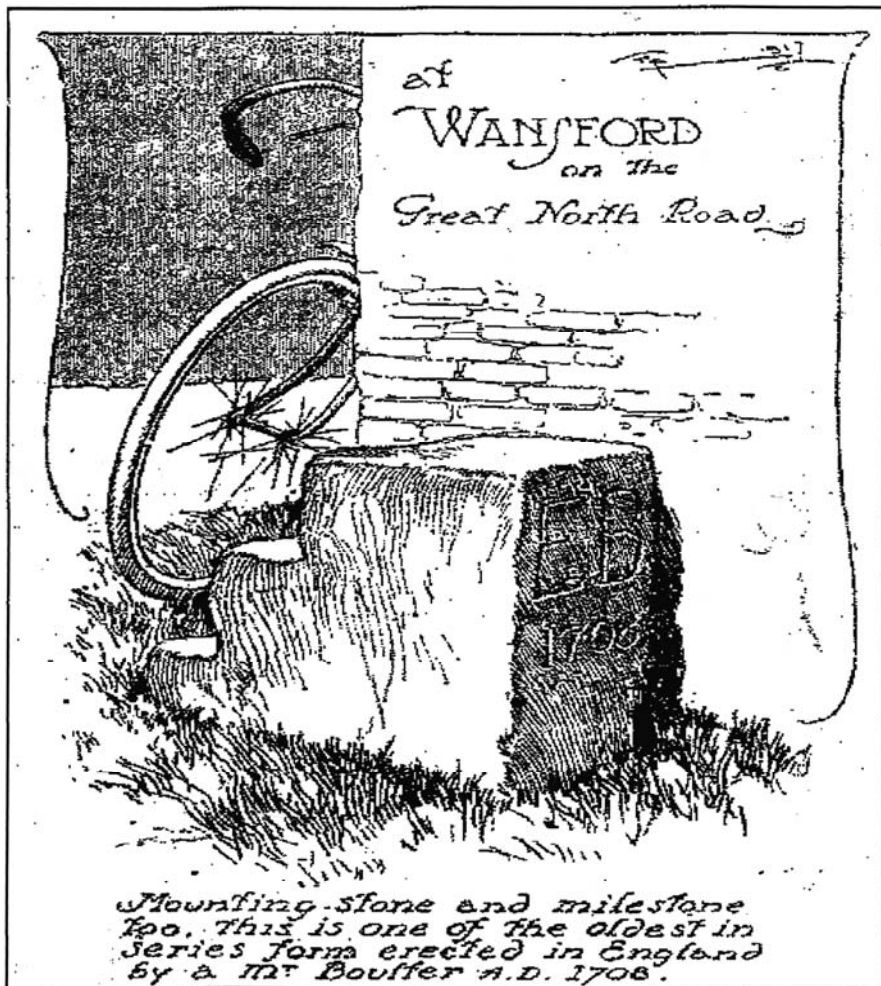




THE MILESTONE SOCIETY

Newsletter

July 2010



The Cover Picture. This illustration is another of Frank Patterson's drawings kindly supplied by Gerry Moore. It shows a "Boulter Stone" at Wansford (Cambs.). "From Stilton to Grantham, at every mile, are blocks made of the famous Ketton Stone, with three steps, which were placed there by Mr Boulter, for the easy mounting of his horse, he being a very corpulent man, and travelled the road every week for many years; each stone engraved E.B. 1708" (Patterson's Road, 7th ed. 1786). Alderton and Booker (Batsford Guide to Industrial Archaeology in E.Anglia:1980) and Norman Webster (The Great North Road: 1974) say the last surviving stone is at Water Newton and is dated 1704. Is Patterson's drawing of another stone, now lost? Did Edmund Boulter put his stones up over several years which would account for different dates? Are the later authors wrong? Members are sure to be able to provide the answer.

EDITOR'S COMMENTS

The NL will now have a slight change, by bringing forward to the front of the newsletter all Society meeting reports, and lining them up as they took place. Committee meetings reports will also be brought back, reporting briefly on what has been achieved, and what is going to be done. This is because much of the committee meetings are thoughts and ideas, (with members offering pros and cons to new suggestions), and much of their work is done by e-mail or on the phone. Also once a year (after the AGM) a list will be published in the January issue of all the committee members, and how one can contact them. Because this list has not been published for a while, an update is recorded in this issue.

Members are invited to send in their thoughts about anything that has been published in the NL. An article might want a follow up about your views. So a Chat / letter page will be added. Send all your correspondence to the editor please.

Finally, as this is a newsletter, news must be the priority. Therefore article material may be put aside for future publications. If an item that a member has sent in to the editor does not appear in the next issue, it does not mean it will not be used in the future, it simply means that space was not found.. It was a very difficult task to having to decide what to leave out. Also, in this issue, there were some major topics that needed to be aired and then cleared. Please keep all interesting material coming in. A very big thank you to you all who have contributed.

MILESTONE SOCIETY EXECUTIVE COMMITTEE - 2009/10

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INAUGURAL MID-SHIRES 'CROSS BORDERS' MEETING at WROXTON VILLAGE HALL, OXFORDSHIRE, 27th February, 2010

Inaugural makes it sound as though there will be more. Given the success of this first meeting, that seems possible, even likely.

The idea of the meeting stemmed from requests by some newly joined members of the Oxon group for a face-to-face meeting to exchange information and views. It also arose from my concern that members in Berks, Bucks and West Northants were effectively 'Rep-less' after Alan Rosevear's move to Exeter. It seemed only reasonable then, having invited some of Oxfordshire's neighbours, to extend the invitations to all of them, even though they had their own reps and, no doubt, their own programme of activities. So invitations went out to members in Berks, Bucks, Glos, Northants west of Watling Street, Oxon, Warwicks and Wilts, some 60 people in all, including some non-members; Highways officers from Oxon and Oxford City, and Mike Mulligan of Didcot Metalworking Services, which has undertaken the restoration of fingerposts throughout Oxfordshire. Robert Caldicott managed to get publicity in the Banbury local press and the Wroxton parish magazine. In the event 24 people attended, at least one from all of Oxfordshire and neighbouring shires - except Berkshire. (Perhaps Berkshire folk are still unreconciled to Oxfordshire stealing a great slice of their historic county !) As expected, Oxfordshire members formed the majority. The figures were; Oxon 13, Bucks 4, Glos 2, Warwicks 2, Northants 1, Wilts 1 - and Essex 1, the Essex rep being none other than the Essex Rep, John Nicholls, who has spent so much time chasing fingerposts and boundary markers in Oxon and Bucks over the last two years that he has become an honorary member of the group.

The day was designed to achieve a mix of information provided by the Society's experts about various types of way-marker, with questions and open discussions arising from the presentations leading where they would. This combination seems to have worked well. The importance of exchanging views was symbolised and facilitated by having the seating in an almost-circle, allowing us to see the faces of those with whom we were discussing while still allowing sight of the slides and power-point presentation through the open segment'. Having 20 or so people proved a good size for the discussions, with enough to keep them moving but not so many that no-one was unable to contribute if they wished.

After a brief introduction by Derek, Mervyn Benford gave us a masterly and copiously illustrated tour of mile-markers along the turnpike roads of the counties represented. This brought home to us the extraordinary variety of different milemarker shapes and sizes in what is a relatively small area of England as a whole, sometimes even on the same stretch of road. The ensuing discussion ranged widely. It included useful exchanges about how to get parish councils interested in preserving waymarkers in their "patch", with contributions from several members who also wear councillor hats, and from the parish council chairman of Wroxton, which has a good record in caring for its milestones and unusual guideposts. The discussion also ranged, relevantly, to include commemorative postage stamps, phone boxes, and

later in the day, bus-stop signs.

Ted Flaxman then moved us from Mervyn's overview to a case study of the milestones on the A43, the Weston to Towcester turnpike, and explained, amongst other things, how Flora Robson had initiated his interest. Others also testified to having initially come to milestones through other interests. Charles Hughes explained his part in creating a pattern and organising the casting of the replica metal plates to attach, in a thief-proof - though not speeding Porsche proof - manner to the stone bases.

After a short break for lunch, when there was a chance to view the books, photographs, journals, pamphlets and replicas of old maps that members had brought along, the afternoon session was devoted first to fingerposts and then, after some discussion about these, boundary markers. John Nicholls introduced both of these sessions with short presentations, taking us round the same shires again but often on more minor roads than Mervyn, illustrating posts of varying style, age and condition. Thanks to Oxon Highway's policy of restoration, carried out to a high standard by Mike Mulligan and his colleagues, the contrast between Oxon's pristine and, for example, Buck's shabby posts was all too evident.

In the final presentation on boundary markers, John initially ranged more widely, both geographically beyond our region and in reminding us that natural features such as stones and long-standing trees continue to denote boundaries as well as man-made boundary markers. He followed this with a quick 'beating of the bounds' of Bucks, making us realise that though the 'lollipop' markers are the widespread standard, there are many interesting variations.

This report has signally failed to do justice to the many interesting points of detail made in both the presentations and the ensuing discussions. Almost certainly, everyone came away with at least some increased knowledge about waymarkers. The general consensus seemed to be that it had been a worthwhile day and worth repeating, perhaps in a year's time.

Any downsides; only that someone walked off with my copy of the latest Newsletter which was on display, but that's good news too in that someone was interested enough to take it away!

Derek Turner (Oxon Rep)

COMMITTEE MEETING- Coventry Transport Museum March 15th

A brief breakdown of the committee meeting is as follows:-

- * Both web-sites will have the same Aims and Objectives.
- * A piece to be published in the NL, about e-subs and finance.
- * County groups who wish to start, or have already started their own Newsletters should fund the project themselves.
- * Wye Valley ANOB/ Milestone Society initiative to go ahead.
- * A policy will shortly be published determining constraints on use of the Society logo and authentication of publications.
- * *Derek Turner* is to be approached on how counties can work together to ensure support and strengthening for future Regional Meetings.

- * Two possible venues are being accessed for the 2011 National Spring Meeting. A decision will be announced later in the year.
- * The National Trust will be approached to encourage new members to the Society.
- * A 10th Anniversary leaflet will be prepared.
- * Programme for the AGM 10th Anniversary meeting at the Black Country Museum, Dudley, on October 2nd, is well in hand.

ROSS ON WYE WEEK-END 9th - 11th APRIL

At the request of local county representative, a concentrated effort was launched in the Hereford/Gloucester/Monmouth-shires to up-date and complete the Society's survey records.

Eight local members and guests were joined by committee members for a very enjoyable as well as productive week-end.

Therefore a huge and well deserved thank you goes to *Mike Faherty* for his hard work in organising the week-end so well - and even ordering some fabulous weather! It was great to meet so many local enthusiasts as well as the usual suspects.

Mike's careful planning really paid off and made it straightforward for us spotters (I didn't say "easy!") For I was exhausted after a mere 22 stops. The days record must go to a team in Monmouthshire that recorded 26 out of 31 sites in a single day. A number of stones from the three counties were discovered that had not been recorded in the database before.

Chris Woodard, the county representative for two of the three counties being surveyed, notified the local press and radio of the Society's activity, which brought in a number of enquiries and an Easter Sunday interview on BBC Radio Gloucester "Country File".

A full report on the week-end activities and successes will be published in "On the Ground."

For me it is too much of a logistical nightmare to be a substitute for Banbury, but very much worthwhile.

Jan Scrine

NORTHERN SPRING MEETING - Hebdon Bridge - April 17th

A sunny morning in the Dales, with curlews warbling and lambs frisking, saw thirty Milestoners occupy the Village Institute at Hebden. Terry Witham gave us a light hearted introduction with her research on the history of the village, followed by our guest speaker Dr Geoffrey Boswell who amused and enlightened us with his anecdotes about Causeways, Guide Posts and Crosses around Todmorden.

The quality of the displays was outstanding this year (our 7th meeting in Hebden) and they were eagerly discussed over lunch, while munching Terry's delicious chocolate cake. Richard Heywood then introduced us to his discoveries on Chapelry boundary stones, followed by Christine Minto who took us on a tour of North Yorkshire and Scotland, well illustrating the vast variety of waymarkers that exist. Finally the

Dynamic Duo Jeremy and Dave updated the meeting with news of their restoration projects.

The speakers are already lined up for another varied programme next April on Sunday 17th. See you there.

Jan Scrine

NATIONAL SPRING MEETING - CHELMSFORD, May 5th

The Society had its Spring meeting at Moulsham Mill, the most easterly venue to date and closer to the coast of France than the centre of England. Chairman David Viner thanked John Nicholls for the organisation of this, the first meeting to be held in Essex. Chelmsford developed where the road from London to Harwich crossed the River Chelmer, a route that we were told was one of the first to be turnpiked and one that was almost certainly used by the Hanoverian kings to return to Germany. Today it is the notorious A12 road, known for bottlenecks and delays.

Carol Haines explained to us that milestones in Norfolk were a bit of a miscellany since the county had relatively few turnpikes. There were only 15 totally within the county and ten of those radiated from Norwich. In all, 358 Norfolk milestones are recorded in the database, 193 placed by the turnpike trusts and 165 others. Some of the milestones were placed before the turnpike era when local landowners left money for road repair. Others were placed by the County Council after the turnpike era. Norfolk has no natural building stone, so many of the milestones have a wedge-shaped profile which is fairly economical in the use of stone.

Carol showed pictures of cast iron mileposts on the Wisbech to Downham Market Road which bear a cross keys design. These were made by Sturgess at the Bowling Iron Works in Bradford. The origin of the cross keys design is not known but probably relates to Cross Keys Wash which is the main crossing point for the River Nene.

Another picture showed an interesting pump at Cringleford, set up by the Turnpike Trust to water the roads to lay the dust. The pump was tall so that a water cart could be driven underneath.

Among several replacements, Carol told us of one plastic milestone in Thorpe St Andrew erected by the Parish Council. In thanking Carol for her talk David Viner asked whether the Society should develop parish partnerships more formally.

In the second talk, Richard Oliver told us about looking for vanished milestones in Lincolnshire. Richard had found relatively few turnpike trust records and he had used old maps for much of his investigation. Many of the milestones that formerly existed no longer survive. From 205 milestones that were originally Lindsey, only six survive. In Kesteven, Richard found 36 surviving out of the 175 formerly present, whilst in Holland, there are around 49 out of 85 surviving.

Richard showed maps from Bryant, Greenwood and the old Ordnance Survey series. These maps do not always show the mile markers in the same locations. In the example shown by Richard at North Willingham, the difference is accounted for by a diversion of the road to avoid a steep hill. Additionally Greenwood may have been using PO mileages and the positions of milestones on his maps may be suspect.

Colin Woodward told us of the traditional county of Middlesex which once engulfed London but which is now mostly comprised of London boroughs. Although the routes radiated from the Capital, there was no consistent measuring point, over twenty different measuring points being used. Colin provided a pictorial tour from east to west, demonstrating that milestone survival was patchy. Indeed he has found no survivors between Shoreditch and Waltham Cross and none on the Whitechapel Road. In the west there are more routes, with five from Marble Arch and four from Hyde Park Corner. Survival here is somewhat better. Finally Colin showed us a very attractive mile marker outside the Royal Geographical Society in Kensington Gore. The author of several books on toll-houses, Patrick Taylor, explained that toll-houses did not always follow the octagonal form but more often used a local vernacular design. Patrick showed us examples of a limestone toll-house in Plymouth, a flint toll-house from Reigate, a toll-house in Trumpington built with white gault brick and another in Littleport built with white Cambridgeshire brick. In Sussex there were examples of weather-boarded toll-houses with local clay tiles. Patrick then turned his attention to Suffolk showing us that many of the buildings there with octagonal form that appeared to be toll-houses were impostors - not toll-houses at all but other structures like gate lodges. In concluding, Patrick told us about the evolution of his series of books on toll-houses.

As we waited for a few moments, Mike Faherty gave a report on the successful Ross "Away-day". Fifteen new discoveries were made in Gloucestershire, 11 in Herefordshire and 9 in Monmouthshire.

Concluding a successful day, John Nicholls gave us an introduction to Essex turnpikes and their surviving milestones. Using maps, John showed us the development of the Essex turnpikes from the first Essex turnpike act in 1695. This was the first act to use the word turnpike. John showed us many examples of Essex milestones including a number that he had restored himself.

Closing the meeting, David Viner thanked everyone and reminded us that the next meeting will be the 10th Anniversary meeting at the Black Country Museum, Dudley, in October.

Mike Hallett

CAN YOU SCRIBE ?

Many thanks to Mike Hallett for once again doing the write-up of our meeting. We are grateful. So this is just to appeal for others to volunteer to do something similar at future meetings. Can you help with this? Nothing strenuous, other than an ability to sit through proceedings and make a record as you go along. Plenty of opportunities to express your own style, and it's a wonderful way to stay awake too!

Seriously, we do need to keep our record going, as it is welcomed by our non-attending members and adds to the overall achieve. We are especially keen to have a good report on the 10th anniversary meeting at Dudley in October. Volunteers would be welcome - set in touch with me at dviner@waitrose.com . or any committee member.

David Viner (Chairman)

MONEY MATTERS !

Please take a moment to read the enclosed letter from our Treasurer.

It tells you about the Inland Revenue's requirements for us to be able to claim GiftAid, by ensuring that we get a completed declaration from you each year, either by post or electronically. As a registered charity, we are eligible to claim an extra £2+ of your £10 subscription from the tax man, so that is very valuable for the Society!

Jan has explained how to renew your subscription for 2010-2011 on-line, through the 'JOIN US' section of our smart new website www.MilestoneSociety.co.uk - if you haven't done so already.

And did you know about "SA Donate" ? The Inland Revenue has put The Milestone Society on its list of accredited recipients. If you or your family or friends are feeling generous...

Finally, when you are reviewing your list of legacies, might you consider leaving a small sum to enable our successors to continue the good work?

Without your support, the Society could not exist; we are always pleased to receive suggestions or proposals to enable us to fulfil our aims and objectives more effectively!

COUNTY NEWS

Bedfordshire *Michael Knight* reports that two milestones located in Wardown Park, Luton, have now been examined and await repainting. Exact locations have yet to be established, but it appears that one stone was sited on the A6, recording "Luton 1" on the London Road, with "St Albans 9" on the opposite eroded face.

A better preserved A5 stone clearly shows mileages from the major coaching inn town of Dunstable, which is one mile to the west of the park. Markyates is three miles to the south, beyond which St Albans is 10½ and London 31 miles.

Buckinghamshire Acting county rep, *John Nicholls*, received an e-mail about a vulnerable milepost at Oakley. The post, a steel "Bucks Pressing" type, was retrieved from a ditch and taken into custody. It is in fair condition but still needs renovation, and in due course will be returned to its rightful place beside the road. An opportunity was taken to check out the "Buck Pressing" mileposts along the Bicester to Thame route (B4011) which was last recorded in 2002. The story is not too good, as of the five recorded, one has disappeared and the remaining four are in a sad condition. Further investigation took place on the Brill to Buckingham route, which resulted in the discovery that one milepost has disappeared, one has completely rusted through at ground level and lies face down in the hedgerow, and another has suffered a vehicle strike and has been bent over almost flat to the ground.

Cheshire The Cheshire milepost on eBay 2008-9 saga has finally come to an

end, reports *Mike Griffiths (Cheshire)*. The said milepost was recently located in a lock-up at Macclesfield Depot and re-erected near to the original spot at Toft, and firmly bedded into a concrete base during the latter part of March this year. The original site has become a lay-by and for the posts safety it has been positioned 5 metres from its true position. By the time the Newsletter is published the MP should have been repainted by M.G. reports *John Nicholls*.

Cornwall This is a good example of a good link between the Milestone Society and the County Highways Authority. Road works on the B3253 near Looe seemed to have destroyed a milestone at SW265558 near Dovers Farm. The matter was reported to Cornwall Council's local engineer who contacted the Cornwall Milestone Society. This listed milestone is "Torpoint 14", the only surviving milestone on this road. A check on Cornwall's Milestone Society database showed that the milestone was on the other side of the road to the road works. It was located on the ground and all was well.

The milestones on the A30 have been repainted by Enterprisemouchel, the Highways Agency's contractor in Cornwall. A survey was carried out in conjunction with the Milestone Society to locate all the milestones on the A30 trunk road. Trunk roads (A30 and A38) are the responsibility of the Highways Agency rather than Cornwall Council. Road improvements have by-passed many milestones, while some have been lost, but twenty survive on the A30(T) between Penzance and Launceston.

During the survey, the milestone at SW816525 north of Zelah, was found to be broken off. The two pieces were recovered, repaired and repainted. Once the site had been improved, the milestone was re-erected. This sort of work on milestones is expensive, and the Highways Agency is to be congratulated for its efforts to preserve surviving historical roadside features on such busy roads.

Most, but not all, Cornish milestones are Grade II listed. If you want to check your local milestone, the English Heritage web site "imagesofengland" shows all those listed before 2000.

Diana Cousins sent off an application to list her local milestone in Cam Brea some time ago, but it seems that the application got lost. Showing real determination, she persuaded the local council to put together a fresh application, which was submitted recently.

Do check with *Ian Thompson* before you decide to list a Cornish milestone, because there are numerous applications slowly working their way through the bureaucracy at English Heritage and the Department of Culture, Media and Sport.

A lot is known about the milestones in Cornwall, but very little about other roadside furniture. Cast iron fingerposts are very popular features with many local people, but how many are there and what condition are they in? Working with Cornwall Council's Historic Environment Service, Milestone Society members *Paul Phillips*, *Pete Goodchild* and *Ian Thompson* undertook a "sample survey" of fingerposts. *Jane Pawning* prepared maps and lists of all the fingerpost locations in three randomly chosen 10 kilometre squares, and the three milestoneers set out to see what existed on the ground. There was good news, and there was bad news. More details are to follow in "On the Ground".

Cumbria Three parish councils have approached the Society for help regarding

milestones, reports *Colin Smith*. In one case a parish council was given permission by the District Conservation Officer to relocate a stone. When a Planning Application was made, English Heritage became involved and requested that the Milestone Society be consulted in the matter. A site meeting between the four concerned bodies took place, and the Society proposals and methodology was fully approved by all concerned.

5 talks were given in 2009, and the county postcard and booklet "The Hutton Moor Road", have sold out. Efforts to update the county database have also been made. On the down side, five more milestones have been shattered and three have gone missing since the last survey. On the upbeat, four other stones that were not recorded have been discovered.

Last year, 4 milestones along the A69 were restored (fig 1 - page 11) whilst major road improvements were taking place.

Finally, members in the county will continue to battle on to try to raise public awareness about these and other neglected historical monuments and make further representations in 2010 to those who should be caring for them.

Dorset After ten years with the Society, county rep *John Tyberg* has stepped down, and wishes to complete other lifetime fulfilments. A replacement county rep has not been found to-date. (*His contribution and enthusiasm be sadly missed -ed*).

Essex After completing all the required paperwork, *Mike Davies* and *John Nicholls* made final arrangements to collect and re-erect a listed milestone in Hall Road, Rochford on March 17th this year. The stone had been toppled in 2009 and taken to the Highway contractor's yard for safekeeping. However, on arrival at the yard it transpired that the stone had been taken into storage elsewhere so the job had to be abandoned. It is hoped that the re-erection can take place in May but at least the contractors have agreed to deliver the stone to the site when a new date is confirmed.

For many years the pre-1939 cast iron fingerposts in the Braintree District have suffered neglect and some were in a terrible state of repair. *J.N.* noticed in his travels that one of the iron posts at Gainsford End, Toppesfield, had been taken away and in its place was a wooden replacement. When *Google Street View* came on-line the following week, the priority was to use this medium to seek other changes to the Braintree District fingerposts. It turned out to be a useful tool and a further three iron posts were noted as missing and replaced with wooden posts. A tour around the Braintree District posts on March 29th did bring on one surprise. One of the "lost" posts at Foxearth on the B1064 had been put back in its original position complete with three new cast arms. One wonders how much the new wooden post that was erected on the opposite side of the junction (visible on *Street View*) cost, as it has now been removed.

Patience and persistence does pay off. A year ago the two milestones at Baythorne End and Sturmer, as reported in OTG 2009 (p32), have finally been re-erected as notified by the Braintree District Engineer, Essex Mid-Area Highways.

Kent. Kent C.C. (Highways) has now installed the replacement milestone at Haine Road near Ramsgate on the A256 (see report in the last issue of "*On the Ground*"). The white painted cube shaped milestone with a shallow pyramid shaped top is made of Portland stone. It reads "*Margate/3*" and "*Sandwich/6*" in black lettering on adjacent faces angled towards the highway. The milestones nearer Margate on this route do not

appear to have survived. The route was once part of the Sandwich, Margate and Ramsgate Turnpike, set up in 1788 (fig 2).

Fragments of a milestone have been recovered during an archaeological investigation in Canterbury. The dig was being carried out by Archaeology South-East in connection with proposed works to provide a storm water detention tank at Kingsmead Road Coach Park. Two mileplates, reading "14/Miles/To/Canterbury" and "57/Miles/To/London/ I Mile/To/Canterbury" were recovered and will be donated to Canterbury Museum. The milestone is thought to have come from the Dover Road one mile south of Canterbury, and was probably dumped there by the local highway authorities many



Fig 1



Fig 2



Fig 3



Fig 4

years ago following road widening. A more detailed report will follow in "On the Ground".

Lancashire *John Higgins* writes that he has finally finished his two year survey of the county's milestone stock. Buses, trains and foot have taken him to every corner, and he is now in consultation with Lancashire County Council's conservation department about updating the H.E.R. A similar operation in Greater Manchester and Merseyside has already been undertaken.

The county underwent several major boundary changes in 1974 and so, in order to accommodate both traditionalists and the various new councils, everywhere that either was or is Lancashire has been covered. In addition to the large area that was Lancashire and still is Lancashire, the following areas have changed (from North to South).

1. Furness has been transferred from Lancashire to Cumbria.
2. Bowland and Craven transferred from Yorkshire to Lancashire (Starting the war of the roses !!)
3. Saddleworth has been transferred from Yorkshire to Greater Manchester.
4. South Eastern Lancashire transferred to Greater Manchester.
5. South Western Lancashire transferred to Merseyside.
6. Warrington and Widnes have been transferred from Lancashire to Cheshire.

The milestone totals are thus given for each area;-

Furness. 6 Guide stones-8 T/P era stones, 28 Lancashire CC replacement stones.

Bowland & C. 7 G.S. 6 T/P.E.S. 3 West Riding CC R.S..

Saddleworth. 7 T/P.E.S. 23 West Riding CC R.S.

Rest of Greater Manchester (ex Lancashire).

Merseyside (ex Lancashire).	2 G.S.	28 T/P E.S.	12 Lancashire CC R.S.	8 misc.
Warrington and Widnes.	2 G.S.	5 T/P E.S.	4 Lancashire CC R.S.	2 misc.
Main Lancashire Area (i.e. The rest of the county).		6 T/P E.S.	5 Lancashire CC R.S.	
	9 G.S.	96 T/P E.S.	52 Lancashire CC R.S.	2 misc.

The reason for the larger number of county council replacements in what is still Lancashire, is due to the fact that much of what is now Greater Manchester and Merseyside was, between 1894 and 1974, classified as county boroughs and therefore beyond the jurisdiction of the county council. All county council replacements are triangular in shape, but differ in size and lettering style according to their former highway area.

John is indebted to Lancashire Milestone Society members, who have given their help, especially *Steve Lister, Kath Almond, Joan Holding, Paul Hindle, and Gillian Naylor*. Thanks are also due to Virgin trains, Stagecoach in Lancashire, and Witch Ways. To Lancashire County Council for supplying so many footpaths on rural roads, and various excellent pubs, museums and the ordinary folk of the county who were always keen to learn what he was up to.

Middlesex *Colin Woodward* resurveyed the 64 remaining milestones in the spring of 2010. All of them were found except one, at Highwood Hill, near Edgware, thought to be buried in undergrowth. Very few of these milestones showed any signs of maintenance since the last survey back in 2005. One exception was a milestone in Fulham which, in 2005, was painted bright yellow to match the lines at the edge of the carriageway but is now painted black.

Monmouthshire It has been quite a busy six months in this sleepy county. First a photograph of a milestone appeared in the local *Monmouth Beacon* in January asking for information about the missing milestones between Monmouth and Grosmont (B4347). What was unusual about the photograph was that the milestone was made of snow. Neighbours of the editor built a snow milestone close to the site of where the 1 mile to Monmouth should have been, (fig 3 - page 11) A response was published a week later with a photo taken in 1948 of the missing 5 mile stone on the B4347 at Newcastle. Two things came to light.

First, that the aluminium "T" plate looked new, which therefore dates the county plates to post WW2, and second, the destination on the plate was to Monmouth, therefore breaking the monopoly of Abergavenny plates.

Contact was made with the Wye Valley ANOB, which spreads itself from Chepstow to just south of Hereford, and about three/four miles on either side of the river Wye, (within three counties). The Society provided them with a list of all the MS, MP, BS and Fingerposts with finials within the Wye Valley ANOB area. It seems that they are interested in restoring the roadside heritage, but unfortunately, this year's finance has already been arranged. A meeting between the Society and ANOB is planned in August/September.

During the week-end after Easter in April, the county was part of the three county blitz

that was based at Ross on Wye, Herefordshire. Members of the Society were invited to record the remaining milestones within the three counties that had not been recorded before. This turned out to be a very fruitful adventure, and further discoveries were made when *Ron Shackell* and *Chris Woodard* teamed up on a number of occasions to all but complete the survey throughout the county during the latter part of April.

Finally, the Society has been approached to give three talks in the autumn.

Somerset The Milestone Society in the county is fast becoming a source of information for other historical and local organisations. Compton Dando asked for information about the two turnpiked roads, milestones, and toll houses in the parish. First, the A39 Bath to Farrington Gurney via Marksbury as far as Rush Hill, (Bath Trust) and Whitchurch to Rush Hill via Glutton A37 (Bristol Trust). Details were duly sent, and mention was given to the "Two-Headed Man" toll house at the junction of the A39 and the B3116. (ST668641).

The Old Post Office in Shepton Mallet is due to hold a display, and the Society has been approached to supply some photographs for the event.

Finally, *Richard Raynsford* has discovered a milestone in a garden (ST775311) near Bourton (Wilts) very close to the Somerset border.

Staffordshire The Milestone Society, as part of their 8 year contract with the County Council, are repainting mileposts in Lichfield and Tamworth districts during 2010.

Following the theft of the decapitated Leek 2 milepost on the A523 Ashbourne to Leek road, the remaining posts have been concreted into the ground, thus avoiding further theft but rendering them vulnerable to accidents.

A Staffordshire Mile Marker CD has been created and has received a favourable response. It is available free to Milestone Society members from *John Higgins*. Please send a S.A. jiffybag.

Worcestershire The new Bradley stone plate on the A38 at Martin Hussingtree has gone AWOL. This was one of the three plates that were attached to three with a strong commercial bonding glue as a experiment (as reported in the last issue). There seems to have been no force shown, nor was there any glue residue on the stone. Further investigation of the remaining two experimental stones showed no apparent weaknesses.

Upton Project. Plates 1,2,3, 5, and 6 stones, have been ordered from Blist Hill Foundry. Plans for the remaining stones in the project are in hand.

JUST FOR THE RECORD

Back in 2006 the Knowsley Council, Lancashire, secured a Heritage Lottery fund to restore and clean some of the historic roadside items in the neighbourhood. They were the Cronton Stocks and village cross, a dovecot, a weeping stone and St Chads Cross, Kirby, two further crosses and the milestone on the Liverpool Road, Huyton. Bronze plaques have been added to each landmark to help visitors understand their important historical significance.

Internet.

SAVED BY THE HAMMER

Doug Roseaman notified the Society that a mileplate originally from the A342 Andover to Devizes road at SU053103 (1 mile east of Chirton Crossroads) was being auctioned in Pewsey, Wiltshire on the 17th of March this year. The plate inscription reads, "Devizes/5 Miles/Everleigh/8/ Andover/20 (fig 4 page 11).

After discussion with the committee by e-mail on the ins and outs and the legalities etc, he approached the Wiltshire Archaeological and Natural History Society, Wiltshire Heritage Museum and the local Parish Council, and made them aware of the item being auctioned. He also arranged that plans were put into place for the ¾ inch mileplate to be returned to its original site. It was agreed between the Society and Wiltshire Heritage Museum that Doug would do the bidding and that the funds for the purchase would go 50/50.

With all concerned aware, it helped to minimise the numbers bidding for the item. Doug eventually managed to purchase the mileplate as the agent for the Museum and so did not have to pay VAT. He announced to the auctioneer and the assembled dealers that the plate would be going back to its original site, which brought a murmur of approval.

LOST and FOUND

Cornwall Careful study of old maps and excellent fieldwork enabled *Pete Goodchild* to find two important milestones near Callington.

On the A388 south of Penpill Farm at SX348750, a milestone with a painted but not carved inscription is set into the bank. This is the fourth in a set running north from Callington to join the Launceston turnpike at Wooda Bridge. (What is happening to the old toll house by Wooda Bridge?)

North of Manaton Mill, completely buried in the bank, but now uncovered, is the milestone marking the end of the Callington Trust turnpike in 1764. It gives the distances to Callington as 2 miles and 6 furlongs. End milestones are very rare. There is a Saltash Trust end milestone at Trerule Head, on the roads just behind the filling station at Trenulefoot.

Devon A semi pyramidal cast iron milepost once set at the roadside in the village of Bittaford on the old A38 between Plymouth and South Brent has been discovered in storage by Devon County Council (DCC). *Tim Jenkinson* (County Rep.) was able to advise DCC on where the post, that shows a distance of 13 miles/to/from/Plymouth on its faces, had once stood. Taken down with many others during the 1970s when the present day dual carriageway was built, the post is one of 15 that were originally placed by the Plymouth Eastern Turnpike Trust in the 1820s. DCC have expressed an interest to reposition the milepost at the wayside, and advice was given using Society guidance notes along with a view to repainting. If the post is returned to its site it will become one of only four such markers now surviving on this road. DCC advised TJ that they have more milestones in storage and will be seeking help to reposition those as

well in due course.

Milestones continue to be unearthed along sections of the old A30 between Exeter and Cornwall. Two new finds have recently appeared. One at Firestone Cross that is marked 6 miles from Okehampton on the Exeter side, (SX6708 9292) and another at Combebow, 8 miles from the town going towards Launceston (SX4896 8806). Both stones have been uncovered by persons unknown, perhaps implying that interest in milestones in that part of the county is growing with potential of more discoveries to come.

Isles of Scilly *Ron Bubb (Worcs)* whilst on holiday, discovered a mile marker on Telegraph Hill, St Marys.

Staffordshire On the A523 Ashbourne to Leek road, the Leek 2 milepost has been decapitated. When *David Wright* tried to retrieve it for safety, it had sadly gone missing. An appeal in the local newspaper, The Leek Post, has failed to discover the missing post.

Sussex "Crawley's last milestone lies dead on the floor of the museum." That is the title to a photograph of a milestone on Flickr. Apparently it had been hidden under vegetation for a number of years, when it was disturbed by a road maintenance team who automatically threw it onto a pile of rubble. Even though the Council were unaware of its historical importance, they were aware that it had at one time been damaged by one of their hedge/verge cutters. Luckily a member of the local museum whilst cycling by noticed it, and it is now resting in the museum, prior to a hopeful restoration.

TOLL-HOUSE NEWS

Devon Kennerleigh Toll-house on the old road between Crediton and South Molton has been badly damaged by fire at the start of 2010. Having now lost its roof, the house is currently boarded up. Its lack of listed status is a cause for concern, putting it under threat of demolition.

The distinctive toll-house at New Bridge near Gunnislake has suffered damage in a road traffic accident. Described as being 'very close to the road edge' by Jenkinson and Taylor (2009) a lorry driver lost control of his vehicle in icy conditions at the beginning of the year and skidded into the house taking away part of the porch. The house is currently undergoing repairs.

Several toll-houses have recently been up for sale in the county including the one at Chenson on the A377 between Exeter and Barnstaple. Likewise the Haldon Hill toll-house on a downhill stretch of the A3 8 some six miles from Exeter The elegant Shaldon Bridge toll-house near Teignmouth, the Monksbridge toll-house in Brixham and the toll-house at Windy Corner, about a mile closer towards Paignton.

Hants From the internet it was reported in 2006 that the old 17th century Grade II listed toll-house at Chineham (A33 - Basingstoke - Reading road) is sadly in a very dilapidated state. It was restored in the 1980s and was sold as a residential property. However the building is now uninhabitable as it is infested with aspergillus mould

which produces aspergillosis in humans, a serious and potentially fatal condition.

Lancashire *B. W. Fielding (Lancs)* reports that at around the time of the Society's conception (maybe a year or so before), the Bretherton Toll Bar (Liverpool-Preston turnpike) at the junction of the A59 and the B5247 was demolished to make way for a roundabout. This was an unnecessary act of vandalism due to the fact that there are still open fields on the opposite side of the road.

Staffordshire Sadly the Tollgate Cottage (formerly belonging to the Leek to Cheadle turnpike) on the A52 between Ashbourne and Stoke was demolished recently.

Somerset *Phil Urch (Somerset)* wrote in about the toll-house at the junction of the A39 and the B3116 (ST640668) between the villages of Corston and Marksbury on the old Bath Trust road. He states that the junction today is known as "*The Two-Headed Man,*" and that fairly recently a picture of a two-headed man has appeared on the north west near wall. He has an idea as to why it has such a name, but wishes to know if any member can offer a suggestion for why the toll-house and its junction is known as The Two-Headed Man?

SELBY TOLL-BRIDGE

Baron Petre of Writtle in Essex who was also Lord of the Manor of Selby built Selby toll-bridge. A ferry had carried people and animals across the River Ouse but Jeffery's 1771 map shows no road northwards until the village of Barlby, a mile away, was reached. The bridge opened in 1791 and the tolls were a penny for cows and horses, a ha'penny for pedestrians and three shillings for coaches. Presumably a connection of sorts was made into Barlby but the road to York, north of the river was never turnpiked. Most movements to York would have been along the Ouse. In 1793 John Tomlinson was appointed, at £36 a year, to collect the tolls and operate the bridge opening for ships.

As far back as 1892 efforts were made to provide a free bridge. In 1900 the Selby Bridge Company was offering it for sale for £6300. A £5000 bid by the Urban Council wasn't enough but in 1901 the Percy family of Southampton bought it for £7000. There was a brief respite from tolls in 1989. Cawood Bridge upstream was closed for three months for repairs, and tolls at Selby were temporarily suspended whilst work there was in progress. Traffic through Selby increased by 30% and so to ease congestion, a by-pass was proposed and was eventually built. However, before then, a consortium of local businesses, North Yorkshire CC and Selby District Council bought the bridge.

So on the 21st September 1991 the town Mayor and other local dignitaries on the *Highflyer Coach* were the first to be driven over the newly free bridge.

Thanks to member *Anne Taylor* for the newspaper cuttings from which this short history was compiled.

Christine Minto

THE SOCIETY IN THE MEDIA NEWS

Monmouthshire As reported in the county news, the Society was mentioned in a local

paper on the subject of lost milestones along the B4347, from Monmouth to Grosmont, and the surprise discovery that was brought into the open.

Somerset In the latter part of 2009 the Society was featured in local papers. First, for painting the milestones around Shepton Mallet, and second, for a follow-up letter on the Milestone Society. A third mention of the Society was when a photo of an unknown toll-house was published which was sent in by Barry Lane of Wells Museum.

The Ross on Wye Week-end In April, due to the Ross on Wye week-end Society, a number of local papers within the three counties were notified of the Society's actions, and a number of enquires were received from the public.

On Easter Sunday, BBC Radio Gloucester's "Country File" programme interviewed the county representative for Herefordshire and Monmouthshire, which again brought in further interest.

Inland Waterways Since last year's AGM, the Milestone Society has been mentioned in a number of Waterway publications outlining the Society's interest in recording the canals mileposts for the national database. This has brought a good deal of feedback from the canal world.

NOTES AND QUERIES

Birthday Present NL 10 p8 It was reported that the Cunningham family had given Steven a milestone as a birthday present. The said stone being outside his shop in Ambleside (NY376046). Last year *Iain Davison* of Northumberland was also given one for his birthday by his family. It can be found at Park Gate, Coniston (SN298964) on the A593. It was specially commissioned, and is made from Lakeland green slate, produced by Kinkstone Quarries who are based at Skelwith Bridge near Ambleside. The legend reads "*Edinburgh 150 miles, Newcastle 114 miles .*"(fig 5). The former being his original home town, the latter his present home.

Are there any more adopted or specially commissioned milestones anywhere ?

Churchyard Milestones *Frank Leonard (Yorks)* reported to the Society (in case they were unaware) of a recently located milestone behind what he thought was a locked gate in the churchyard of St Mary's Wyke, Bradford. It was dated 1750 and has the inscription "To Halifax 5 miles'. *Mervyn Benford* remarks that it sounds about right, distance wise, even in old Yorkshire miles. Which brings in the question on whether there are other milestones in churchyards in other parts of the country. The editor is aware of two others. One is in the churchyard in Llandeilo, Carmarthenshire, overlooking the road that leads out of the town to Carmarthen, and the other is at Fownhope, Herefordshire which overlooks the crossroads in the centre of the village.(Fig 8)

Church Commemorative Board *Colin Williams (Hants)*, wrote in to report that just inside St James's Church, East Tisted, Hants, there is an unusual commemorative board with a road connection.

" Philip Valoise, rector of this parish, died AD 1760 and bequeathed seven mortgages on turnpike trusts, the interest to be applied in maintaining a master and mistress for teaching the children of East Tisted to read, write, sew, etc. The bequest, viz £394 15sh

2d (75½p) stands invested in 1846, thus reduced 3 percent £274 14sh 2d(70½d) Winchester Turnpike Trust viz Upper district bond £39. 10/-(50p) Lower £32 10/-(50p)."

Twinning Milestone *John Nicholls* has sent in a photograph (fig 6) of the stone in the middle of Winslow, Buckinghamshire. It was erected in 2009 to commemorate the 25th anniversary of the twinning of the town with the town of Cours-La Ville, France, and acts as a long distance milestone - 647 miles to Cours-La Ville. John asks if this is the



Fig 5

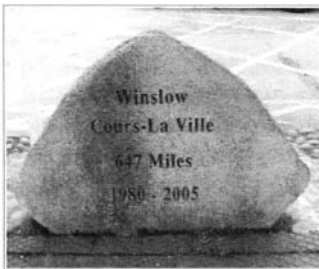


Fig 6



Fig 7



Fig 8

only one or are there other twinning milestones anywhere else ?

Unusual Road Signs NL18 p4 *Rodney Marshall (Luton)* has responded to *Michael Knight's* enquiry on this subject, and has sent in two further examples (fig 7). He states that these were not as unusual as it might seem, as there were many throughout the country. Sadly only a few have been recorded.

1 Miol Stone NL18 p16 *Rod Smith (Wilts)*, reports that the 1 Miol stone near Widecombe, Devon is illustrated in 'Thurlow's Dartmoor Companion' by George Thurlow, where he gives the 6 figure grid reference, as SX722 780. This book is beautifully illustrated with Thurlow's own drawings and has much to interest milestone enthusiasts, having sections on Stone Crosses, Boundary Markers, Guide Stones and Milestones etc.

How Distances Change NL18 p4 *Christine Minto* writes in to remind one that the Dunsop Bridge milestone was in Yorkshire until 1974. Being dated 1739 the distances are clearly in customary miles which varied from place to place but were usually longer than the present day statute miles. At that time the route to Hornby would have been northwards alongside the Whitendale River to join the Salter Fell track between Slaidburn and Hornby. Today that's just over 11 miles. Leaving Slaidburn westwards out of the village, there is a guidestone on Woodhouse Lane (SD6965 5310) that on its front face directs the traveller over Salter Fell "To Hornby". The right face has a hand pointing to Slaidburn, whilst on the left face a hand points to "W". That direction would direct the packhorse across to Whitendale. "1816" is inscribed on the side facing the wall. The tarmac ends not far from this stone but it is possible to cycle over the fells on a stony track before joining tarmac again on the Hornby road near High Salters Farm.

There are milestones all over the moorlands throughout Yorkshire using customary miles, and many of the stones to the west of Sheffield and in Derbyshire are similarly inscribed. There are too many to mention individually, but they are all in the Yorkshire and Derbyshire databases.

Margaret Panikkar (Lancs) wishes to remind us that before the Statute perch (thus the Statute mile) was fixed at 5.5 yards, the perch in Cheshire was 8 yards whilst the Lancashire perch was set at 7 yards.

What the editor was asking was, are there any more examples like the Dunsop Bridge and Hodder Bridge stones that are still placed in situ today, that have a different modern distance to the one recorded on the stone?

Also a number of counties i.e Kent and Oxfordshire, had a variety of different measurements for the mile. One county had 3 measurements, whilst the other had 6. Can any member inform us what these distances actually were?

County Bridge stones NL16 p10 *Ian Thompson (Cornwall)* raised a query about county bridge stones.

Cornish county bridges were maintained by the county, and the bridge stones were placed on the approaches to the bridge marking the limit of the county's responsibility. He wondered if other counties had bridge stones and if so, how many had survived?

The Cornwall Justices handed over 119 county bridges to the new Cornwall County Council in 1889. Ian has found 12 bridge stones in east Cornwall, carved with the single letter "C", for county bridge. In West Cornwall, he has found only one bridge stone, which is carved "CB" for county bridge.

Responses to Ian's query show that there are a number of "C" stones in West Devon, several "WR" stones in the West Riding of Yorkshire, together with "+" stones, one "B/COUNTY/1888" stone in Norfolk, and a "C" stone near Macclesfield in Cheshire.

If this is the total for the whole country, then bridge stones are rare indeed, and deserve our attention.

Are there any more out there which have not been reported?

To-date none have been found in Wales (including Monmouthshire), therefore the question arises to whether the Statute of Bridges Act 1530, that gave the local Courts the responsibility for the upkeep of the bridges, was actually acted upon throughout England and Wales. Are there any thoughts or suggestions by Society members?

NEWS FROM THE CANAL TOWPATH

Hereford and Gloucester Canal The H & G Trust celebrated their 25th anniversary two years ago, by reproducing three milestones. The reason being was that there was only one surviving stone in situ, and two others (relocated in a garden) along the 27 mile canal. These can be dated to 1839-45 period when the Ledbury to Hereford section of canal was built. The section to Gloucester from Ledbury was built 1793-8 and no stones survive.

With a budget of £200 per stone the Trust shopped around and eventually managed to produce three Forest of Dean sandstone markers with cast iron plates costing a total of

£62.50 each. They were placed in August and September 2008 at the three active restoration sites along the canal, at Over (½ mile), Oxenhall (9½ miles) and Yarkhill (27 miles).

The Old Union Canal has had a number of missing iron mileposts replaced between Leicester and Norton Junction. Local authority Rodney Hardwick an MP enthusiast, has approached the Society and offered his assistance wherever possible, after reading in the Waterways press about the Milestone Society's interest in canal mileposts. **Toll-houses** In June last year it was reported on the Internet by Paul Balmer, that the Smethwick Top Lock Toll-house had been burnt down, presumably through vandalism after years of neglect.

Web site An excellent web site has been found by *Mike Hallett* which covers every milepost along the Trent and Mersey Canal. So go to www.tmc-mileposts.co.uk

NON-TURNPIKE MILESTONES

We link milestones to the turnpike trusts of the 18th and 19th centuries, but were these the only organisations to erect milestones?

In his talk at the Annual Conference in Wells last October, *Ian Thompson* set out the case that over half of the milestones in Cornwall were not erected by turnpike trusts. He challenged others to identify non-turnpike milestones in their counties.

The response has been slow, so far.

Two roads in the Forest of Dean - Gloucestershire, were constructed in 1855 by unemployed farm labourers under the direction of the rector of English Bicknor, John Burdon. One milestone survives - "Ross 8 Miles".

In Somerset, the "Old Coach Road" to Redlynch House near Bruton had privately commissioned milestones. One survives - "1 Mile from Redlynch House". In Bath, a stone embedded in a wall at the junction of Park Lane and Weston Road, is inscribed "1 Mile from the G Western R Station". Weston Road was never turnpiked.

In Lancashire, John Higgins found a number of examples of triangular stone milestones bearing the inscription "Southport District Highways Board", clearly not a turnpike trust.

In his talk, Ian identified:-

- * Pre-turnpike milestones
- * Privately erected milestones
- * Highway Board milestones
- * Handover milestones, when the County Council took over the main roads.

What do you have in your county? Tell Ian Thompson through the Newsletter or by e-mail at i.thompson029@btinternet.com

The Welsh Connection - Just for the record

Anglesey The road between Amlwch and Llanerchymedd (B 5111) was never turnpiked, but 5 milestones were recorded by *John Higgins* in his report in OTG No5.

Cardiganshire On the A486 Llandysul to Newquay, and the B4337 Temple Bar to Llanbydder roads - cast-iron mileposts were erected in the 1860s, post T/P era.

On the A485 between Lampeter and Tregaron, a MS with two surveyors names on it, was erected 2 years before the road was turnpiked. Also mentioned in NL18 p18, A467, the milestones between Cardigan and Cenarth Bridge.

Glamorganshire An Aberdare boundary marker and an 8 ft milestone were erected by the Aberdare Health Board in 1860, who were responsible for the roads in the area.

Radnorshire/Breconshire The A483 and B4520 between Llandrindod Wells and Brecon via Builth Wells. Many stones were erected pre-turnpike on the old John Ogilby Chester to Cardiff road.

Editor

BOUNDARY STONES

The 19th century was a time of rapid population growth, to which the Church of England responded by the building of thousands of new churches, and the creation of new parishes, all over England and Wales. For each one, the Ecclesiastical Commissioners would present a draft order to the monarch, which was published in the London Gazette (www.london-gazette.co.uk), following a standard pattern.

For example, the 1860 order for Upper Hopton St John, in West Riding of Yorkshire, gives the reason for a new chapelry - "because there is now a considerable population living some distance from the parish church". There follows a detailed description of the line its boundary will follow, and stones are often mentioned. Thus, from its stated starting point, the Upper Hopton boundary extends "north eastward, for a distance of 3,294 feet, to a point where a boundary stone inscribed U.H.St.J.C.C.1860' has been placed."

In a single issue of the London Gazette that includes the Upper Hopton chapelry (no. 22440, published on 30th October, 1860) there are no fewer than 25 orders for new chapelries, of which nine have references to boundary stones. While most have only two or three, there were as many as nine for Upper Hopton.

Where no stones are mentioned, the usual explanation would appear to be that the boundary line is fairly clear, following named roads, or that the boundary is the same as an existing (e.g. Township) boundary. Interestingly they do not always follow an obvious existing boundary. The wording on the boundary stones is always abbreviated to a standard format: the town, village or chapelry name; the church name (St whatever); either CC or DC (for Consolidated Chapelry or District Chapelry); the year; and the stone number. A Consolidated Chapelry was created with bits of more than one existing parish, and a District Chapelry was carved out of a single existing parish. I have so far located just one of the Upper Hopton stones, and there are others in West Yorkshire in Batley, Lepton, Meltham, Sowerby Bridge and Stanningley. It would be interesting to know how many more of these chapelry boundary stones survive.

Richard Heywood (Yorks)

IF YOU GO OUT IN THE WOODS TODAY.....

"If you go out in the woods today,
You're sure of a big surprise...."

The woods concerned are none other than the Forest of Dean in Gloucestershire. It was announced in the local press during the Ross on Wye week-end in April, that new boundary markers were to be erected at 60 sites along the roadside.

The Forestry Commission have been working with Gloucestershire County Council Highways Department in planning to place modern black and white bollards at the 60 road entrances where ancient boundary stones used to mark the Statutory Forest Boundary. The bollards are in keeping with other reflective roadside bollards but have the words *Statutory Forest Boundary* in green lettering on them, (fig 9)

The SFB is also traditionally known as the 'perambulation' (referring to the fact that it was regularly walked to define it) and was officially completed in 1833 and marked by boundary stones dated 1832. Many original boundary stones can still be seen and have been re-erected by the Forestry Commission with help from local people.

Each entrance and exit on the roads within the SFB will now have these roadside bollard markers, and eventually the boundary will be marked with a green line on the road surface.



Fig 9

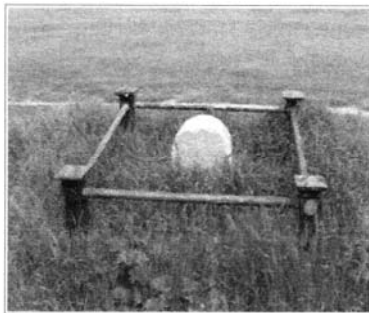


Fig 11



Fig 10

Whilst the Society was making enquires about the new boundary markers the Forestry Commission in turn, asked the Milestone Society for help with two stones that they had been unable to identify.

There are a number of Gale stones in and around the Forest of Dean to mark the minerals, enclosure stones to commemorate inclosure of the forest, and a variety of more recent commemorative stones. Two remaining stones are not familiar to the FC. One is found in the Kensley Inclosure at SO628133 with the inscription "G.R." on one side and "B.S./ 59A" on the other (fig 10). In the meantime the second example can be found at SO622082 near Castlemain Depot. This is heavily weathered and has been virtually subsumed by a common lime tree. Only the GR is visible on the face against the tree. The lime avenue was planted around 1850. Can anyone suggest any ideas?

Caroline Woodard (Monmouth)

UNKNOWN STONE

It is clearly important because it is protected by a little railing, but does anyone know what it is? It is near the pond by the Morden Road, at the south east corner of Blackheath in London (fig. 11).

OLD AND NEW COUNTIES? - Opening up a worm!

When the Milestone Society was first formed ten years ago, we had a number of decisions to make, one of which was whether or not to adopt present or past county boundaries. As one of the initial "committee" who oversaw the setting up of the Society, this seemed a crucial decision. I was firmly of the opinion that we should adopt current boundaries, but pay respect to former counties. In other words, change is continuous and minor transfers of boundaries should be accepted. However with major shifts in areas such as the creation of metropolitan counties, these could-district by district-be unpicked and put back into their respective counties. Up to a point, I still hold this view, although the Society adopted 1974 as a cut-off when we would accept no more change. Since then, many new unitary authorities have been created, and some former counties have been reinstated, all of which should make our job easier. However, the dog's dinner created in 1974 by the Heath government, seems sometimes to be perpetuated by the Milestone Society. Some members refuse to accept modern boundaries, some members accept minor changes but disregard metropolitan counties, and some members don't even know where the old boundaries were. In putting into the national database is also fraught with problems. We accept a Yorkshire whose external boundaries are pre-1974, but internal boundaries are modern. We have a Middlesex which hasn't existed in that size and shape since 1888. We have a Cumbria which never existed prior to 1974, and we have a Cambridgeshire which includes Peterborough, which has itself been a) The Soke of Peterborough, b) Part of Northamptonshire, c) Part of Huntingdonshire, d) Part of Cambridgeshire and now e) A Unitary Authority - bringing it full circle!!

So where do we go from here and does it really matter? I believe it does, and a 'Vox - pop' taken of members seems to give me a 50/50 split. Let me explain why we need to get this right. We are a Society who records and preserves "street furniture". If we were a purely historical Society, then we could live with original counties. However, this has no bearing on the real world, and in any case, when do we count real counties boundaries as being correct? My own county of Staffordshire underwent a review in 1844, and a turnpike era milestone from Clent in Staffordshire went to Clent in Worcestershire. However, at the time of the county replacement mileposts, the shape of the county had changed again!

So much for the historical side. Now for the preservation bit. We need to communicate better with our local authorities who own the milestones, and so must speak their language - i.e. modern boundaries.

Your editor has weighed in with his two-pennyworth. "How about both?" Chris suggested to me! I haven't even mentioned Wales and Scotland, which both have their problems.

However, whatever we do, we must have consistency, which is sadly lacking at the moment.

I suspect that this "can of worms" will spread far and wide before the proverbial "lid" is put on it. Before then, please have your say, either at the next meeting or in the next

NL. Send your contributions to the NL editor.

John Higgins

IN RESPONSE TO JOHN HIGGINS

A bucket of worms, rather than a can let, alone a single worm, I think John (unless your title was a typo)!

John has graphically and correctly pointed out inaccuracies and errors in our county recordings systems; not in the system itself, which is flexible enough to cope with all varieties of administrative units, current or historic; but in the way some county recorders have interpreted their areas.

As we gradually move to a situation where recording (in England and Wales, at least) is effectively complete, our main attention will surely turn more to preservation, which will involve co-operation with local authority Highways and Conservation officers; they will be no respecters of pre-1974 boundaries.

When the founding generation of MSS members becomes inactive, it is to be hoped that a new generation will succeed. Our successors will be less respectful of historical situations in place more than 35 years ago!

I was born and brought up in Wolverhampton, which I then felt instinctively to be in Staffs; along came Metropolitan Counties, themselves not long surviving, to be followed by Unitary Authorities. I then moved to South and South-west London; remind me, Surrey, GLC, or LB Wandsworth and Croydon?

After moving South, I now live in Bournemouth. Its denizens seem quite content to live in Dorset, rather than erstwhile Hants. Attempts to move county boundary signs a few years ago were treated as the activity of cranks in the local press.

For graphic information on the current quagmire of local authorities, have a look at the maps in <http://www.gazetteer.co.uk/index.htm>; note that in accompanying chapters, it is made clear that the 1974 act did nothing to change historic counties, merely to create new administrative areas.

If some of us find the concept of "historical county" unsatisfactory or difficult, how about "ceremonial county"? - http://en.wikipedia.org/wiki/Ceremonial_county

Mike Faherty (Database Management)

So, "what do Society members feel? Would you like to keep to the old historic counties of the 18th and 19th centuries, or keep up with the times and alter the boundaries, "whenever there is a governmental/council change? Or should the database have both? This is your NL. It would be great to hear from you, with your views and opinions on this, and any other matters that are of special interest to you and the Society. Please send your letters in to the editor. Space permitting your thoughts and ideas will be published in future newsletters, as John's thoughts have been shared here.

So let's have further discussions, through the NL please.

Editor

MIXED MEDIA FINGERPOSTS IN FURNESS

Vintage fingerpost activity has now extended to Furness in Cumbria with a magnificent restoration on the A595 in Kirkby-in-Furness, near Ulverston. The original counties in Cumbria each had distinctive styles for their fingerposts. Lancashire-over-Sands used the same style as the rest of Lancashire. There used to be a fine example of a Lancashire "mixed media" fingerpost, prevalent after World War 1, at Newby Bridge (SD369863). Also, sadly, long gone, is the Leyland bus seen on the bridge in the 1930s (photograph by Mary C.Fair, courtesy of Tullie House Museum and Art Gallery, Carlisle). The fingerpost in question, with its massive cast-iron posts was made by Thomas Blackburn & Sons, Ltd, Preston (Fig 13). The shaped wooden arms were bolted to cast-iron stubs. The letters were die-pressed into aluminium plates, using the then newly developed technology for car number plates.

Similar cast-iron posts were also used for village signs, still to be seen. Most of the original fingerposts have been replaced by modern signposts. But not all! Some 20 of these posts remain, particularly in Low Furness and the Cartmel Peninsula. There is also one by the bridge in Coniston, but most are in a sorry state and few still have the wooden arms and aluminium plates.

A local engineer, known to all as Slinger, has now renovated the fingerpost in the centre of his village of Kirkby-in-Furness (SD231824). The cast-iron post lettered plates needed cleaning but were fortunately intact, though he made completely new wooden arms. The original splendid black and white livery has been repainted (Fig 14). Full instructions from Slinger are available, through the authors of this article. Hopefully these instructions may encourage other parishes to follow suit. Finally, two other Lancashire fingerposts have been renovated in Field Broughton near Cartmel (SD390815 and SD390816), though without the aluminium plates. Similar Lancashire posts have also been restored near Pendle by veteran Padiham craftsman Duncan Armstrong who can also supply drawings, parts and the aluminium letters and plates.

Kate & Mike Lea



Fig 12



Fig 13



Fig 14

GOOGLE STREET VIEW

Google Street view has been available for some time for major conurbations such as London. In March 2010 it went nationwide and now covers 95% of the UK. For anyone with Street View simply open Google Maps and type in a location by place names or post code. Then go into Street View. It is just a matter of moving the little yellow figure on the left hand side of the map to a chosen location. Once in Street View you can spin round 360 degrees or move along streets, etc.

Using Street View to find milestones is not always practical because of the height of the cameras on Google camera cars. But anyone wishing to survey fingerposts before setting out on a journey will find Street View a good money and mile saving tool. Most of the photography (at least for the areas used so far by the writer) are less than 18 months old but obviously the value of Street View will be less as time goes by except for making future "then and now" comparisons. A worthy addition to on-line map resources.

John V Nicholls

A HAUNTED STONE

It seems that the milestone that records "*36 Miles to London* " on the A21 in Tunbridge Wells, Kent, has an intriguing story attached to it. Major Yorke's road was built by Major Martin Yorke, who retired to Tunbridge Wells a wealthy man after serving with the East India Company. The road connects his house at the top, now The Spa Hotel, with the Pantiles at the bottom. It became, and remains, one of the busiest roads into town. The most fascinating tale about this seemingly unremarkable stone is its local reputation of being haunted by a young girl. Plainly dressed in Georgian costume, she has occasionally been seen sitting upon it. One wonders, is she waiting for a carriage to London, or is she perhaps waiting and hoping to meet someone? What appears certain, is that sightings of her have been seen. So, if you should be passing that way after dark, you might be privileged and catch a glimpse of our phantom friend.

Adapted from an article posted by Anke on the Internet in March 2010

The Editor wishes to know if this is the only recorded haunted milestone in the United Kingdom.

FROM THE MEMBERSHIP SECRETARY

Just a final reminder that some members subscriptions for 2010/11 are now overdue, and that if you wish to continue your membership, please can you notify Brian Barrow, at Larkrise, Wicken Road, Clavering, Essex CB11 4GT, as soon as possible.

BOOK REVIEW

Patrick Taylor: *The Toll-houses of Norfolk*. Polystar Press 2009. ISBN : 978-1-907154-02-7. Pp76, Price £7.95.

Although one of the largest counties in England, Norfolk had one of the lowest mileages of turnpike roads. Some main roads were never turnpiked, some only in part. Being stuck out on the eastern "bump" of the country, there probably wasn't the volume of traffic to make road improvements a priority. The turnpikes that were created, however, often covered over 20 miles, although toll-houses seem to have been few and far between, making one wonder how easy it was to evade the tolls.

Patrick Taylor's latest book follows the format of his study of Suffolk toll-houses (see review in NL18, p26) with identical introductory chapters on the development of the turnpike system. The next section deals with Norfolk turnpike development, then the geology which has affected building materials and styles. With underlying clay, and the absence of suitable building stone, bricks have been made and used in the county for hundreds of years, and all but two surviving toll-houses are brick-built. The exceptions are in the west of the county where the dark yellowy-brown carstone has been used as the main material.

Most Norfolk toll-houses are single-storey rectangular cottages, although some two-storey houses were also constructed. In the west of the county a "Telford" style can be found with a jutting front bay. Only two true octagonal toll-houses are known from the county (old photos of them survive), built on the approach to bridges across the River Bure at Great Yarmouth.

Following the gazetteer is a section on "imposters" - mostly octagonal-ended buildings often mistaken for toll-houses. Many of these were lodges or ornamental cottages, and the Round House in Costessey is even described as a former toll-house in its Grade II listing. Research has shown, however, that it belonged to the local estate. As with Mr Taylor's book on Suffolk, an index would have been helpful, but his research is building into an invaluable series which will do much to bring these buildings to wider notice. It is to be hoped that more county studies will follow.

Carol Haines (Norfolk)

OTHER BOOKS

The Toll-houses of North Devon by Tim Jenkinson and Patrick Taylor. The eagerly awaited publication is now available and copies of this, and its companion book, *Toll-houses of South Devon* can be purchased directly from Tim. Please send cheque for £8.95 per copy to Tim Jenkinson, 17 Monro Mead, Liverton, Newton Abbot, Devon, TQ12 6UL.

Worcestershire Toll-houses, is a companion to the *Worcestershire Milestones*. Published by the *Worcestershire Milestone Society Group*.

The Old Roads of South Herefordshire by Heather Hurley, published by Fineleaf.

The above three books and further publication reviews will be reported in the future in "Milestones and Waymarkers", the *Milestone Society Journal*.

RAILWAY MILEPOSTS

At the Society's meeting last October there was some discussion as to whether canal milestones and posts should be brought within the scope of MSS recording activities. It was pointed out that, by implication, any extension of activity beyond recording road side furniture, raised the question of whether railway mileposts came within the Society's terms of reference. Some doubt was expressed about the practicalities of recording these mileposts, either from track-side or from moving trains. What follows is a preliminary exploration, which I hope will enable the recording of railway mileposts to be judged both on principle - are they worth any attention ? - and of practicalities - how are they to be recorded ?

First, as to whether these posts are worth attention. Their provision at quarter-mile intervals was made compulsory by the Railway Clauses Consolidation Act, 1845, s.94. The original purpose in fixing them seems to have been to regulate charging, but their later official function seems to be entirely for reference for engineering purposes. Mentions of mileposts in the voluminous railway literature are not numerous, other than incidentally as points of reference in logging train running. A study of pre-1900 Ordnance Survey mapping shows that there have been changes in "zero point", and hence the locations of markers. There have also been changes in the information given. Early examples sometimes imitated road milemarkers in showing distances to two or more places, often in rounded miles. Surviving examples of this type are very rare, and the near-universal style seen nowadays gives only the distance, which may be abbreviated to simply bars or dots for the quarter-mile. Sometimes, particularly on trunk lines near London, supplementary small posts at every chain have been provided. The usual basic style is a post with a plate attached, with a single face, or alternately angled, with two faces. The material can be either wood, concrete, or metal. Up to the 1980s the usual painting style was white with black figures; usually now yellow has been substituted for black, presumably for improved sighting after dark.

Before 1923 the railways of Britain were mostly owned by some two dozen national or regional companies. They were then amalgamated into four large companies, the "big four", which in turn were nationalised as British Railways (BR) in 1948, and then privatised again from 1995 under, successively, Railtrack and Network Rail. Potentially, mileposts survive from all four phases of ownership. This is well illustrated by the main line of the old London & South Western Railway (LSWR) from Waterloo to Exeter, where there are four readily identifiable groups:

- (1) Pre 1923, of LSWR origin, being small single-face cast-iron oval plates mounted on lengths of old rail, with quarter-miles shown only by fractions (Figs 16/17).
- (2) Post 1923, of standard Southern Railway (SR) style, being pre-cast concrete, with two angled faces, and with quarters shown by Arabic figures for the whole miles and Roman figures for the quarters (Fig 15).
- (3) Various post 1948 designs for BR and successors, usually with a two-faced angled plate atop a metal pole, and "complete" distances with the quarters shown by fractions (Fig 16).

- (4) A distinctive style of relatively recent (post BR) introduction, of two diamond shaped plates, set at right angles to the track, with white or silver-grey figures on a blue background, and complete distances with quarters shown in Roman figures (Fig 17).

The proportion of surviving pre 1923 mileposts varies considerably: there seem to be very few of the former London Brighton & South Coast system, for instance, where the SR concrete type is prevalent. It may be that the relatively high degree of standardisation is an argument against comprehensive recording of railway mileposts. Second, practicalities. Safety considerations mean that recordings 'on the ground' is out of the question, except on stations, and instead must be from a moving passenger train: recording non-passenger routes is therefore effectively precluded. Any recording of railway mileposts is best done by an experienced traveller with more than a casual interest in railways, and it is advisable that the recorder should undertake a preliminary reconnaissance in order to gain an idea of the particular types of milepost surviving. Codes can then be devised which can be recorded quickly, ideally on a sheet with distances pre-printed. (A train travelling at 100 m.p.h. will cover a quarter-mile in 9 seconds, which is ample time to make a brief record before looking out for the next post.) It is important to know on which side of the line the posts are placed: usually they are on the left, or 'down' side, going from the zero point (usually London, or else an important regional centre or railway junction). But some companies placed them on the right or 'up' side, notably the Great Western (out of Paddington), the London and North Western (out of Euston), and the Midland (out of St Pancras). On double-track lines it is much easier to record mileposts from a train running on the further line; thus the posts on the LSWR are on the 'down' side, but are much more readily seen from a train on the 'up' side. On single-track lines things can sometimes be harder! Photographing from fast-moving trains can be awkward, but it is questionable whether a comprehensive photographic record of railway mileposts would be justified. As the illustrations accompanying this article show, it is possible to photograph representative specimens from stationary trains or in stations.

Using these methods, a survey was carried out of the mileposts over the 168.2 miles of the LSWR from Clapham Junction to Exeter St Davids, in the course of two return journeys in November 2009. About 70 miles of this is single track, with sometimes restricted visibility. In theory there should be 673 mileposts, but 8 of these are in tunnels and effectively invisible, so there are 665 potential sites. Of these, the posts definitely seem to be missing at 15 sites, and 7 others were obscured by passing trains or other causes. The remaining 643 sites are occupied by 905 posts. The 'surplus' of 262 sites is accounted for by many of the recent 'double-diamond' posts supplementing rather than replacing older ones, though as Fig 16, shows, there are a few earlier 'extras' elsewhere. In summary, there are 251 LSWR posts (134 being complete, and the others lacking their plates), 25 SR posts, 80 BR posts, 17 posts of uncertain origin, and 504 recent 'double-diamond' style posts.

As well as mile-markers, the Milestone Society has concerned itself with recording some other types of roadside furniture, and there are parallels with railway track-side

furniture. The most obvious example is gradient posts, which unlike mileposts seem much less likely to be replaced: all these on the LSWR line surveyed appear to be either LSWR or SR origin. It would be practicable to survey these from trains, but it could probably not be combined with surveying mileposts !

Richard Oliver



Fig 15

Fig 16

Fig 17

Fig 18

HOW FAR DO WE GO?

Just a short 'disclaimer', published here with Richard Oliver's agreement, to set out the Society's position as to how far its remit extends. Our Aims and Objectives, last set out in NL17 page 4, continue to form the core framework. To this we can now add the much discussed initiative with canal heritage and its stones and markers, as set out in NL18 page 39, and progressing well. At our AGM last October, the precise commitment to that was clearly set out. "The Society should encourage members' skills in recording, and David Blackburn will co-ordinate this, but the Society will not take on any responsibility for restoration/conservation, nor will it necessarily commit to building its own comprehensive database. British waterways is trying to do that and the Society will support its efforts. The Society's Aims and Objectives don't exclude canal material, but it will not be incorporated as a commitment in the Society's database." That all adds up to a big task and to do it properly is, in my view, sufficient for the Society's collective energies. The heritage of our railway network is a matter for others, (there are plenty of them out there!) although as Richard shows, our approach to surveying and recording remains a very useful guide for others to follow.

David Viner (Chairman)

WHERE ROAD MEETS RAIL

Has anyone noticed that aluminium plates are being attached to railway bridges and could be said to be 'plated milemarkers' (Fig 18)? This came to light when viewing possible sites for the restoration of the 37 M/S from London on the former A24 south of Horsham. The mile point coincided with the railway bridge. At first one might

assume that the code (38m67ch) on the bottom of the plate referred to a foundry pattern code. Referring back to the very first one inch O/S maps, (1840 onwards) which give the distances along the then new railway lines, it became obvious that this was 38 miles. So, could it perhaps be that the EC begrudgingly allowed miles and yards for our roads because the Government, as owners of Railtrack, would have had to change both railway bridge markers and line-side measurements. The EC would probably have considered any directive, to be applied to all land transport distances! 67 chains (possibly taken from the original surveyors' chain measurement). The distance differential can be attributed to the different routes, by rail from Victoria Station, London via Croydon and Gatwick and by road from Westminster Bridge via Dorking and Leatherhead.

Lionel Joseph

PUZZLE END - PIECE

Question 1 NL19 p18 Town with the most surviving toll-houses?

Answer *Tony Boyce (Herefordshire)* has suggested that the market town of Kington should be considered. There were six toll-houses at one time or the other. Unfortunately the old toll-house on the corner of Church and Hergest Roads was demolished just before the Second World War. Which leaves five buildings standing.

The Editor has suggested Monmouth, in Wales. Monmouth Turnpike Trust erected eight gates within 1½ miles of the Shire Hall at one time or the other. Of these three have been demolished. Finally, even though it was not used during the turnpike era, the Monnow Bridge with its Gate House, was used in the 12th - 13th century as a Toll-Gate. Thereby Monmouth claims to have six surviving toll-houses. (Whether this was to keep the English in, and Welsh out, or vice versa - who knows!)

Question 2 Who is the Patron Saint for the Milestone Society?

Answer St Peter is the Patron Saint for stone carvers and also gate keepers, whilst St Clement is the Patron Saint for stone cutters. In the meantime the stone masons have a choice from St Barbara, St Clement, St John and St Reinold. Finally, Tax (toll) collectors have their very own St Matthew. *The question now arises, which Saint should the Society adopt?*

NEW QUESTION

You have just arrived on the ferry at Holyhead from Ireland with your car. You have decided to drive the slower scenic route along Telford's old road the A5. After a while you pass a milestone with two digits to Holyhead. An hour later you pass another milestone with the same two digits, but in reverse order. An hour later you pass a third milestone with the same two digits but this time divided by a third digit. What was your average speed?

Because it is the Society's 10th Anniversary in October, there will be a prize to the first name out of the hat with the correct answer. Draw will take place at the AGM. Answers please to the editor!

FORTHCOMING EVENTS

1990-2010 20 years of Celebrating Archaeology for Everyone! FESTIVAL of BRITISH ARCHAEOLOGY. 17th July- 1st August.

WALKS The Milestone Society and The Festival of British Archaeology have organised four walks that will interest the milestone and turnpike era enthusiast. If you are able to, do participate. They are on;

Thursday 22nd July Saddleworth Museum and Art Gallery, West Yorkshire.

Meeting in the Art Gallery in Saddleworth Museum at 13.30 hrs for a short illustrated talk on the history of milestones, and other features of the Pennines turnpike roads. This is followed by a 3 mile guided walk around Uppermill ending 16.00 hrs. Organised by the Milestone Society and Saddleworth Historical Society.

Further details from curator@saddleworthmuseum.co.uk or 01457 874093.

Sunday 25th July Gibbet Hill Crossroads, Kenilworth Road, Coventry.

14.30 to 16.30 hrs. 3½ mile guided walk encompassing woodland, roadside milestones, turnpike history. For further details please contact m.buxton295@btinternet.com

Tuesday 27th July Whitchurch Down, Nr Tavistock, Dartmoor, Devon.

10am at small carpark (SX497733) - 5 mile guided walk by Paul Rendell from the Dartmoor National Parks Authority. For further info, contact Tim Jenkinson or Alan Rosevear who both organised the walk.

Thursday 29th July Malvern, Worcestershire - with *Ray Worth*. Link Top Car Park Malvern Link (SO775459). 2pm-5pm - 4 mile walk. For further info contact Ray –Tel 01684 892772.

Further details of these walks can be found on www.MilestoneSociety.co.uk/events and details of all the various festival events are at www.archaeologyfestival.org.uk

10th Anniversary AGM

Annual County Representatives Meeting will be held on Sunday 21st November 2010 at the Banbury Museum. 10am - 4pm. The Museum Cafe will be open for eats and drinks as usual.

DEADLINE FOR THE NEXT NEWSLETTER FOR JANUARY 2011

Contributions for inclusion in the January 2011 Newsletter should reach the editor by Friday 10th December 2010 at the following address:-

Chris Woodard, 19 Kingswood Road, Monmouth, Monmouthshire, NP25 5BX. E-mail at:- chris.woodard@tiscali.co.uk or welshmilestones@tiscali.co.uk Submission of articles in electronic form (floppy disc) using Microsoft Word is particularly convenient. However, if you have a recent PC with Microsoft Office XP or Word 97 please use the "SAVE AS" option (not "SAVE") and save files in word 5.1 for Macintosh format. If this is not an option, please save RTF (Rich Text Format), word 6.0/97, or (from Window XP) word 97-2003 + 6.0/95-RTF (*.doc) format. Contributions, are very welcome, but are accepted on the understanding that the editor reserves the right to modify received copies to achieve a suitable length or style consistent with the overall size, aims, and content of the publication.