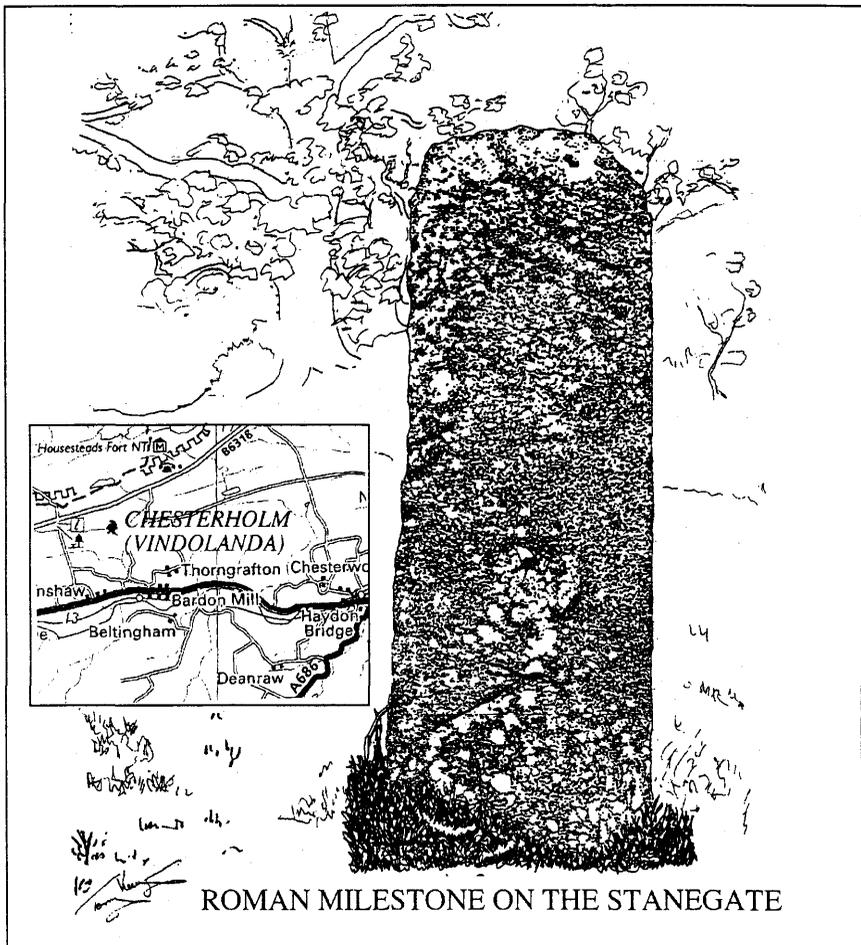


# THE MILESTONE SOCIETY

Newsletter 9

July 2005



ROMAN MILESTONE ON THE STANEGATE

**The Cover Picture** - This line drawing is the work of Terry Keegan, Secretary of the Society and illustrates the Roman milestone near Hadrian's Wall. The OS grid reference giving its exact position is NY 772 664, and a small map has been inserted into the drawing to aid its location by people wishing to make a personal visit. Further help in this regard can be found in the contribution by Terry Keegan on p. 13 of this Newsletter entitled '*In search of the Roman milestone at Vindolanda*'. The secret of how he produces such fine illustrations is revealed in his small article on p. 14, which contains further examples of his work.

**EDITORS' COMMENTS** - As ever, the production of the Society's newsletter is crucially dependent on the contributions of its members. In this issue we are fortunate to have both drawings and articles from our busy Secretary, Terry Keegan, who has provided the cover picture, instructions on how to find its subject, and a small article revealing his method of producing his excellent line drawings of milestones. As County Coordinator for Worcestershire, his involvement with members of the very active Worcester group is described in the article on the restoration and re-plating of the milestones on the old turnpike from Worcester to Great Witley, illustrated with more of his drawings.

Progress towards cataloguing all of the British milestones - about two-thirds have been documented - is very good considering the relatively short time that the Society has been in existence. It might reasonably be asked if the purpose of the Society will have been achieved when the task in hand is completed. However, although the recording of data has involved a minor proportion of the membership, the importance of those other members who maintain a more general interest such as photographing, observation, and reporting back to coordinators and committee members, becomes of increasing importance since the preservation of the recorded milemarkers becomes a major issue once they have been identified. Recent examples of mileplates disappearing and milemarkers being offered for sale illustrate the need for eternal vigilance on the part of all of the membership and points to the way that even those only involved less actively than others can be of great value in furthering the aims of the Society.

**COMMITTEE MEETING (Jewry Wall Museum, Leicester, 12 March 2005)** - Apologies were received from Jeremy Milln. The Treasurer confirmed that the finances of the Society were in a healthy state. It was decided that the Society should increase its indemnity insurance to £5 million in line with practice of County Councils. The Membership Secretary gave a useful analysis of the figures for membership over the lifetime of the Society and indications were that there was a trend towards stabilisation. The deaths of two members, Derek West and David Lyle were reported; an obituary of the latter was to appear in the forthcoming Newsletter. The dates of future Committee meetings to be held at Jewry Wall Museum were noted as 9 July 2005 and 19 November 2005. It was considered that no change was required presently in the current rates for membership. The Annual Conference with AGM, which is free of charge to members, was to be held at the Avoncroft Museum of Historic Buildings, Stoke Heath, Bromsgrove on the Saturday 11 June 2005 and regarding subject matter there was to be an emphasis on Worcester Milestones and on Toll Houses. An Autumn meeting at St Ives.

Cambridgeshire, was planned for 8 October 2005 and the possible venues for other future meetings were discussed.

Mike Buxton gave a report on the very successful meeting of County Coordinators which he had organised on 21 November 2004 in Banbury and a further meeting was planned for 20 November 2005.

There was an important discussion on the best use of Society's funds now that a position of some financial stability had been reached, and it was accepted that a sum, probably £2000, should be set aside to aid as a 'pump-priming' exercise by which money could be allocated, resulting from bids made by County Groups for help in their own bids to Councils, etc., for so-called matched funding. Regional meetings and other regional matters (for example postcards showing milestones within a particular County) were considered.

Good progress in the recording of milestones in the Society's National Database was apparent from the spreadsheet provided at the meeting which analysed county by county the entries so far. Although there are counties in which returns are seemingly low (notably Cornwall, Durham, Herefordshire, Northamptonshire, Shropshire, and Sussex) the overall picture is most encouraging; of the approximate number of 7200 milemarkers still extant, around 64% are recorded in the database. Cataloguing the Ken Diamond collection had proceeded well and although Toll Houses were not in our brief, some members were keeping records on an individual basis.

Progress on the next issue of the Journal was such that a publication date in this autumn was realistic, with several articles now submitted. The publication 'On the Ground' had been well received and the next issue was in preparation. The information booklet 'Preservation and Restoration of Milestones - Interim Guidance' was constantly being updated resulting from experience, advice, etc., and is issued on request.

Of some concern is the lack of a Publicity Officer for the Society, but good progress has been made with a new Society leaflet, and postcards (new issues are planned). The question of stolen or missing plates and milemarkers is of continual concern and constant vigilance is necessary. The meeting closed following contributions from committee members on matters not itemised on the Agenda.

### **ANNUAL CONFERENCE WITH AGM - (The Avoncroft Museum of Historic Buildings, Bromsgrove, Worcestershire, 11 June 2005) -**

The meeting was attended by 55 members in the New Guesten Hall, a fine venue with its remarkable original roof structure. After the usual formalities (apologies, minutes, etc.) and a brief report from the Secretary, the Membership Secretary stated that there were currently 435 members (which included 14 corporate and 3 overseas subscriptions) reflecting a net increase of 33 over the year. The Treasurer pointed out a modest increase of approx. £500 in the Society's funds over the year and the breakdown of annual expenditure and income showed insurance (£ 566.40) to be a significant expenditure. The Chairman noted that the Society was now making an impact in key areas, and the achievement of charitable status was an important advance, for which Laurence Dopson was thanked, following his key role in the

negotiations. Despite hard and successful work on the co-ordination network, key counties are still missing in England and it is not fully UK-wide. The database is proceeding well with about two-thirds of English milemarkers now recorded, good-practice guides are constantly up-dated, and publications (Journal, Newsletter, 'On the Ground') are performing well with the web-site giving a point of contact. The next meeting will be at St Ives, Huntingdonshire on Saturday 8 October 2005. The officers of the Society, the Editorial panel, and the auditor were re-elected and membership fees were to remain at the present amounts. Under 'Other Business' were considered items for sale on the internet, the need for someone with legal skills to be available to advise the Society, re-publication of old articles in the Journal, and new postcards (issues 4 to 7).

In an amendment to the programme for the meeting, an opportunity was taken to hear from Richard Morriss who has just written and published a book entitled *'The Archaeology of Roads'*, copies of which were available for purchase at the meeting. In an eloquent talk he described the genesis and content of the book and the methods used in his research. This was followed by a presentation by Terry Keegan representing the extremely productive and successful Worcester group (which now is 26 in number), on *'Worcestershire - The first five years'* in which their achievements were described and the methods by which they organised the tasks within the group. Direct contact with the Highway Department had led to provision of appropriate jackets, signs, and rules for working and in some cases paint. Originally, Worcestershire was thought to have had about 700 stones and the group had found 160. A major achievement had been the restoration and replating, in collaboration with Worcester City Council, parish councils and members of the local community, of the milestones on the old turnpike road from Worcester to Great Witley. A four-page project report on this was circulated to those at the meeting; further, some excellent models of Worcestershire milestones made by the group were brought along to the meeting. A notable advantage of being a registered charity was apparent when a very large donation was received from an industrial concern which had inadvertently damaged a milestone and further funds came from another industrial source. Local parish meetings were attended, which raised both interest in the project and also financial support. The value of the ability of a group to work together to raise funds (coffee mornings, raffles, etc.) and to maintain contact through regular meetings, a local newsletter, and the setting of realisable objectives was emphasised, as was the importance of an enthusiastic leader. It was clear to the meeting that Terry certainly filled that latter role!

After lunch Jan Scrine, with the help of Mike Buxton, described how she had devised *'A Milestone Walk'* in Warwickshire which, although it included only two milestones, illustrated many features of interest to road historians, such as old hedges, traces of older settlements, bridleways, boundary markers, street furniture and modern signage. The practical aspects of designing a public walk were outlined, such as where to gather information, assessing any risks, and making sure no one gets lost by using a 'back stop' walker!

Although peripheral to the main aspect of the Society's interests, toll houses are obvious items with heritage interest which relate to the wider history of road

travel during the time of the Turnpike Trusts. Alan Rosevear, in a talk entitled '*A Toll House database - making a good start*', illustrated with many examples, showed the variety of such houses still in existence and how they may be classified. The initial collection of data was started by John Wellsman of the Chiltern Open Air Museum who had requested information from local history societies to advance his collection of data. Unfortunately, John died in 2004 before the project was completed leaving only paper archives but, starting with this information, Alan Rosevear is continuing the work towards forming a national database. Many toll houses were sold or demolished in the period 1860-1880 and had lost their function before milemarkers. Essentially, five types may be distinguished. Alan is appealing for relevant information to expand the knowledge base of toll houses.

An outstanding feature of the meeting was the exhibition of roadside signs provided by Graham Stanton as just a small example of his unique collection. Graham is to be congratulated on spotting early on the impending loss of an important part of our heritage related to roads and showing an initiative for which future historians of transport will be truly grateful.

The meeting closed at 15.35, allowing members to tour the open air museum which, appropriately, contained a toll house re-constructed after its removal from Little Malvern at a junction on the Upton on Severn-Malvern-Ledbury roads.

## **NEWS FROM THE COUNTY GROUPS**

Bedfordshire - A correction to what appeared in NL8, p.7: The Acts of Parliament for which Michael Knight has a source are for *Enclosure Awards* and not for Turnpike Acts. They are all originals and date to a decade either side of 1800. Contact Michael for further details.

Cambridgeshire - Grainne Farrington thinks her group newsletter should be entitled 'Fitz and Startz' as that is how milestone matters progress! She writes: I have painted 3 milestones in Hilton, Needingworth and Brampton with the help of the parishes and financial support from Huntingdon DC. Whilst painting was in progress we were told of two other stones in safekeeping in local gardens. Yet another stone has come to light having been moved to safety during roadworks. Michael Knight and I attended the unveiling by the local MP of a newly positioned boundary marker at Upton. Michael had unearthed the cast iron marker earlier this year and it has been restored by a local man with an interest in cast ironwork. Michael and I have also found a milepost in a ditch near the A14 near Cambridge and hope to reveal it further in the future. Mike Hallett has restored several mileposts on the A10 and found a fallen stone on the B1040 which, along with several others, it is hoped to reinstate soon. The Somersham Obelisk has been restored at parish expense, and the St Ives Obelisk is also to be renovated, this time by English Heritage.

I have written pieces for two local publications and provided information to *Cambridgeshire Life* magazine for an article. I am also building up a portfolio of tollhouse information and collecting old and taking new photographs of posthouses, coaching inns, road signs, halo posts and any other paraphernalia that I see along

the turnpike routes; sometimes these have disappeared by the time I revisit the area. I have also made a papier mache milestone which we hope will be used in the autumn display at the St Neots Museum on WW2.

A donation of £150 has been received from the Goodliff Trust, Huntingdon, towards the publication of 2000 postcards - number 7 in the Milestone Society series. These will display a selection of waymarkers within the borders of that former county - a condition of the award. An application was compiled by Michael Knight and myself, and successfully raised the maximum subsidy of 60% of full cost. Gordon Flanagan of Raunds, who has produced our Society cards, has the commission, and hopefully these will be available by the end of June. Members interested in acquiring batches (minimum 10) should contact Michael or myself to arrange delivery via Royal Mail.

Derbyshire - John Higgins (Staffs.) is continuing to collect information on this county until a local coordinator can be found. He has been given information on boundary stones between Osleston and Sutton, one of which is in situ and visible near Common Piece Farm, another has been pushed into a ditch and needs rescuing, and a third in a hedge bank seems to have disappeared. John has also been trying to track down some of the guide stoops photographed by Jack Ward in the 1970s.

Devon - Surveys of the county's roads are ongoing with considerable progress made in South Devon. Much of Dartmoor, South Hams and West Devon have been covered, with major routes between Plymouth and Exeter and Launceston and Exeter now complete. The next phase is to survey to the east and north of the region where many stones are still extant.

During the winter at least three stones in the South Hams reappeared after hedge cutting. One stone on the A381 between Kingsbridge and Salcombe was unearthed during extension of a cycle path. Another significant find has been a tall limestone marker showing 'From/Ash/Burton/IV/Miles' on the old A38 near Bickington. Devon CC has reinstated the stone at the roadside; it is a relic from the time when the road between Devon's two cities was redirected and improved during the 1820s.

Ilsington Parish is recording and caring for its unique batch of granite guide stones and has posted six photographs and a brief history of the markers on their parish website ([www.ilsingtonparish.co.uk](http://www.ilsingtonparish.co.uk)). It is hoped that parishioners of Ugborough will repair and repaint their milestones, as promised. A new history of the village of Hennock in east Dartmoor contains a short section on the guide stones within the parish boundary, including two new finds. The author has been contacted and has agreed to cut back vegetation round the stones where possible.

Roads into Exeter are currently under scrutiny by members to locate both mile and parish boundary stones. The milestone with decimal points near Tavistock, highlighted in the last newsletter (p. 14), is just one of a series of fascinating markers running along a minor road between Bere Ferrers and Lewtrenchard in West Devon. Some of the stones here show distances to the various quays that were once positioned on the River Tamar to transport copper ore from the many mines of the valley during the mid to late 19th century.

A badly overgrown toll hut at a crossroads near Yealmbridge (A379) has received a most welcome cut back of vegetation and is once more visible. This hut, well documented in the literature, was probably built in order to catch locals attempting to use the minor roads as a means of avoiding the nearby tollhouse. There have been some interesting finds along the minor road from Totnes to Brixham via Waddeton and Galmpton in the South Hams, where at least four milestones are extant. This cross-country route was probably used as an alternative, more direct, passage between the towns, although the road is narrow and sometimes convoluted.

Dorset - John Tybjerg writes in his county newsletter that, noticing that mileposts just across the border in Hampshire between Ringwood and Sopley had been beautifully restored by the County Council, he wrote to Christchurch Borough Council to ask if those on the Dorset side could be done too. An encouraging reply stated that they had a sum of money that could be made available. John supplied more details and is awaiting developments. Dorset members are being asked to carry out an annual check of milestones in their area to make sure that they are still in place and have not been recently damaged.

Essex - Extracts from John Nicholls' 'Essex Waymark Digest': Brian Barrow (Society membership secretary) has managed to find the London 38 stone on the former All. It is hidden by ivy and set in a flint wall on the B1383, and means that all but one of the milestones on the Essex section of the Hockerill Turnpike have survived. London 35 was probably lost due to verge widening. Most of the stones in the Hertfordshire section have been lost.

John is particularly concerned about the fate of old cast iron guideposts, and reports that several have recently been repainted, including a fine post made by Maldon Iron Works in the Great Warley conservation area. He feels that there has been a definite improvement in council care for many of these old signs.

Hertfordshire - John Donovan reports that Sally Ann Wilcox of the Built Environment Advisory Management Service recently gave a presentation to a meeting of the Environmental Planning Officers of several Herts. District Councils, basing it on our database of Herts, milestones and mentioning the Milestone Society.

Flintshire - Milestone coordinator for Staffordshire John Higgins has recently completed a survey of Flintshire, a little-known corner of north-east Wales, and has found 35 stones and posts. Although many have disappeared, Flintshire is an extremely small county, and so 35 is not a bad tally. The conservation officer of Flintshire County Council has been given a copy of the findings, and has promised to go and check on one at Bagillt which is in a perilous position at the entrance to a new industrial estate. It is one of only three left along the coast road from Queensferry to Rhuddlan, and so its preservation is important.

Leicestershire - John Higgins has been surveying milestones in this county and is comparing notes with Joyce Lee and sending an updated list to Alan Rosevear to be included in the national database.

Norfolk - A recent recovery is that of a pre-war AA disk for the village of Hempstead. The coordinator, Carol Haines, was informed after a talk that an elderly lady had the sign in her shed. Although it seems to have been used for target

practice at some time in its life, it is mostly readable and has been cleaned up. With the parish council's approval, it is hoped to put it inside the village hall, high up so not easily accessible, and with an explanation lower down.

After a request for an article for the coordinator's parish newsletter (Taverham), a brief history of the Norwich to Fakenham road was produced. Its main claim to fame was as a medieval pilgrim route to the shrine at Walsingham, but it became a turnpike in 1823. Sadly its cast iron mileposts are steadily disappearing, the best survivor being in Taverham. Milestone recording continues slowly but steadily and the total has now passed 300.

Northamptonshire - Michael Knight has been asked to give a talk in Crick, which, along with West and East Haddon on the A428, has replaced its missing milestone tablet (see also Cuttings section).

Nottinghamshire - Christine Minto and John Higgins have between them almost finished their survey of Nottinghamshire, with just 30 being recorded for the entire county (not a very good record!). Many found by the Nottinghamshire Industrial Archaeology Society many years ago are now lost, with just one of the Nottinghamshire County Council standard cast iron posts being still in situ. The presumption is that most stones were replaced by cast iron mileposts a hundred or so years ago, and these in turn have all been called in and scrapped by the council over the years, leaving the stone ones that they either missed or didn't get around to replacing.

Somerset - The group's spring meeting was held in May at the home of coordinator Janet Dowding. Two missing milestones have now been found - '13 miles to Watchet' from the Minehead Trust, and 'Radstock 3 P.Norton 3' from the Buckland Dinham Trust. The latter is a unique design, as is another recently located milestone on the outskirts of Frome ('Frome 1') which has a shield with three points along its top. It is hoped to get these listed. Another recent discovery is an unusual milestone in Bath which reads '1 mile from the G. Western R Station'. It does not appear to be on a known turnpike route so could have been placed there for the benefit of coach travellers journeying to the nearest railway station.

The work of 'mopping up' outstanding milestones in Somerset for the database goes on. Out of a possible 100 sites 17 have been done recently, one site yielding a possible replacement plate, some stones with plates missing, and some where there is nothing left at all. At present there is no progress in getting local authorities to reinstate the '18 miles to Minehead' plate bequeathed to the Milestone Society in the Ken Diamond collection. The plate is in Janet's possession, and she is hoping that the relevant parish council can be persuaded to take an interest.

One member, Mike Dixon, is also a member of the Somerset Industrial Archaeological Society. In the 1980s two members of SIAS produced the publication 'Somerset Roads - The Legacy of the Turnpikes' which the county group work from. He gave an introduction to SIAS and the subjects it covers, which include toll houses and milestones.

Staffordshire - John Higgins reports that the Totmonslow milepost is now back in position, thanks to Staffs CC Highways and Draycott parish council. The post is one of only five left of the series between Blythe Marsh and Uttoxeter. It was cast in

1828 by Thornewills of Burton-on-Trent. John has also persuaded the County Council to meet the cost of a facsimile post at Rocester. The original was stolen in 2004 during road works. The new post will be sited at the new traffic island. James Shenton, the company who cast replacement mileposts for the Caldon and Trent & Mersey Canals in Staffs, has agreed to make the replacement. The original was one of the triangular posts cast by Charles Lathe, and once the replacement has been made, the CC will own a pattern of the Charles Lathe posts which can be used to make other replacements with a saving of approximately 60% of the total cost. By coincidence, another parish council has decided to order a replacement for a Charles Lathe post from another firm, and there are now two patterns to work from. However, they might be needed as several other parishes are considering replacing their badly damaged posts.

John heard in February that the bobbin post at Rykneld Street near Burton-on-Trent was missing. Tyre tracks showed that it may have been rammed to loosen it and then pulled out by a rope. It was the only post left between Burton and Derby on the A38 and was cast by William Harrison of Derby in about 1830. The maker's initials were cast horizontally rather than vertically on the stem, and as far as John knows, was the only bobbin post left to contain this horizontal lettering, making it unique. The police were informed and John spoke on Radio Derby and press reports were issued. The inscription reads BURTON/2/MILES; DERBY/9/MILES. Worcestershire - Extracts from Terry Keegan's newsletters: In March 2003 Neville Billington discovered that one of the Bradley stones on the road between Droitwich and Alcester had been badly damaged by vehicles turning into National Grid Transco's Feckenham substation. With the support of the parish council he wrote to the company suggesting how the area could be tidied up, the milestone repaired and re-set on a landscaped grassy mound to make it safe from further damage. National Grid Transco agreed to support the project on condition that the Society achieved charitable status. With this now in place, the company has sent a cheque for £1,000 to the Society and this will be used for the project, in consultation with relevant local authorities. A scale drawing is being made of another Bradley stone that can be used as a model for a replacement.

The group's first honorary member, Frank Wilkes, has died aged 100. Frank spent many years working for Worcestershire CC Highways Department, and a copy of his 'Reminiscences' is held by the group.

Yorkshire - There have been several chance milestone finds in the county and the total on record is nearing 1300. John and Janet Harland (East Riding) report that a metal plate was spotted in a garden by someone as he was halted at road works on the A165. Unfortunately the lower half of the plate is set in concrete and it cannot be moved. A milestone set in a church wall had been recorded at Bainton with only the word DRIFFIELD legible. When it was noticed that the wall was being rebuilt, contact was made with the builder. At the next sighting, the stone had been reset in the wall but now had a very clear legend: DRIFFIELD/6 MILES/BEVERLEY/10/MALTON/18 MILES. Apparently this inscription had been found on the reverse, and there is speculation that a mistake was noticed when the stone was originally cut (i.e. no MILES after the numerals 10) and the stone

was turned round and the legend re-incised. Frank and Christine Minto have also tracked down stones to add to the list, one being in a passage between two cottages in Wortley, and another which had been used as a gatepost near Thruscross reservoir.

David Whitlock's firm Cleveland Corrosion Control has done up the mileposts on the roads from Thirsk to Helmsley and Pickering to Whitby for the North Yorks Moors National Park. Some of the stones on the A169 still have an inscription behind the metal posts. Brian Bradley-Smith has now painted about 50 milestones around Harrogate, Staithes and Skipton. Local members are keeping their eyes open for other stones that need attention and contacting local authorities when necessary.

A very successful Spring Meeting was held at Hebden on 3 April with 26 people attending and is detailed elsewhere in this issue. The group's Autumn Meeting will take place on Sunday 16 October at Jan's house in Huddersfield, and a meeting next spring is scheduled for 2 April 2006 in Hebden. All members are welcome, not just those from Yorkshire.

## **DAVID LYLE (1926-2005)**

David Lyle of Purton, Wiltshire died on New Year's Day 2005 in a Swindon nursing home. He had been moved there from his own home that same day. David was a keen member of the Milestone Society and had contributed to the Newsletter, most notably an article in *NL6* (p. 14) which described in great detail "Some Caernarvonshire Milestones". More information collected by David appeared in *Notes & Queries* in *NL8* (p. 14).

The content of these articles demonstrates how widely travelled in this country he was. A keen cyclist, who never owned a car, David was a life member of the Cyclists Touring Club, which he had joined in 1943. He had cycled, probably, in every county in Britain, as well as many places abroad. His speciality was 'pass-storming', whether in the Scottish Highlands, the Pyrenees or the Alps. He collected mountain passes like he collected milestones!

David Lyle was born in Portsmouth in August 1926. By profession an industrial chemist, he worked for Dellore Stellite in Birmingham and came to live in Purton when his firm moved to Swindon in the 1960s. He was a very private man, a 'loner' even, and somewhat shy and reticent but with a very pleasant personality when you got to know him. At the time of his death he had no known living relatives but around thirty people attended his funeral, most of them fellow cyclists.

*Peter Roberts (Glos.)*

## **NOTES AND QUERIES**

WD Boundary Several members have written about the boundary marker with the Government property arrowhead (WD/BS/18) reported near Kempston Barracks (Beds.) - *NL8* p. 14. Ron Bubb (Worcs.) interprets it as War Department Boundary Stone number 18 and suspects there were others around the perimeter. Such

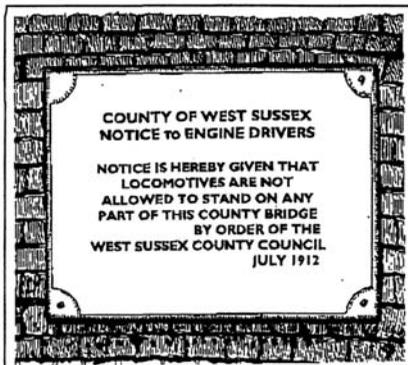
markers could also mark the extent of army ranges or training areas and he has seen examples on beaches where they are only visible near low tide, indicating that boundaries extend as far as low tide level. John Nicholls (Essex) notes that many WD boundary stones can still be found around army properties in the Colchester area. He has found a nineteenth-century example with Roman numerals (No. XXI) near the site of Warley Barracks south of Brentwood. The barracks closed in the late 1950s and were subsequently demolished but a small enclave remained housing the T.A. and the Essex Regimental chapel. The War Department became the Ministry of Defence in about 1960. Derek Renn (Surrey) comments that the broad arrow has been the symbol for Government property since Tudor times.

How far to County Hall? On his cycle ride, Ron Westcott noted a milestone in Shrewsbury reading 6 furlongs 174 yards to County Hall (NL8 p. 18). Ron Bubb (Worcs.) writes that the stone is opposite the Lord Hill Hotel on Abbey Foregate against the abutment of a new bridge over the bypass. He managed to photograph it with the assistance of a passing lady who held back the branches of a bush for him. Grave milestones Several comments have been received about the former milestone now used as a gravestone at Langleybury (Herts.) (NL8 p.22-23). Derek Renn (Surrey) is puzzled as to why Horsham appears on a stone from Pease Pottage. He notes that other milemarkers on the A23 are completely different in style and usually give destinations of Brighton and Westminster Bridge. There is a stone similar to the gravestone 8 miles northwest of Pease Pottage on the A29, but the destinations given are London, Pulborough, Arundel and Bognor. Lionel Joseph (Surrey) has sent the mileages from Pease Pottage given in the CTC road book: to Brighton it is 20¼ miles and to Horsham 5¾ miles. He notes that the Brighton-Horsham road is the A281 via Henfield.



John Higgins (Staffs.) reports that a milestone can be found in Measham churchyard. Further investigation by Keith Haines has confirmed that it is still in place, despite many of the gravestones being re-located against the surrounding wall, and a photo of the stone is reproduced here. He suggests that distances given on it - Atherstone 7 miles and Burton 13 miles - would place the original site as Snarestone, the next village on the Atherstone side of Measham. The reason for its present position in the churchyard is not clear, but it might have been moved there for 'safe-keeping' in the 1940s during the invasion threat. Interestingly, five milestones in the same series are incorporated in a seat to be found in grounds of a Leicestershire farmhouse near Measham; these milestones were found in a ditch on the farm where they might have been placed for a similar reason. Any further information on the history of these stones will be welcome!

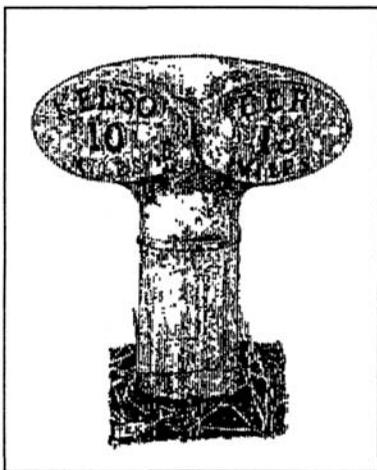
Bridge problems Mention of a sign warning drivers of 'ponderous carriages' not to damage bridges (NL8 p.27) produced the sketch on the next page from Lionel



Joseph (Surrey). It comes from Iping Bridge over the River Rother west of Midhurst, W. Sussex (SU 853229).

Cat stone revisited Philip Summer (Yorks.) has updated his information on the stones at the junction (SE 293445) north of Leeds (*On the Ground No.1*, NL8 p. 14). Two milestones stand at this junction, one at the north-east corner where Weardley Lane forks off from High Weardley Lane. The latter was the line of the Otley-Tadcaster Turnpike of 1752-3 which was diverted when Harewood House was built. The stone

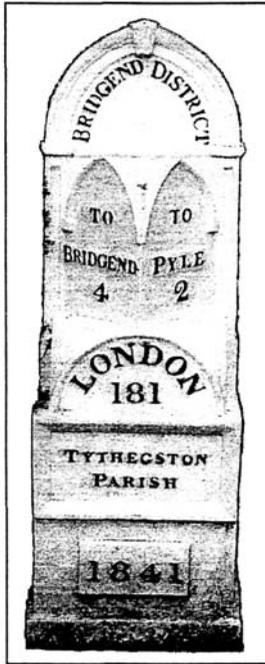
states 'To Harewood/2 Miles'. After 1773 the turnpike route used Weardley Lane, until 1798 when it was re-routed yet again to avoid Rowden Hill. At the south-west corner, next to Eccup Lane, is another milestone reading 'To Eccup/1 Mile/To Addle/3 Miles'. Both stones have pointing hands. Next to the Eccup stone is another substantial square stone, probably once a gatepost, with the white-painted figure of a cat on it. The cattery at Weardley Farm now has a new sign proclaiming the comforts of heated individual runs, so further curiosity could probably be satisfied by calling to enquire about the 'cat stone'.



Milestone without a road A cutting sent by Roger Long (Jersey) from *Country Life* (20.2.1958) shows a photograph of a milepost set in picturesque countryside close to Loch Teacuis, Argyllshire. The post stands at the end of the old road from Drimmin to Dorlin Ferry and is the same type as those found across Loch Sunart from Salen to Kilchoan. In 1958 the post was in good condition but the road was completely grassed over. A ruined inn stood near by. Unfortunately it was not possible to reproduce satisfactorily the submitted picture but the post looks very much like those made by Smith Patterson & Co of Blaydon (Northumb.), having an oval top with faceted twin faces on a circular fluted shaft (see illustration). Has it survived?

Fractions How many milestones have distances in thirds of a mile? While surveying Cheshire, John Higgins came across Cheshire County Council posts in the Wirral with thirds and two thirds of a mile on them. Are there any others in the country, or is the Wirral unique?

Free air Another cutting from *Country Life* (11.5.1989) sent in by Roger Long (Jersey) illustrates the Bath Turnpike Trust marker on the boundaries of Walcot and Weston parishes, dated 1827. The accompanying article explains that one of the



trust's regulations decreed that 'All persons with horses, coaches, calashes and chaises who shall pass through places where toll is collected, for taking the air, or for recreation, are, if they return the same day into the city to have reimbursed to them the money they paid on leaving the town.' It seems that local people were keen to promote the town as a tourist centre.

Welsh style A photograph sent to Neville Billington (Worcs.) shows a very fine milestone (see left) from Tythegston in the Museum of Welsh Life near Cardiff. Others of this elaborate style can be found in south Wales, with different district and date. Can members provide more information about them?

Cumbrian conundrums John Higgins has found a short series of milestones in the Furness part of Cumbria, three stones around Newby Bridge having the legend K11, K12 or K13. Although K is obviously Kendal, John would like to know where the road led the other way. Any ideas? Ring 01538 703331 and let him know. Another interesting stone is situated in Broughton at the end of a turnpike route. It has not get the obvious inscription 'Broughton O', but instead leaves the left hand side completely blank - an idea that would appear to be most unusual.

New Gloucestershire boundary marker A new marker on the borders of Dean Forest, west Gloucestershire, is one of many being installed in that area. The inscription reads: D. F./No 49/2004. Can anyone shed more light on this project?

## IN SEARCH OF THE ROMAN MILESTONE AT VINDOLANDA

A pilgrimage to visit this stone (reputed to be the only complete Roman milestone still in its original position) is a must for every milestone enthusiast. Although it is situated a stone's throw from the vast Roman site of Vindolanda, because it is situated on private land, it is not signposted in any way.

To find it, take the road down to the museum site - the line of the original Roman road Stanegate - and park in the museum car park. The museum will tell you that they have a replica of a Roman milestone. Forget the replica! Go and see the real thing. Return to the carpark entrance and take a walk on down the lane which skirts the museum site. At the bottom of the hill there is a shallow ford and beyond this you will see a stile on the left. This leads into a small field in which stands the Roman milestone. An old cast iron notice tells you that the stone is under the protection of the Ministry of Works.

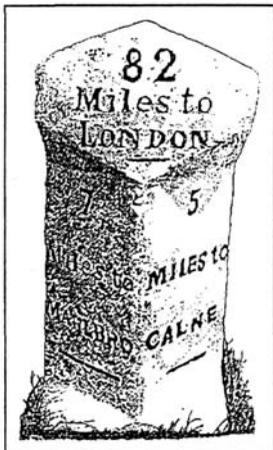
If you wish to test your prowess at being able to pace out a Roman mile of 1000 paces (mille Passum), walk back up the Stanegate, past the entrance to the museum carpark, and 500 or so yards further on you will see the prominent

stump of the next milestone in the series. I am reliably informed by an archaeologist working on the Vindolanda site that there are 1000 paces between the milestone and this stump. He also informed me that there is another stump of a stone a further 1000 paces on, but as it is on private land it is not accessible.

*Terry Keegan (Worcs.)*

## DRAWING MILESTONES

I admit to being a very mediocre photographer and an appalling artist, but the one thing I can do is to copy and the way I produce my milestone drawings is very simple but needs a lot of time and patience. My method is to blow up the



photograph of the milestone which I am copying to A4 size on a photostat copier (usually on a light setting). I clip this image to a fairly thin sheet of A4 paper and place it over a light-box. My light-box consists of a flat windscreen\* from an old motor car which rests on the open top drawers of my knee-hole desk and my desk lamp is placed under this to shine upwards. I can now see the image of the milestone to be copied through the sheet of A4. Using a technique taught me by my daughter, who once did an art



foundation course, I reproduce the image by a series of dots (the darker areas having the dots closer together) rather similar to the way photographs used to be reproduced in the newspapers. The pens which I prefer to use are the nylon tipped Paper Mate ones, both standard and fine. The finer the dots the better the effect, but the longer it takes to complete the picture. The technique does take some getting used to with plenty of rests in between sessions. Each picture takes about three to four hours to complete. A couple of examples of my drawings are shown above.

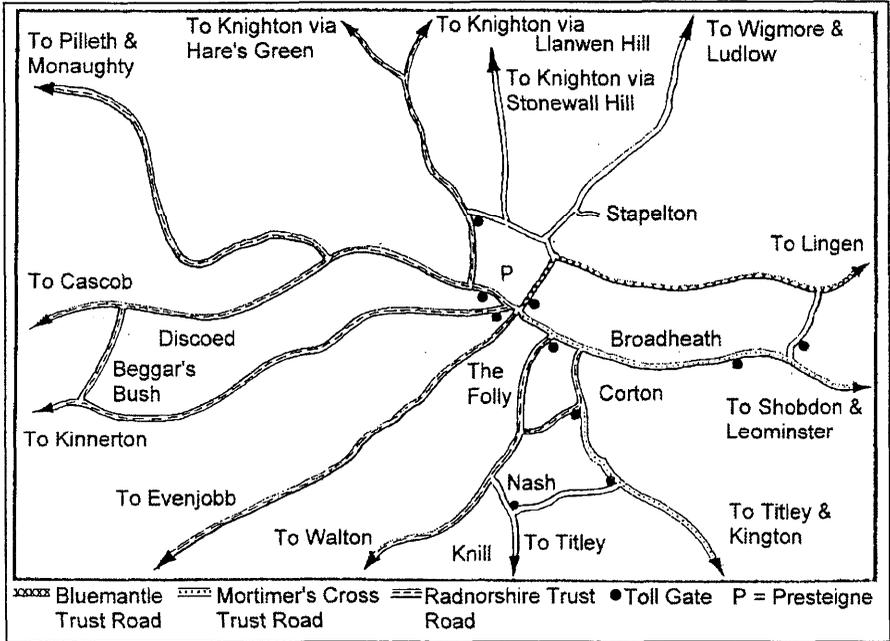
I find it quite a relaxing occupation and a great change from watching television in the evenings. Most of the drawings of the milestones will stand out on their own but occasionally a white painted one needs a dark background sketched in behind it to make it stand out. When the A4 size drawing is then reduced to the size of the original photograph, the effect is what you see in my illustrations.

*\* I have a small supply of these windscreens at £10 each to Society funds for anyone wishing to try their hand at this form of illustration.*

*Terry Keegan*

## LIFE IN THE SLOW LANE

Kington and Presteigne are small towns on the Welsh border, Kington being just in Herefordshire while Presteigne, the former county town of Radnorshire, is mainly in present-day Powys, although part spills into Herefordshire. They are 6½ miles apart and both were the headquarters of turnpike trusts.



*Turnpike roads and tailgates in the Presteigne area, not all of which were in use together. Taken, with permission, from 'A History of Presteigne' by Keith Parker (1997).*

Kington Turnpike Trust was set up in 1756 when the roads in the neighbourhood were 'bad and ruinous', particularly during the winter. Five of the toll cottages remain in use as private houses while a sixth was demolished before WW2, having ended its days as a school tuck shop. Despite the trust's highway improvements, even in the mid-19th century the turnpike to Leominster was likened to a canal from which, on one occasion, it took a team of 15 horses to haul one poor animal from the mud. The trust's affairs were wound up in 1877, by which time its financial position had been undermined by the railways.

A turnpike trust for Radnorshire, whose roads were famously dismissed as 'mere gullies worn by torrents', was set up in 1767. Some roads into the town were already controlled by two other turnpikes - Bluemantle and Mortimer's Cross

trusts. This led to the unfortunate situation of three toll points in as many miles on the road to Kington - at Gorton (Radnorshire trust), Roddhurst (Mortimer's Trust) and Titley (Kington trust). Instances like this, and other practices such as erecting extra gates on fair day (recorded as happening at New Radnor in 1771), naturally provoked hostility and, in the more general context of the Rebecca Riots, widespread attacks on gates and their keepers.

Originally, the road from London to Aberystwyth went through Presteigne but the town suffered when the route was altered to run via Kington and New Radnor. Another road showing little evidence of its former importance is that from Kington to Builth Wells by way of Gladestry, Colva and Glascwm. In 1836 this was described as a good turnpike and four years later postboys started to use it to speed up mail deliveries, despite its wild and hilly nature. Today it is a quiet road in a delightfully quiet part of the world.

In Knighton, gates were to be found at Knucklas Road and Penybont Road. Others were located at Milebrook, two miles along the road to Ludlow; about 1½ miles out on the road to Presteigne; and nearly a mile out on the Clun road (this last gate being in Shropshire).

Radnorshire Turnpike Trust was succeeded in 1845 by the County Roads Board, one of whose mile-cum-boundary stones survives at the Clyro end of Hay Bridge. Tolls persisted for many years after the Board's formation.

Milestones are to be found in most parts of Radnorshire as Mid Wales has seen fewer major road improvements than much of Britain. There is no mention on milestones of Llandrindod Wells, the county town of Powys, for in the turnpike era it was a mere village near the Builth-Newtown road. This route was improved and, in some cases realigned, at a cost of £10,000 in 1823.

At Titley, on what today is a B road, there is a wall plate of the Kington trust, probably dating from the 1820s as before that the Kington-Presteigne road followed an altogether different and more hilly course. A little way out of Kington on the same road is to be found Two Stone Pitch. Here, on either side of the carriageway, are two white-painted stones which, in the turnpike era, marked the point at which horses over the stipulated number were allowed (pitch being a local word for hill). In 1845 The Kington trust charged 6d (2½p) for every horse or other beast drawing a 'hearse, coach, chariot, landau, chaise, chaise-marine, car, calash, berlin, barouche, chair or other such light carriage' or any cart drawn by only one horse. There were ten other carefully worded categories, with a laden ass attracting a 1d charge. Calves, Swine, hogs, sheep and lambs were driven through at 5d a score.

*Tony Boyce (Herefordshire)*

## **MEDIEVAL TRAVELLERS**

A correspondent to the Questions Asked column in *The Times* last year wondered how long-distance travellers through medieval England found their way in the absence of signposts, maps and the AA. One reply pointed out the clues that could be gained from place names about the nature of the landscape which could help

travellers to navigate, e.g. names signifying wood, heath or hill. Another reply was from member Neville Billington (Worcs.) who noted that Roman roads and other ancient ways were still in use, often leading to bridges and fords, but that there is no record of waymarkers, and roads varied according to the season and could be impassable for part of the year.

Living in 'Paston country' I went through books on the family from north-east Norfolk who rose from being 'good plain husbandmen' in the late fourteenth century to being substantial landowners, and whose many surviving letters give a wonderful insight into life in the turbulent Middle Ages. The family travelled extensively, the senior members spending much time living and working in London. At least one son was sent to school at Eton, and there was university education at both Oxford and Cambridge. In the late 1400s time was also spent at the English garrison at Calais. During all this time the family kept in touch by letters.

H.S. Bennett (*The Fastens and Their England*) devoted two chapters to roads and travel. Although the Statute of Winchester (1285) had decreed that safe roads should be maintained between market towns, the law was seldom kept. Attempts were made to prosecute those who dug clay from the highways, leaving pits in which travellers drowned, or to stop butchers slaughtering animals in the streets, but a general lack of labour, money and responsibility meant that there was little improvement. It became a recognised charitable deed to leave money in wills for the repair of roads and bridges. The routes of medieval roads usually depended on the sites of fords or bridges. Wooden Saxon bridges were gradually replaced by stone structures, paid for by various bodies. Bishops granted indulgences to those contributing to bridge repairs and a resident hermit was a great asset in raising money. Other dangers of those lawless times were attacks by robbers and by enemies intent on settling private feuds.

The Paston Letters show that letters and goods were transported between Norwich and London by regular carrier services which could cover about 20 miles a day. For those on important business and who could afford to change horses at regular intervals it was possible to travel 40 or 50 miles a day. Most travellers from Norfolk would aim to reach Newmarket on the first night, Ware on the second, and be in London in time for dinner on the third day. Villages and inns had developed at regular intervals along main routes, often near river crossings, and men would hang around waiting for travellers to hire them as guides. Nothing in the surviving literature of the Middle Ages mentions signposts, but there is evidence that marks were made on trees to aid travellers. In view of the difficulties, it is surprising that so much travel was undertaken in those times.

*Carol Haines (Norfolk)*

## **CAMPAIGNING FOR LOCAL IDENTITY**

The cover of the Spring 2005 edition of *Local History News*, sent by John Donovan (Herts.) has a photo of the fine milepost at Dovecot on the B9131 between Anstruther and St Andrews, Fife, which lists over 30 destinations. Inside the

magazine, in an article entitled '*Save our Streets*', Alan Crosby laments how the plethora of modern road signs, street lights, white lines, railings etc. is destroying any sense of individuality of places, and probably confuses motorists too. English Heritage's recent campaign seeks to curb the excesses visited on our streetscapes and townscapes, and increasingly in the countryside as well, particularly with mobile advertising trailers. Apart from being distracting to motorists, most roads are becoming ugly and cluttered and losing any sense of local identity.

It is not only English Heritage who are concerned about the loss of neighbourhood character. A report produced by the Campaign to Protect Rural England (CPRE), the National Trust and Heritage Link also has similar aims to alert planners to the harm that is being done by the current fast pace of development which is standardising the country with near-identical buildings and landscapes. Places have evolved gradually over many years and have developed their own individual characters which should be preserved. It is necessary to recognise the local significance of historic features and the need to work towards a duty to care for the historic environment using the skills and resources available at national, regional and local level. Many features, from listed churches, orchards, narrow alleyways, field patterns, and roads and other transport links, should be taken into account and planners should work with the wide range of organisations and communities with local and specialist knowledge to guide decisions. Each place has its own character in which we can read about the past but there is now a gradual erosion of local individuality.

The report gives several case studies, encourages people to become more aware of the history of an area by such initiatives as publicity leaflets, exhibitions, and heritage trails (grants are available from the Local Heritage Initiative). The Civic Trust's Heritage Open Days have been very popular. A long list of useful contacts is also appended.

In an earlier issue of the CPRE's *Countryside Voice* (Spring 2004) it is reported that the organisation contributed to a leaflet on traditional 'fingerpost' road signs. In conjunction with English Heritage, the Countryside Agency and the Department for Transport, the leaflet was designed to advise local councils on repair and conservation of fingerposts, encouraging the replacement of modern signs, where appropriate, with traditional designs. It was recognised that they were an important part of the countryside for centuries, but local authorities were not allowed to erect fingerposts between 1964 and 1994.

It is obvious that there is great concern about our traditional and historic surroundings, and one hopes that this will be translated into action. The Milestone Society is playing a small, but significant, part in this, and it may be that more can be achieved by a small, dedicated society than by larger, more unwieldy organisations.

More information on these reports can be obtained from:

'*Save our Streets*', English Heritage ([www.english-heritage.org.uk](http://www.english-heritage.org.uk))

'*Recharging the Power of Place. Valuing local significance*', Price £5. CPRE, 128 Southwark Street, London SE1 OSW. ([www.cpre.org.uk](http://www.cpre.org.uk))

## FROM WORCESTER TO GT WITLEY - REFORGING THE CHAIN

Worcester City Council and the Parish Councils of Hallow, Grimley, Holt, Little Witley and Great Witley/Hillhampton joined forces with members of the local community to pay for the restoration and re-plating of the milestones on the old turnpike from Worcester to Great Witley, now the A443. The project was conceived, arranged and managed by the Worcestershire group of the Milestone Society and has taken two years to complete.

The Henwick Trust first erected milestones in 1761. Metal plates were attached to the stones early in the 19th century. In 1932 two of the stones were replaced by modern concrete Bradley stones but in 1940, as a wartime measure, all plates were removed and were destroyed and never replaced. Over the last 50 years four of the stones were lost due to road improvements. The Worcestershire group first conceived the idea of re-plating the five surviving milestones, which had stood for decades as uninformative lumps of stone, with the help of their local communities. Gradually other parishes joined the scheme so that it was decided to have plates made for the whole road, eleven in all. A grant was received from Worcestershire County Council under the 'Towards Local Distinctiveness' scheme. A pattern for the new plates was made, based on the design of an old plate, and they were cast at B lists Hill foundry at the Ironbridge Gorge Museum. Each parish paid for its appropriate plate and arranged for attachment to the stones. Where the original stones were missing, either replacement stones were found or other appropriate ways were found to display the mileage plates.

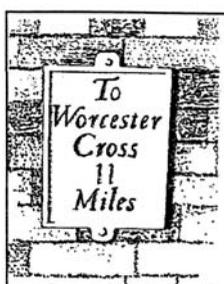
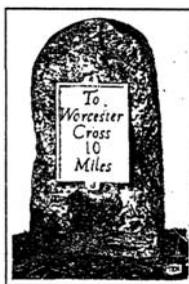
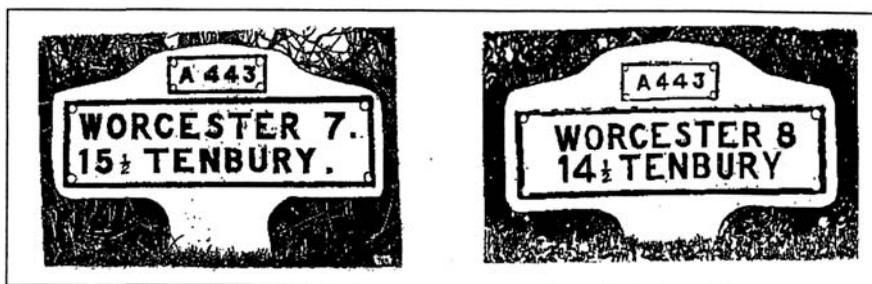
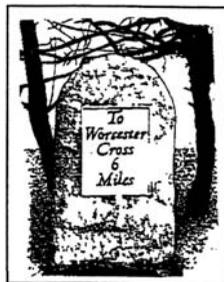
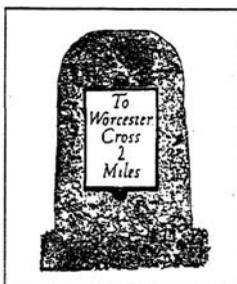
In only one location did the original stone survive and the new plate was attached to it (10 mile). The mileage to London can just be made out on the back of the stone. Four second generation stones survived (2, 5, 6, 9); two new stones were acquired (3, 4); two plates were fixed to suitable walls (1, 11). In two cases (7 and 8 mile) the Bradley stones replacing the originals had survived.

Sir Michael Spicer, MP for W. Worcestershire, unveiled the replated 5-mile stone - the final link in the chain. Sir Michael praised the Society for its work in helping to preserve a part of our national heritage. Unfortunately, poor weather conditions at the unveiling led to photographs which were difficult to reproduce here but as an alternative we include a picture of the key organiser of the Worcester group, Terry Keegan.



A leaflet has been produced giving full details of the project with illustrations by Terry of each milestone - these drawings are reproduced here on p. 20. The leaflet can be obtained from Terry Keegan. The group are now planning a similar project on the former turnpike from Worcester to Bradley Green via Crowle and Himbleton.

*The Editors*



## **THE BORROW BRIDGE STONE**

We found when cataloguing the Ken Diamond collection that he did not generally identify the locations of his photographs. Many of the milestone photos could be placed from the legends, although it was somewhat tedious deciding in which county many were because of boundary changes. Although there were still quite a few milestones that defied our searches, other members knew of them. However one of the last puzzling stones was the one with the inscription TO BORROW BRIDGE SIX MILES below a raised hand. Then Yorkshire member Brian Davey produced a photo of the same stone but leaning against a wall. Brian knew it was south of Sedbergh so we put a short article in our Newsletter. Within a week we heard from Mervyn Benford who had found the stone earlier in 2004 and had moved it from the wall to a less obvious place near the hedge. He had then reported its plight to the Yorkshire Dales National Park. In December he had passed the stone again and it was still there leaning against the hedge just waiting to be stolen. He wrote again to the YDNP but alerted us also.

It was February before we were able to get to the area but the stone was, fortunately, still there. The side in view has the legend TO COVUAN BRIDGE SEVEN MILES and we laid it down to record the other face. I wrote a strong letter to the NP Authority also noting that another milepost was in pieces on a section of the old A59 near Bolton Bridge. I said that if we had been in the car instead of on the bikes we would have picked up the Borrow Bridge stone ourselves. The reply was that they had no money for repairs to any historic structure or building! So what are they doing in the Building Conservation office? However, they do know that the North Yorks Moors NP have found money for such projects so hopefully something will get done about the stone. In the meantime the Ranger for the area was to be contacted with a view to collecting the stones so that they might be stored in the museum in Hawes. Well, if they have tried to retrieve the two stones they will have had a surprise on the A59 because, at the behest of Skipton Highways, Brian Bradley-Smith took away the broken attachment, repaired and repainted it, and it is now safely fastened to its backing stone. (Brian has refurbished about 50 milestones for Harrogate Highways and also some near Staithes.)

And just in case you are wondering about the places inscribed, Cowan Bridge crosses the Leek Beck near Kirkby Lonsdale on the A65, and Borrow Bridge is over the Borrow Beck on the A685 south of Tebay. The mileages are probably 'customary' miles and the last mile or two of the route at the northern end is not obvious. Has anyone an old map that might show it? Recently the stone has disappeared and may have been taken to the museum in Hawes.

*Christine & Frank Minto (Yorks.)*

## **THE PRESERVATION AND RESTORATION OF MILESTONES**

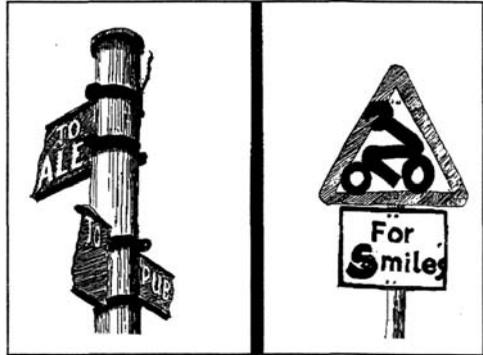
Along with the detailed recording of milemarkers in order to create a National database, an important aim of the Society is their preservation and sympathetic restoration when deemed necessary. However, the differing materials from which

milemarkers are made (stone or metal), the need to produce a suitable surface coating or effect repairs where necessary, and the dangerous siting of many of them means that careful thought is required before work is undertaken. To provide help in this regard, Alan Rosevear, the Society's National Database Manager, has produced an important document, *'Preservation and Restoration of Milestones- Interim Guidance'* which is available on request from the author.

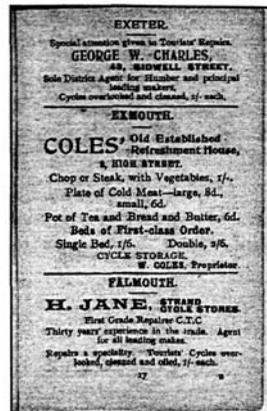
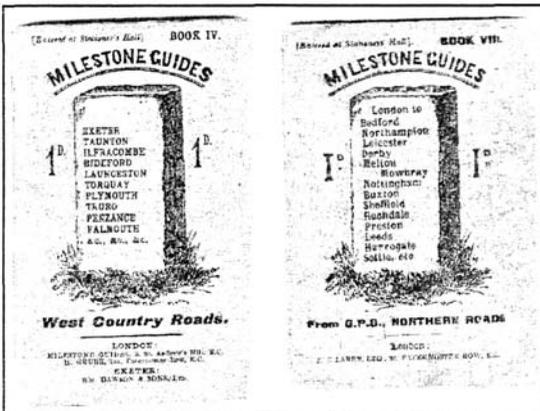
The Editors

**(S)MILES!**

Although vandalism cannot be condoned, it can occasionally produce a smile. These two examples were sketched by Lionel Joseph (Surrey). The broken signpost was spotted in Dovedale, Derbyshire in 1950, and the amended road sign, sketched in 1995, is from Strines Moor on the Yorkshire/Derbyshire border.



**MILESTONE GUIDES**



These little road books were first published in 1892 for the benefit of cyclists and pedestrians, and originally cost 1d. There are separate guides for ten different regions, and each lists a variety of routes within that region with mileages between towns. A copy of Book VIII (Northern Roads) has been loaned by Michael Knight (Beds.), who was presented with it following a lecture he gave to Bedford Wildlife Trust. I have a copy of Book IV (West Country Roads) which I spotted in a second-hand bookshop a few years ago. The covers from these are illustrated above. One

interesting feature is the London datum used for the mileage, which in most cases was that used for the turnpikes - and milestones - radiating out of London. South-eastern roads are measured from London Bridge, southern from Westminster Bridge, south-western from Hyde Park Corner, north-western from Marble Arch, north-eastern from the Royal Exchange, and northern from the GPO.

Michael's copy was printed in 1916, and he was surprised that such publications should be produced during World War I. However, it may be a very slimmed-down version as my own copy is probably older and also contains many pages of advertisements for hotels and cycle repairers (see example on p. 22).

Look out for Milestone Guides in second-hand book/collectors shops. They can be purchased for a few pounds and are a fascinating record of past routes and travel.

*Carol Haines*

## **LOSS OF PLATE**

Ian Jolly reports that an original cast iron plate from one of the Telford milestones on the old A5 has disappeared, having last been seen in October 2004. The milepost concerned is 'Holyhead 25, Capel Curig 14' situated in the High Street in Bangor (see photograph right). The local authorities have arranged for replacement with a replica.



## **YORKSHIRE GROUP SPRING MEETING -HEBDEN, 3 APRIL 2005**

Another beautiful sunny spring morning found twenty-six of us, including some welcome members from Cumbria, at Hebden Village Institute in the Yorkshire Dales. After the usual exchange of greetings for friends old and new, we settled down to listen to Janet Niepokojczycka's superbly-illustrated and fascinating talk on Packhorse Days and Packhorse Ways, describing her trips for charity with a horse and authentic pack-saddle and panniers over many miles. We really felt the aching muscles she described and look forward to hearing more about her adventures.

Christine and Frank Minto had been out and about, as usual ('where do they find time to fit in so many activities, including jam-making?') and Christine described the variety of milestones they had seen as well as updating the meeting on Yorkshire activities, including the North Yorkshire restoration efforts. Stones continued to pop out of familiar environments...

Lunch was supplemented by Terry Whitham's excellent chocolate cake, closely rivalled by Heather Burrow's delicious coffee one - and the tables were buried under displays, ranging from lap-top demonstrations to superbly presented albums. The new Yorkshire postcard was on sale, hot from the printers, with profits going to County funds to keep the newsletter going. Proceeds from jam sales and books donated by June will be used for the same worthy cause.

After lunch, June Scott described 'The Perambulation', beating the bounds of Harrogate, with the associated waymarkers and cautionary tales of what happened

to youths to instil the knowledge in their heads. A splendid find of an old map had been the inspiration for this talk and those with particular local knowledge also chipped in with enthusiasm.

Jan Scrine gave a quick overview of national activities and an update on the Barnsley to Grange Moor Road project, including an appeal for any anecdotes about life in toll-houses or incidents at the toll-barrier. Animated discussions continued well after the close of the meeting.

**Note: The Autumn meeting will take place on Sunday 16th October,** at Jan's house in Huddersfield unless anyone can suggest a more suitable option. The Spring Meeting for 2006 is scheduled for Sunday 2<sup>nd</sup> April at Hebden. Our Cumbrian guests extended their hospitality for a future event. Put the dates in your diaries now - if you live further away, why not make a week-end of it, as some of us do?

*Jan Scrine (Yorks.)*

## **PUBLICATION NEWS**

Arthur Cossons: *The Turnpike Roads of Leicestershire and Rutland*. Kairos Press 2003. ISBN 1-871344-30-1. £6.50.

Arthur Cossons died in 1963 leaving the completed text of this book. It has at last been published and will add to the author's other valuable county road histories.

Richard K Morriss: *The Archaeology of Roads* (Tempus Pub. 2005); 304 pp, ISBN: 075242887X. Price £19.99. Examines archaeological remains of different types of road over the centuries, incorporating e.g. road surfaces, bridges, tunnels, signs and street furniture. A full review will appear in the Society Journal No.2.

Christopher Perfect & Gordon Rookledge: *Rookledge's Classic International Type Finder*. Laurence King 2004. ISBN 1-85669-406-2. £24.95.

Described as the essential handbook of typeface recognition and selection, this guide might be worth obtaining from a library to identify milestone lettering when trying to design replacement patterns. The different designs are divided into categories, rather similar to biological keys, to identify various styles, although hopefully we won't find any milestone inscriptions in the Modified Outrageous category.

*(This book was sent to the editors as a review copy, which we will retain, to enable any member to make use of it.)*

## **CUTTINGS**

Stolen from Warwickshire The *Kenilworth Weekly News* (12.12.2004) carried a report of the theft of a milestone from the A4100 in Temple Herdewyke. The stone stood opposite the village junior school and gave distances of Birmingham 30, Warwick 10 and London 178 (according to the report). Being a heavy stone it would have taken two people to lift it and the police are appealing for anyone who may have seen it being lifted into a van. Michael Knight, who sent the cutting, is

sure that the report contains several errors, not least that the London distance should be only 78 miles. Temple Herdewyke has been located along the B4100 between Banbury and Warwick. Can Warwickshire members shed more light on this story?

A new Yorkshire stone A nineteenth-century milestone which stood at a cross roads in Tibthorpe, giving distances of Malton 16 and Beverley 12, ended its days in a council skip when the road was widened 30 years ago. The parish council has commissioned a new stone with advice and funding from the East Riding of Yorkshire Council, which kindly offered to erect the stone free of charge. The report from the *Driffield Times* (14.11.2004) was sent in by John and Janet Harland.

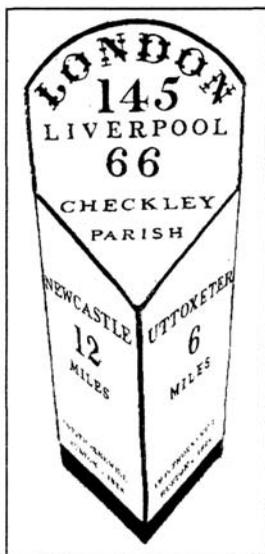
Re-used Dorset stones A letter to *Industrial Archaeology News* 130 (Autumn 2004) from Dorset Industrial Archaeology Society drew attention to a re-used milestone along the A35 between Dorchester and Bridport. The inscription on the present front was in Arabic numerals, but on the rear it showed Roman numerals, with the additional information of XLVIII Miles to Sarum. It was speculated that damage to the older face had caused the stone to be turned round and re-cut. John Tybjerg (Dorset coordinator) replied in *IA News* 131 that this is one of three re-used Dorset milestones, all having large mileages in Roman numerals on the rear. A probable reason for them being turned round and re-inscribed with Arabic numerals was to make them easier to decipher. He thinks the damage is more recent than the change in lettering style.

Hampshire conference Committee member Laurence Dopson has written a report, which appeared in *Hampshire - The County Magazine*, of the Society's meeting last October at the Milestones Museum, Basingstoke. It details Keith Lawrence's talk on the turnpikes and milestones in the county, the survey done by Chairman David Viner while he was a student at Southampton University, and also the current work of the Milestone Society. Hampshire had 36 turnpike trusts, the first being from Portsmouth to Petersfield, the second from Basingstoke to Reading. Six illustrations are included to show a few of the just over 300 milestones still to be found in the county.

Derbyshire stoop back home A guide stoop has been re-erected near Darley Dale with the help of the Holymoorside & District History Society. The stoop had spent many years in the garden of a doctor's surgery in Manchester and was left to the Society in the owner's will. Weighing about a tonne, it had to be transported by tractor and now stands at the junction of Screetham Lane and Jagers Lane. The group has now rescued eight guide stoops, helped by winning £1,650 in the 1996 Greenwatch Awards which reward people who improve their local environment. A report appeared in *Chesterfield Today* sent in by John Higgins (Staffs.).

Northants milestone plaque On 8 May a plaque was unveiled in West Haddon to honour a milestone defaced during WW2. A report in the *Daventry Express* (5.5.2005) sent in by Michael Knight (Beds.) stated that West Haddon local history group had been trying for several years to restore the stone, so far without success. It stands against an antique shop in the High Street and the plaque, incorporating the original wording from the milestone, is being installed nearby.

## MILESTONES IN MUSEUMS



When Staffordshire coordinator John Higgins asked the County Museum at Shugborough for details of the milepost from Pole on the A522 which is in their collection, they sent this illustration of it (see left). They received the post in May 1969. It is item number 69.025.0001/4.7122 and is stored in location D28, just in case you want to arrange to see it! The post was made by Thornewills of Burton on Trent in 1828.

The British Cycling Museum at The Old Station, Camelford, Cornwall also has a milepost, seen recently by Neville Billington (Worcs.). The post was unearthed by a Devon farmer when ploughing one of his fields some years ago. He contacted the council local to Chillaton but they were not interested in re-establishing it. It shows distances of 2¼ miles to Chillaton and 6 to Morwellham. Neville says that the museum is well worth visiting with over 400 examples of cycles and many specialist displays. Of interest to members will be the museum's library which contains many cycling books and gazetteers from Victorian and Edwardian eras. The

museum is open Sundays to Thursdays, all year but in winter please telephone beforehand (01840 212811).

## FOREIGN PARTS

The only entry this time is from central Portugal, 3 km from Fatima, the country's principal shrine, north-east of Lisbon. The photo was sent to Michael Knight (Beds.) by a friend. The post is identical in shape to many in France and is of stone.



## CYCLE ROUTE MARKERS

On the same day as this Society's AGM at Avoncroft, 16 new 'milestones' were unveiled on the 'Marsh Farm Loop' cycling/walking route in the Luton area. They are part of the Art and the Travelling Landscape project run by sustainable transport charity Sustrans in partnership with several other local organisations. The milestones, positioned every half mile, have involved an artist, poet, stonemasons and letter carvers, and the themes have been suggested by local people. Marsh Farm Loop is part of the National Cycle Network Route 6 which runs through Luton Borough following the course of the River Lea to and from its source near the Marsh Farm area.

## **TRAFALGAR BICENTENARY**

Bronwen Parr (Peterborough) informs us that the Ordnance Survey, in association with the National Trust and See Britain, has produced a special map of the post chaise route taken by the bearer of the news of victory in the Battle of Trafalgar from Falmouth to the Admiralty in London. It contains interesting maps and information on the route but unfortunately does not include any milestones. It is the intention for this route to be permanently marked and it will be known as Trafalgar Way.

The editors have noticed that their county is also doing its bit for the celebrations by changing the county signs to read 'Norfolk Nelson's County'.

## **IN SEARCH OF COLLABORATORS**

Patrick Taylor, author of 'The Toll-houses of Cornwall', reviewed in these pages (Newsletter 4, January 2003) is looking for collaborators to extend coverage of this subject on a county-by-county basis. He already has a similar volume ready for publication on Suffolk, where he lives, and is rapidly approaching that situation for Norfolk. He has also commenced research and visits in Essex and Cambridgeshire, but beyond these he feels is too far away to cover from Ipswich.

The books consist of an introductory essay on general turnpike and toll-house history, with local illustrations wherever possible, together with a central section more locally attuned describing the topography, geology, building materials, turnpike trusts and toll-houses of the county in question. The second half of the book then follows as a gazetteer, illustrating as many toll-houses as is possible and describing what is known about them along with the now missing ones.

Patrick is therefore looking for co-authors, to provide local information in the counties he cannot reach. It will involve some record office mapwork and research to identify the sites and find any old photographs, visits to those sites to assess and photograph any survivals, and writing up each entry for publication in the gazetteer. It is unlikely that any money will be made doing this: hopefully if enough counties can be readied for publication, a publisher can be tempted into taking it on as a countrywide series using the format already established.

Patrick feels sure the expertise is out there; so if you are interested and have the local knowledge, please contact him on (01473) 434604 or at poly star @ ntlworld.com

## **SPEND A SUNDAY AFTERNOON WALKING IN THE FOOTSTEPS OF BLIND JACK !**

On Sunday 11th September, we will be setting off at 1 pm. Distance 5.5 miles following Blind Jack Metcalfe and William Radcliffe as they surveyed the route of the proposed Second Turnpike from Wakefield to Austerlands.

Meet John, a Marsden Moor, NT volunteer, in Marsden, by the Carrs Road/Peel Street entrance to Marsden park, adjacent the A62 itself. Plenty of

parking on the street or in the big (free) station car-park in the township, beside the recently restored Huddersfield Narrow Canal - an excellent location for a picnic lunch. You are welcome to come back to my home afterwards for tea and scones if you let me know in advance !

*Jan Scrine*

## **OLD MAPS FROM THE INTERNET**

The Ordnance Survey First Edition County Series 6"/mile maps are available on the internet at [www.old-maps.co.uk](http://www.old-maps.co.uk). These maps were produced during the second half of the 19th century and, along with their even more detailed 25"/mile counterparts, formed the first detailed large-scale national mapping survey of the whole country. It is possible to print out a detailed A4-sized section of them, but not directly from the 'old-maps' site - to do this you will need a graphics program on your computer too, for example 'Photoshop' or 'Paint Shop Pro', but the more basic photo editing programs should suffice, as long as they have the facility to 'paste' in an image from Windows clipboard. For more detailed instructions please access our website. It is always a good idea to acknowledge your sources. Please therefore remember to write something like: 'Section of OS County Series 1st Edition 6"/mile map obtained from [www.old-maps.co.uk](http://www.old-maps.co.uk)' on any copy you so obtain.

*Charlie Morriss (Gloucestershire)*

**AUTUMN MEETING** - This will be held in St Ives, Huntingdonshire on Saturday 8 October 2005 in the Free Church Hall. The historic county of Huntingdonshire is now part of Cambridgeshire. The town stands on the north bank of the River Great Ouse, a few miles east of Huntingdon and approximately 60 miles north of London, 15 miles north west of Cambridge, and 25 miles south of Peterborough. It is easily accessible from the A14. Details will be circulated later and will appear on the Society's website: <http://www.milestone-society.co.uk>

## **DEADLINE FOR THE NEWSLETTER FOR JANUARY 2006 -**

Contributions for inclusion in the January 2006 Newsletter should reach the Editors by Friday 16 December 2005. 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, save in RTF (Rich Text Format), Word 6.0/97, or Wordperfect 5.x for Windows format. We have difficulty with other formats.

MEMBERSHIP RENEWAL - Subscriptions for 2005-2006 fell due on 1 June 2005. Details and forms were sent with the AGM agenda; an application form can be downloaded from the website: <a href="http://www.milestone-society.co.uk">http://www.milestone-society.co.uk</a>
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