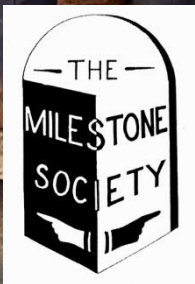


The Milestone Society

Newsletter 42

Winter 2022



MILESTONE SOCIETY COMMITTEE 2022/23

Sir Neil Cossons	Patron	
Robert Westlake	Chair	rww@milestonesociety.co.uk
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Specific Roles and Responsibilities

Local Representatives	See Newsletter 41
Database Manager	Vacant
Web Presence Co-ordination	Jan Scrine
Repository Manager	John Armstrong
Editor – <i>Newsletter</i>	Richard Raynsford
Editor – <i>Milestones & Waymarkers</i>	Derek Turner
Editorial Panel (in addition to the above)	Carol Haines, Mike Hallett, David Viner
Heritage & Conservation Agencies Liaison	Jeremy Miln
Milestone and road history heritage	Mervyn Benford, Carol & Alan Haines
Archives	David Viner
	dv@milestonesociety.co.uk
Highways Liaison Manager	Alan Reade
Theft & Recovery Liaison	Robert Caldicott
Insurance	Mike Buxton

ON THE COVER

Unveiling of restored milestone CU_PRAP01 by Penrith Town Mayor

Photo: Terry Moore

Editorial

Despite testing positive to Covid, it was fairly minor and has not held up production of the Newsletter. I am pleased to report that The Milestone Society continues to function despite the various restrictions we have had to cope with over the last two years. The Committee has met a number of times thanks to the facility of Zoom, a successful AGM was held in October 2021 and members have continued with the work of recording and conserving our roadside heritage. One of the highlights of this work is the restoration of the 'Red Post' at Launcells, Cornwall which was reported stolen in NL 41. It was remade by a local foundry and has now been re-erected.

Unfortunately, I must start with a few corrections from the previous Newsletter. Firstly my apologies to Chris Woodard for confusing him with Colin Woodwood and incorrectly labelling his photographs of the slate milestones on the Pembrokeshire coast path. A grid reference was also mis-quoted on page 10 and should have been SX 9321 7113. Lastly and most unforgivably I wrongly captioned the milestone at Odombe as Mudford in an article by Janet Dowding (I actually visited the stone with her so should have realised!) In an endeavour to eliminate such errors I have asked Janet to assist me in editing future editions of the Newsletter.

The majority of the Committee were re-elected at the AGM with Bruce Keith replacing myself as Vice Chairman and the post of Database Manager becoming vacant due to the death of Mike Faherty. The business of the AGM was followed by the Terry Keegan Memorial talk given by Andrew Langdon and entitled 'To guard and guide the way to church: Cornish Wayside Crosses within a national context'. After lunch I gave a talk entitled 'An exploration of road surfaces before the advent of tarmac' whilst Tim Jenkinson entertained us with 'A Dartmoor Collection of oddities inspired by the work of Dave and Kath Brewer'.

Sadly, I have to report the death of several members of the Society since the Summer edition whose obituaries follow. Happily, I am pleased to report that our Membership Secretary Ken Hawkins has overcome a serious medical condition to continue in his role although his wife Catherine has decided to stand down as our Minutes Secretary.

Our new Vice Chairman Bruce Keith has written a book entitled 'Are we Nearly There Yet?' which is reviewed at the end of the Newsletter and is thoroughly recommended to all members of the Society.

Richard Raynsford

Recording our Milestones and other waymarkers - over two decades

The original databases set up and maintained by Alan Rosevear twenty years ago were huge Excel spreadsheets, 48 fields for each entry, majoring on Milestones, Guide stones and tollhouses, although the latter fall outside our charitable remit. We excluded Boundary markers unless they were relevant to roads, and fingerposts were mostly recent, ie 20th Century and not milestones. Canal mile markers were also deemed secondary features because we are a wayside campaigning group and canals are in the ownership of British Waterways, now the Canal & River Trust.

In those days, photographs were difficult to store, generating huge files on old computers with low-capacity memories. Then as the internet took off, I was keen to establish wider access to photographic records, and in 2006 was given substantial English Heritage funding for such a website, originally just for Yorkshire. This was developed by chums at Warwick University using open-source Joomla software, displaying the images on Google maps - with just a short summary of the database information. Coverage was extended nationally by new recruit John Armstrong in 2008, known as The Repository, on which he spent many thousands of hours until 2015, when the Joomla software was due for yet another upgrade. I started looking for an alternative website for our 20,000 images and after various other options, we settled on Geograph. It took nearly four years to get the protocols sorted but at the end of 2018, the contents of the Repository were frozen and then duplicated on Geograph.org.uk - where they are shared with the general public and can be supplemented by other images and details from any interested party. So that's our images archives safe!

We had expected The Repository to die completely as the Joomla software was changed, but our new web hosting lady Kate upgraded the software to Wordpress, so it can survive, although frozen. It does have some very useful specific Search facilities that Geograph does not possess.

We also continue to update and improve our Geograph presence ourselves; John Turner is cleansing the data (grammar as well as locations), and "Mr Red" uploads permitted images from our Facebook Group. Mike Rayner has set up and maintains a database of fingerposts, boundary markers, bridge stones and other wayside artifacts; he uploads changes to these to Geograph including from our Facebook Group. Phil Platt is now looking after tollhouses and John Armstrong keenly monitors all activity as well. If you haven't done so already, do have a look for your local milestones on Geograph - instructions for exploring these images are given on our website's 'Where are Milestones' page.

The screenshot shows the Geograph website interface. At the top, the logo reads "geograph photograph every grid square!". To the right, a search bar contains the keyword "milestone". Below the search bar, there are several filter categories:

- Special Filters...** (dropdown menu)
- Grid Squares**
- Places** (1 of 1)
 - Worcester 18
- Taken Years** (8 of 8)

021	2
019	5
018	2
016	2
014	3
010	1
007	2
005	1
- Geographical Context** (5 of 5)

canals	1
historic sites and artefacts	13
public buildings and spaces	1
religious sites	1
roads, Road transport	3

On the right side, there are several thumbnail images of milestones and boundary stones. Below the thumbnails, a button indicates "18 images".

The detailed Excel spreadsheets (the master databases) also continue to exist, being periodically updated; summary files are available on our website. Each artifact is allocated a National ID; the IDs for milestones along the highways are the distances to the terminal towns; guide stones and other off-road markers have location IDs. Canals are linear features, and the ID includes the abbreviated canal name. Christine Minto uses a different district convention for Scottish markers.

A future development would be to have the master databases live on-line, for real-time updating. John Armstrong and Martin Greaney have been working hard to set up the software infrastructure and this is now ready for testing with live data as a pilot. However, with Mike Faherty's death, we will need someone willing and competent to maintain the main milestones database and we are working towards this. Hopefully, the holders of the other databases will be just as enthusiastic when the system is proven – watch out for further announcements!



Mike Faherty measuring a boundary stone
Photo: Jan Scrine

Jan Scrine

In Memory of:

Jeremy Daw, 1955 - 2021

Jeremy Daw was one of those people whose presence would brighten your day – full of enthusiasms and curiosity, capable and caring, with a zest for life. When he became interested in milestones and wanted to find out about restoring a cast iron milepost near his home in Herefordshire, we met up in August 2019 near the White Stone, at Whitestone. It's possibly a Roman milestone that was re-purposed as a medieval cross before being inscribed as a guide stone in the early 1700s. Jeremy was keen on the history as well as on restoration; as a metal detectorist, in 2013, he and a paramedic colleague had worked with a landowner called Raymond Treasure, uncovering a fantastic assemblage of 518 mixed copper Roman coins near Leominster.

Jeremy began working with the Herefordshire Highways and Conservation teams, restoring several mileposts; he retired from his 30 years dedicated service with West Midlands Ambulance Service in November 2020 but went back part-time to help during the COVID pandemic. The WMAS said "he has helped many thousands of people during his career and was a well-respected and much-loved member of our West Midlands Ambulance Service family".

We had been corresponding about his plans for spending more time on restoring milestones when he finally retired at the end of May, but as he was carrying out his final shifts, on a 999 callout, he was tragically killed when a large stone thrown up by the HGV in front smashed through the windscreen of the ambulance.

We have sent our condolences to his widow Dawn and family – his passing leaves us with happy memories, although sadly cut so short by this cruel trick of fate.

Margaret Hill

Margaret Hill passed away on the 14th September, 2021, aged 91, after a couple of months of pain and distress. She had fallen and broken her foot, then was diagnosed with heart failure and hospitalised. She died at home; her sister Eileen had been taking care of her. The cremation is likely to be private but a memorial service is expected to be held in due course.

She was such an enthusiastic milestoner, a great supporter of Hebden and our other initiatives, especially Crossing the Pennines. In the early days of recording, she diligently completed many record sheets of milestones and sent them to Alan Rosevear. And she gave her first talk using PowerPoint (about Stiles) at one of our last Hebden meetings. An inspiration!

Jan Scrine

Colin Smith 1941 - 2021

Colin had an interesting and varied career before coming involved in The Milestone Society. His first career was as a radio officer in the merchant navy sailing mainly on passenger ships travelling to various parts of Africa. He then decided he wanted to be based at home, which at that time was West London and so trained and qualified in Marine Engineering which he loved. He then moved back to the north of England and whilst carrying on in his shipping and marine work became aware and very interested in social work. He trained to be a probation officer and worked in inner city Liverpool, transferring to become a senior social worker, again in Liverpool.



In 1984, Colin, his wife Lesley, and their two children moved to rural Cumbria and took on a small holding. Colin took on a social work job to keep the wolf from the door, but he and the family lived a fairly idyllic life for a short while. When Colin left his paid job through ill health, Lesley, his wife decided to run the spacious farmhouse as a guesthouse.

From thereon Colin's interest in local history and heritage began. He was intrigued to find there was a Milestone Society and joined around 2002 and soon became the Cumbria rep for the Society. Shortly afterwards he became involved along with Keswick History Society in a project to restore the milestones along the old Keswick to Penrith Turnpike Road, now the very busy A66. Colin applied for and was successful in obtaining grants from the Lottery Heritage Fund, The Milestone Society and Friends of The Lake District. He worked closely with Gordon Furness a very keen Keswickian historian, and some very keen local craftsmen.

The aim of the project was to restore seven of the milestones, produce a photographic record of the work and have a small mobile exhibition for schools and village halls in the area. He then a year later in 2007 wrote and printed a book on the history of The Hutton Moor Road, the Keswick to Penrith Turnpike.

Colin worked tirelessly on providing accurate survey records and kept a very detailed personal database of all his work. He contributed a great deal of information to the Carlisle County Archives, where he had worked for many years as a volunteer.

Following on from the success of the Hutton Moor Road project, Colin spent the next three years researching all the Cumbrian Milestones, Mileposts and Tollhouses collating all that information in the hopes of producing another book. In 2011, he became very ill with a rare disease and thought that he would be unable to finish the task. However, a whole team of friends came to his aid and chauffeured him around the county to complete his surveys, and the next book was published in May 2011.

He had enormous help from Friends of The Lake District in order to publish the book and he had very touching comments in the Forward of the book from Lord Judd and Eric Robson.

Eric Robson's last sentence said, "It's an I-spy book for adults that will transport you, literally, into a world in which travel was an adventure rather than a chore."

After producing that book, Colin still felt he had a lot more to do in terms of documenting different and unusual boundary stones in the county of Cumbria, but his health was deteriorating. Again, a very willing and supportive band of friends, under his supervision managed to tramp the countryside and did an enormous amount of fieldwork for him. He was very particular about documenting all this research and finally his last book which had taken about five years in the making was published in November 2021.

He was so pleased that despite all the difficulties he had managed to get his book into print. Shortly after that success, Colin's health rapidly deteriorated and he died last summer.

A small number of copies of his books are still available for sale from me and half the money from any sale will go to The Milestone Society.

lesleymith2456@btinternet.com

Terry Moore

Terry Keegan Award

Pen portrait of Rosanne Eardley PGDip (Surv) MRICS IHBC Chartered Building Surveyor nominated for the 2021 Terry Keegan Award.

"I started studying the two year Post Graduate Diploma in Conservation of the Historic Environment at Birmingham City University last year, after furlough followed by redundancy led me to seek a new challenge. I chose to write an essay on the problems of decay in historic wrought and cast iron, focusing on methods of conservation and repair, as part of a module on historic building materials. I was delighted to hear back in the summer that I had been awarded the Terry Keegan prize by The Milestone Society for my essay. I have always taken an interest in milestones, as an often over-looked and under-appreciated part of our historic environment. I spend a lot of my free time cycling, running and walking my dogs so I often come across them and am familiar with the ones on my usual routes around the Worcestershire lanes. Winning the prize has inspired me to learn more about their history and conservation.

I probably owe my interest in the historic environment to many weekends spent visiting National Trust properties as a child. However, it wasn't until about 10 years ago that I realised I could turn my love of old buildings into a career and retrained as

a Building Surveyor. Having gained experience in several different practices in both traditional and modern construction and achieving RICS Chartership status in 2014, I spent 3 years looking after various building portfolios in the Midlands region for the National Trust. Following the lockdown, I moved back into private practice, and now work for a niche building surveying and architectural design practice in the heart of the Cotswolds, working on a range of historic building projects. I particularly enjoy researching the historic development of buildings and sites and helping historic building owners understand how to maintain their buildings using traditional materials and techniques. I have recently been accepted as a full member of the Institute of Historic Building Conservation, and I hope that this and my diploma will allow me to keep developing my experience in the field of conservation and heritage”.



Rosanne Eardley

Cornwall (Ian Thompson)

The red-painted fingerpost at Red Post crossroads near Bude made the cover of the Summer 2021 Newsletter, because the four arms and the finial were stolen. The good news is that the local community raised the funds to have replacement arms and a finial cast at Irons Brothers foundry. The new parts were fitted by Cormac in November 2021, restoring this iconic landmark for all to enjoy.



Restored Red Post SS264052
A3072 Launceells
Photo: Ian Thompson

Pre-turnpike Milestone Re-erected



When a turnpike trust was set up by Act of Parliament, what did it do with pre-turnpike milestones on its road? A pre-turnpike milestone on the Launceston trust's road to Camelford ended up as a gatepost in an orchard. It was returned to its original roadside position on A395, thanks to the generous help of the orchard's owner and Cornwall Council's contractor, Cormac. This is one of four surviving milestones on the pre-turnpike road from Camelford to Launceston.

Pre-turnpike milestone re-erected SX 1712 8770 A395 Tresoke, Davidstow Photo: Ian Thompson

Milestone at Nansledan

Nansledan is a huge green fields housing development on the outskirts of Newquay, involving a number of building contractors under the umbrella of the Duchy of Cornwall. A rather small milestone has been surrounded by continual building work for over three years. Fortunately, it was Grade II listed, so its location had to be considered at the planning stage and the new houses, school and shops built without disturbing it. In September 2021 it emerged at last from its protective wrapping of wooden pallets and the Milestone Society was called in to repaint it.



SW839 617 A3058 Nansledan, Newquay Photo: Ian Thompson

Liskeard Milestone Set Straight

In 2019, Rosy Hanns surveyed 656 Cornish milestones and reported that 10 were fallen or leaning. In July 2021, the last of the 10 milestones was set straight. It was in a narrow part of the busy road from Liskeard to Callington and had to wait for other nearby work requiring traffic lights to control the traffic to be scheduled, keeping the cost down.

Cornwall Milestone Society members are asked to look out for any freshly fallen or leaning milestones this winter. A prompt report sets a repair in motion.



SX 263 617 A390 Liskeard 2014

Photos: Ian Thompson



SX 263 655 A390 Liskeard 2021

New Find from an Old Book

Do you pick up old books in charity shops and book sales? The first issue of the Journal of the Trevithick Society was published in 1973. Attached to a splendid article about 'The Redruth to Penzance Turnpike Roads' was a diagram of the 'Old Highway' showing the pre-turnpike milestones surviving in 1973. Checking the diagram with Milestone Society records, we seemed to have missed one milestone. On the diagram it was 'buried in verge'. Locating the missed milestone on the 1907 OS 25" map on the National Library of Scotland website, Ian Thompson set off on his motorbike to try to find it. It wasn't there.

Oh, yes, it was! It had crossed the road and a bridge over a mill stream and now stood between neat privet bushes in front of an old stone cottage. It had lost its original position in road widening many years ago, but was safe now, just twenty yards away. The inscription in raised lettering reads L / 22 and P /12. Ian had a nice chat to the old gentleman in the cottage, took some measurements and some photographs and rode home.



Pre-turnpike milestone found
SW 61543 39679 Riverside,
Roseworthy, Camborne

Photo: Ian Thompson

New Roundabout and an Old Milestone

Two of our Milestone Society members in East Cornwall have been keeping an eye on the new development beside the road from Saltash to Callington. Peter Clements

said ‘the intention is to build 1000 buildings - houses, a large nursing & residential home, a health and community centre, a primary school, etc.’ A new roundabout had been constructed within a few yards of a Grade II listed Saltash Turnpike Trust milestone. Pete Goodchild saw that the milestone was in good condition, but had it been moved. It seems that it may have been removed for protection during construction work, but was now back in its original position. Well spotted, both of you!



SX 4122 6035 A388 Carkeel, Saltash Photos: Peter Clements

Cumbria (Terry Moore)

CU_PRCL 08 north of PENRITH was recorded as missing for over 50 years and has been found in a private garden near CALTHWAITE and following restoration by Terry Moore in the Spring will be located near to Blackrack Bridge NY 4842 4243 - its original location, and with the approval and assistance from the Highways authority.

This was probably saved following a collision leaving the top part intact and the base buried during subsequent ditch maintenance.

Funding is being sought to restore CU_PRCL 04 at Boggle Hall lay by NY 4995 3640 further south on the A6 near PLUMPTON, which requires one new cast plate No.14 and some stone fabrication.



CU_PRCL 08 Boggle Hall layby

Photos: Terry Moore

Devon (Tim Jenkinson)



CU_PRCL 04 Blackrack Bridge

C Stone Discovery Buckland Bridge

A previously unrecorded County Bridge marker (C Stone) has been discovered by Max Piper in the parish of Buckland in the Moor on South Dartmoor. Situated to the south of Buckland Bridge on a minor road between the village and Spitchwick at SX 7182 7188 the stone is set against a low wall on the west side and is inscribed with a faint 'C'.

Dating from c1841 we learn from Dave Brewer (2002) that in Devon these markers were erected to mark 'the County's responsibility for the maintenance of a bridge' and that 'most of those around Dartmoor are of granite and of a height of 2ft' and were 'set up on both sides of all bridges that were their responsibility, at a distance of 300ft from such bridges, for they were responsible not only for the structure of the bridge itself but also for the immediate approach, or cause.' It seems that they cost '7/6d each to erect'.



Buckland Bridge C stone in context and in detail. *Photos: Tim Jenkinson*

Dartmoor bridges retain a good number of these stones as many of the roads on which they are set have been relegated to a minor status and have not been greatly widened over the years. This recent discovery adds to the collection of known survivors although successive searches for the northern stone at Buckland Bridge have failed to locate that one.

Holsworthy 3 Bideford 15 milestone Holsworthy Beacon

Cornwall Representative Ian Thompson (IT) drew Tim Jenkinson's attention to the possible disappearance of a milestone in West Devon after tree felling in the area. Our member in that part of the county Don Roomes was able to investigate shortly after the report and confirms that the slate marker is still in position at Holsworthy Beacon on the west side of the A388 but is in a very vulnerable position close to the road edge at SS 3565 0804. It stands at the 3-mile point from Holsworthy and 15 from Bideford. We then discussed how to try and



Holsworthy Beacon Milestone

protect the marker and IT suggested the possible use of poles either side of the stone to draw attention to its position he writes from his experience in Cornwall *'heavy section wooden posts have been used to identify and protect milestones from casual damage from verge cutters and parking vehicles. They are cheap, environmentally friendly and can't do any harm.'*

Something similar to this was explored with County Archaeologist Bill Horner and Highways Officer Chris Henley of Devon County Council (DCC) well over a decade ago now, but it never materialised so perhaps it is time to relook at this as a possible way

of protecting some of the more exposed milestones such as this, that we have elsewhere in the county.

Buckland 1 Milestone Damage Torridge

Not to be confused with the earlier report on the C stone at Buckland Bridge this interesting milestone is in the Parish of Buckland Filleigh in the district of Torridge in Northwest Devon and first came to our attention back in March 2006 when Don Roomes reported it on a minor road to Sheepwash at Woodhead (SS 464082). At the time it was assumed that the marker was most probably a private milestone showing a distance of 1 mile to the estate of Buckland. Don was able to ascertain that it was repaired in the 1970s and set at the roadside by Freddy Hume.



Buckland 1 mile
Photo: Don Roomes

However, a recent visit to the area in mid-October 2021, and after enlisting the help of Paul Watts of Shebbear the stone was discovered to be missing or at least having fallen over. After much searching along the verges Paul finally located the now broken stone and provided the following information *'The owner of a nearby farm agreed to rescue the stone from the bank where it once stood, and it has been repositioned on the other side of the road against the wall of the house out of harm's way'.*

It looks like it was a casualty of careless hedge or verge cutting and whilst it is not an entirely satisfactory conclusion it is nonetheless in a safer position albeit now quite badly damaged. Following further investigation into the marker's history Paul was able to ascertain that the late Freddy Hume bought the milestone at an auction in the 1970s and because of its name, set it at the roadside close to his farm. So, unless we learn the true provenance of the stone the connection of it to the nearby estate is rather tenuous as it seems that the name of Buckland in this instance could be from elsewhere in the UK.

A382 Milestone Forches Cross

Work on the road improvements to the A382 between Newton Abbot and Drumbridges roundabout in South Devon has progressed from Forches Cross to within 30 metres of the milestone at SX 8407 7356 that was first surveyed on October 24th 2013. These current developments are in preparation for the construction of the Houghton Barton link road that will eventually provide access to the A383 from the A382.

Concerned by the removal of the hedgerow on the left side of the road heading towards Stover School, Devon Representative Tim Jenkinson contacted Arron Carpenter of DCC in October 2021 to enquire. He reassured Tim that the work here was purely in connection with the link road and that there were no immediate plans to progress further in that direction along the A382 until 2024 at the earliest. That said Arron did offer to remove the stone into storage if it was considered to be in danger but following his response it was agreed to leave it in place until nearer the time and as it is a road that Tim uses regularly, he will continue to monitor the situation. The stone is embedded in the



Forches Cross milestone
Photo: Tim Jenkinson

bank here and is very difficult to espy set as it is low down between a field gate and short section of wall on the west side. It shows distances of 2 miles 2 furlongs to Newton Abbot and 3 miles 6 furlongs to Bovey Tracey with a probable 10 miles 2 furlongs to Moreton buried underground. The intention is to rescue it and reset it beside a cycle path at a later date.

Norfolk (Carol Haines)

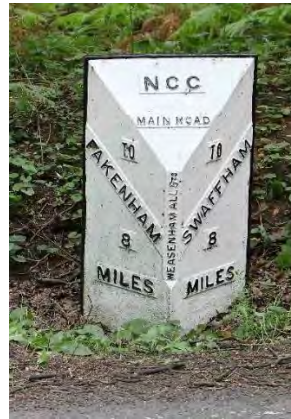
There has been a spate of careless driving recently, and milestones have suffered. Nigel Ford was contacted by a resident of Earsham in south Norfolk with news that NO_HBu5 (Bungay 2/Harleston 5) had been hit. The stone had been detached from its base and broken into three main pieces. The informant knows the stone mason in Watton who has done work on other milestones, and hopefully repairs can be instigated by the parish council and NCC.

More serious damage has been caused to a cast iron milepost on the A1065 at Weasenham All Saints (NO_FS08 – Fakenham 8/Swaffham 8). Society members in Swaffham, Tony Garrod and Roger Harvey, noticed the damage in late September and collected many of the broken pieces. The local landowner kindly offered a corner of a pavilion on his nearby extreme adventure course for the pieces to be laid out. We thought we knew the culprit as the remains of a vehicle with a number plate were lying among the trees near the milestone. However, after sterling work on the internet, Tony found that the MOT of the van this belonged to had expired in December 2020, and the image on Google Street View from March 2021 showed similar debris with the milepost intact. A brief press report mentions an accident in early September 2021, but after numerous enquiries, we could not find any further information on the crash. A local iron foundry has said the post is too badly

damaged to repair, but they could make a replica. If NCC can get details from the police and identify the driver responsible, they might be able to claim on the driver's insurance for the cost of a replacement. The post was one of a series along the road made between 1901 and about 1913 by Pertwee & Back of Gt Yarmouth.



NO_FS08 damage
Photo: Carol Haines



NO_FS08 Pre damage
Photo: Roger Harvey

There was much better news, however, of NO_KLW16 (Lynn 16). This was taken up in March 2020 when work on a new housing estate next to the A149 at Hunstanton got under way. It was stored by Bennett Homes and put back in June 2021.



NO_KLW16 (Lynn 16) Photo: S Hutcheson

North Yorkshire (Christine Minto)

Catterick Bridge

The first-generation posts cast by Mattison's of Bedale for the Highways Departments had hands cast pointing the wrong way. The sole remaining post north of Catterick Bridge also has a spelling mistake. The verge had built up over the years, but Hilary Jones dug soil away to reveal the legends and tried to make sense of how to paint the hands. The local litter-pickers have said they will look after it.



YN_CTP01

Photo: Hilary Jones



YN_NALB01

Photo: Hilary Jones

Northallerton

The 'new' post reported last year on the B1333 Ainderby Road out of Northallerton has been repainted. The house owner has also cut back the hedge and is going to look after it. Hilary has been in touch with the volunteer painter with hopes for repainting other posts near to Northallerton. Two posts on the Darlington Road, A197, have been painted by someone else but rust is already showing through.

Richmond

The Richmond to Reeth Road has some of the first generation of posts cast by Mattison's for Leyburn HD with hands pointing the wrong way. Hilary Jones has repainted two of these on the A6108/B6270 and on the 8-mile post decided to paint the hands as cast, pointing incorrectly.



YN_RCRT08

Photo: Hilary Jones



1YN_DNSY18

Photo: Christine Minto

Selby

The Doncaster to Selby turnpike was one of the last to be set up in Yorkshire in 1832. It has three tollhouses, bridges with distinctive coping stones and 12 of its original milestones still in place on its 20 miles. Some of the milestones are awkward to find, including a listed one in a ditch that no-one in Doncaster will take responsibility for! The most northerly in Brayton village, also listed, was knocked over in 2019 then repaired and reset the following year. Now it has been cleaned and painted by Dave Williams and Cyril Pickup. An anomaly is that at some time the York mileage has been inscribed and painted as 15 when it should be 16.

Barnsley

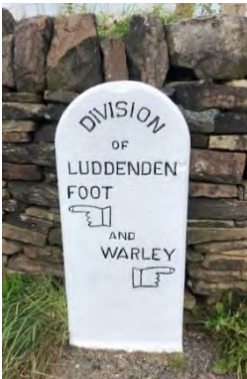
In 2002 whilst looking for the surviving WRCC milestones on the Sheffield to Huddersfield route I photographed a backless attachment in the ditch just north of the crossroads with the Barnsley-Manchester Road, an area well known as The Flouch after the local pub. Later in the year, checking after roadworks, the post was missing. In 2021 it appeared for sale on an auction site. Luckily it was listed so could be recovered. Its site is just within the Barnsley boundary, so it was brought back to be refurbished at the workshops at Elsecar, a couple of miles from where I live. Meanwhile son and I had gone to its former site to see if it could be safely set back up. The couple who live in the nearby house came out and he had seen it being stolen in 2002. He reported the name on the lorry to the police, but the response was, "It'll be gypsies, there's nothing we can do". The house owner is happy for the milestone to be sited near his boundary wall, about 20 metres from its original position. At the beginning of November, I spent many hours cleaning and repainting. A new backing stone is to be sourced. Hopefully it will be reset this year.



YS_SFHU15a Photo: Christine Minto



YS_SHHU15e Photo: Christine Minto



Calderdale

A boundary stone in the hills west of Halifax has been well painted by a local lady.

YW_SE 048252 Photo: Amelie Lavan

Wakefield

Within the Wakefield boundary this listed WRCC milestone erected in 1893/94 is at West Bretton, famous for its Sculpture Park. It was taken up, cleaned, repainted and reset in 2007 but soon showed signs of rusting. Jan Scrine passed it regularly and noticed how quickly it deteriorated. In June 2021 on this busy road, son Phil and I,

suitably clad in High Viz, cleared away ginormous nettles and weeds and dug out some of the verge which was covering part of the legend. Cleaned, repainted and given a surround of membrane and stones it will be easier to see and maintain.



YW_BNHU06p

Photos: *Christine Minto*

York to Thirsk

The 'listed' York 3 post, from the A19, photographed in the 1990s but missing since then was spotted for sale on ebay. In spite of alerting the police who seemed to be dealing with it, Helen Kirk has had no joy and it appears to have disappeared again. The repaired York 17 from north of Easingwold is still in Helen's shed waiting for official approval to re-erect it.

Scotland

Argyll & Bute

About 2003 Geoff Baillie from Falkirk Museum rescued a Bonnybridge Foundry milepost from a dumpsite near Linlithgow. It was cleaned up although not painted and is in the care of Falkirk Museum. It came from the B842 on the east side of Kintyre. Just one of these metal posts remains on this road, Campbeltown 23, which is painted lilac and south of this one there are mileSTONES just giving the distance to Campbeltown. On the A83, the west side of Kintyre, Terry Keegan and Ken Diamond photographed three similar Bonnybridge posts but with Tarbert on the right face. These are now lost but south of where the Tarbert 12 post was there are stones just giving the mileage to Campbeltown. Clearly an old boundary once crossed Kintyre.



YW_BNHU06



YN_YOTK03

Photo: *Gillian Oakes*



AB_CTC23

Photo Christine Minto



AB_TGOF03

Photo: Peter McBride

More repainting on the Tighnabruaich to Otter Ferry Road. Peter MacBride has tackled the very rusty 3-mile post which was almost hidden in the grass. Painting completed on the 11th of November.

City of Edinburgh

Along the A8 in the Roseburn and Corstorphine area are the first two milestones on one of the routes to Glasgow. John Riddell, John Yellowlees and Murrayfield Community Council have had explanatory plaques mounted above the stones.



CE_EDGW01p Photo: John Riddell



CE_EDLL05Sout Photo: John Riddell

The two stones on Turnhouse Road where new housing estates are being built have been uplifted and will be taken into storage. They will be sympathetically restored and eventually reset.



DG_DFMS01

Photo: Alverie Weighill

Dumfries and Galloway

An unusual stone with the legend Midsteeple 1 has been found by Alverie Weighill. Midsteeple is in the middle of Dumfries but this stone is now on Tam o' Shanter Walk at Ellisland Farm Museum just off the A76 about 6½ miles north of Dumfries. The farm was built and farmed by Burns from 1788-91 and it was there that he wrote Auld Lang Syne. A board near the stone has the faded words "An' folk begin to tak the gate; While we sit bousing at the nappy, And getting fou and unco happy, We think na on the lang Scots miles." It has been at the museum for some years and is thought to be from the Dumfries Kilmarnock Road where Cuckoo Bridge roundabout is now.

East Lothian

East of Haddington on the A199, old A1, even older East Lothian Post Road, is another 'new' Scottish tollhouse. Abbey Toll. The slated part may be a later addition. The newly pantiled section has the typical gable end and one chimney and there is now a window where the front door would have been. John has also 'found' the tollhouse at East Linton on Lauder Place, the original line of the road with a ford to cross the River Tyne.



EL.ABBEY Photo: John Riddell



EL.ELINTON Photo: John Riddell

Falkirk

With only five posts in Falkirk, four have been checked recently. The only stone, first recorded by Iain Davison in 2010, is 2 miles east of Falkirk and very eroded. On the 1860 1st Ed OS map the legend is recorded as Linlithgow 5, Edinburgh 21, Falkirk 3, Stirling 14. The other four are Grangemouth castings.

John has also found a rather sad old fingerpost in Kinneil. A plaque at the base says Grangemouth Iron Works and at the top of the post is the number 35. The owner of the property wants to restore it.



FK_FKLL02 Photo: John Riddell



FK_NS9780kinneil Photo: John Riddell

Perth & Kinross

A Perthshire milepost has been unearthed a couple of miles from Blairgowrie on the A926 towards Kirriemuir. It is one of the typical metal posts found to the north and east of Blairgowrie with legends on the bevel as well as both sides. When nearby work on a house is finished the post will be set at its correct height in the ground.

I had heard there were milestones on the Blair Castle estate but hadn't time to go searching on my ride from Pitlochry to Aviemore. John Sherriff, HES field officer, has found that there may be several stones on two tracks on the estate. There may be up to 8 stones on a circular trail around Baluain Wood and 6 possibles on the northern trail to Bruar Lodge where 5¼ is at Allt Sheicheachan bothy.



PK_BGKR02 Photo: John Riddell



PK_BACsb06v Photo: internet

In Glengarry, 16 miles north of Pitlochry near Dalnamein Lodge, Lucy Caird found a milestone near one of General Wade's bridges. It is on his Military Road which was abandoned in 1928 having been superseded by two versions of the A9.



PK_PLIV16rwb Photo: Lucy Caird



PK.ARDOCH Photo: Christine Minto

A week away in Stirling with son Philip also saw a visit to the SW corner of Perthshire. The only new find was Blackhill tollhouse, modernized, at the southern end of the B827 from Comrie.

Shetland

In July Mike Rayner paid a visit to these northernmost isles. In 2010 a cyclist friend who worked at Sullom Voe sent me pictures and details of the 11 remaining stones from the 25-mile Lerwick to Grutness and Sumburgh road. Some are on old cut off sections, one in a private garden. She also sent some details about a stone on the Scalloway road but no photo. This is the one that Mike found on a cut-off section. Oil and EU money paid for many transport improvements.



SH_LWSC05
Photo: Mike Rayner

Stirlingshire

Son Phil and I checked many of the area's milestones during our week away. Over 30 were photographed, some rusty, some newly painted. One new stone had been reported on the minor road from Drymen to Aberfoyle part of the Rob Roy Way and NCN route 7 Glasgow to Inverness. Only the stone 4 miles north of Drymen was found but we also visited Rob Roy's grave in Balquhidder churchyard.



ST_DRAF04



Rob Roy's grave Photos: Christine Minto

West Dunbarton

This small area had only 5 recorded mileposts. Now the plate 'Dumbarton 7 Miles' has been spotted and behind it is a red sandstone pillar where MS is marked on the 1896 map. Willy Findlay has cleared the vegetation away and it shows the stone set in the wall of his parent's property. Five miles to the north in Drymen is a similar red stone, originally found by Iain Davison, set in the wall opposite the Buchanan Arms.



WD_DMDR07 Photo: Willy Findlay



ST_STDM22 Photo: Christine Minto

Milestones of Arabia – from Madinah to Makkah

In August 2021, our secretary, John Atkinson, received an enquiry from a journalist called Peter Harrigan who was writing for *Aramaco World*, a magazine published in Houston, about the work of Dr Alkadi on milestones in Saudi Arabia. Peter wanted to talk to an expert on worldwide milestones. John contacted the committee and trustees with Peter's request and Derek Turner duly stepped up to reply, admitting that we did not know of a worldwide expert, but offering to help if he could.

In November, Peter sent John a copy of his article, which John circulated. Ian Thompson was absolutely fascinated, and joined Derek Turner in a four-way email discussion with Peter and Dr Abdullah Alkadi. Dr Alkadi is Vice President for Studies, Development and Communications at Imam Abdulrahman Bin Faisal University in the Eastern Province of Saudi Arabia.

In 2005, Abdullah, while conducting field research along the route of the Prophet Muhammad's journey from Makkah (Mecca) to Madinah (Medina) in 622AD, recognised that a large stone in the desert was a milestone. 16 years and 50 field trips later, Dr Alkadi had found 55 milestones on the 415km route which was between the two towns. All the milestones were new discoveries. These were not milestones as we would know them from our work in Britain. They were rough-hewn blocks of stone standing 1.5 to 2m tall, but they were set up a standard distance apart. Remarkably, this distance was almost exactly one statute mile. There were gaps of much more than one mile between many of the milestones, but Dr Alkadi found a group of 21 where the distance between each pair of milestones was an average of 1612m with a standard deviation of 37m.

Dr Alkadi announced that he would be in London from 20 to 30 December with his family, and perhaps Derek and Ian could join him for a cup of coffee and a chat! Clearly Abdullah did not appreciate the time and distance involved in such a suggestion. Derek declined the invitation since he was Covid shielding. Ian thought Cornwall to London was a long way to go for a cup of coffee. But the opportunity of a face to face meeting was too good to pass up. He worked out a compromise. Exeter was a two hour's drive from his home in Cornwall and two hours by train from London. He set up a meeting at the University of Exeter Institute of Arab and Islamic Studies, hosted by Dr James Downs, the University archivist for their Arabian World Documentation Unit for the Wednesday before Christmas. The meeting was a great success.



Dr. Alkadi presents Ian Thompson with a copy of his new book

Abdullah was charming, patient and very knowledgeable, keen to do more with what he had discovered. Both Ian and the University Library were given copies of his magnificent book. Ian hopes to write a review of Abdullah's book for Milestones and Waymarkers in due course.

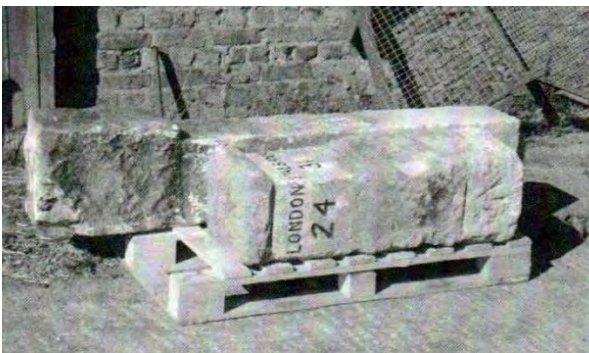
Ian Thompson

The milestones of Watling Street – Markyate Cell LONDON 29

Members of the Society may recall the story of the two Watling Street milestones south of Redbourn, which were knocked over by errant motorists some years ago, ignored by Herts Highways and then stolen. After an ongoing publicity campaign, the thief decided the stones were too hot to handle, so they were dumped in a country lane. It took another eighteen months of persuasion to get the stones restored and replaced by the authorities.



Laying forlornly on the verge with a solitary traffic cone in place 'for safety reasons'. HE_LH23
Photo: Sandy Ross



Redbourn milestone stored in a secret location after their successful *recovery*
Photo: Sandy Ross

Further north of Redbourn Parish, another five milestones took the highway to Dunstable, the end of the turnpike trust. Of these three survive in place. LONDON 27 is in good condition and can be found on Old Watling Street near Flamstead, a section of the turnpike subsequently bypassed following Thomas Telford's recommendations in 1825 to improve the Holyhead Road. LONDON 28, listed Grade II, is just visible close to No. 51 London Road, Markyate. All of these stones had at one time shown the distance to Dunstable rather than London, the lettering is believed to have been recut in the last century.



The stone before being knocked into a ditch Richard Hogg 'The Book of Markyate' 2002

But of LONDON 29, another stone with listed status (Note 1.) and clearly marked on current O.S. maps as being opposite Markyate Cell, close to where the infant River Ver passes under Watling Street, there was no sign. On site exploration revealed no clues, but this was undertaken in high summer while the foliage was dense. Enquiries to the local authority, Dacorum, brought a sensible response but provided no further information. However, contact was made with a local historian who not only supplied a photograph of the stone, but advised that he remembered it lying in the roadside ditch some years ago. Encouraged by this information, the writer and his brother set out once more in January 2018 to the site but this time in midwinter; now armed with a suitable probing bar, shovel and shears it was immediately located.

Unlike the tardy response of the Highway authorities to the Redbourn milestones, following on from this discovery the Dacorum Borough Council conservation team member made immediate and successful contact with Herts Highways, and within a short time a site meeting was held with their contractor, Ringway, and an action plan agreed. However, Herts Highways officialdom then stepped in and a sum of £700 plus VAT was required before any work could take place.

It became clear that this sum could not immediately be found from Parish funds or any other local source, but the Parish handyman would assist as necessary in the repositioning together with myself and brother as volunteers.

In the meantime, help came from John Statham; their family has run a vehicle recovery service for many years in the area and are well known in steam and commercial vehicle preservation circles. Using one of their recovery vehicles, the stone was recovered from the ditch and taken to safe keeping.

At the same time various alternative locations for the stone were considered in conjunction with the Parish Council. The original site was fraught with problems; the stone was very close to the busy main road, and immediately behind it was a deep ditch. The narrow verge was also overgrown, and the stone would never be really visible. Eventually a location about 200 yards further south nearer the village was agreed with the Parish Council; this had a clear view and there was a wide grass verge, while a set of traffic lights slowed the traffic stream.

By autumn 2019 the volunteer action plan progressed, but in a moment of madness I broke my Achilles tendon which ruled out any physical work on my part for several months; the pandemic lockdown then intervened. But I had been using the time to better understand the implications of a volunteer roadside project, and soon realised that a licence (at some cost) would be required from Herts Highways for the works, and that the full panoply of H & S risk assessments, method statements, road closures and everything else would be required.

I therefore wrote again to Herts Highways giving them the option of granting the Parish Council a licence to work, or to fulfil their obligations towards a listed structure as the successors to the Trust and Parish Council as owners of the milestone. I once again pointed them towards the Society website, the fact that with this stone restored they would all now be in place in Hertfordshire to the Bedfordshire border. I also had the Redbourn milestones as a precedent, since they, although not listed, had been restored by Herts Highways within their budget.

After a period of silence, it became clear that all my previous Highways contacts had either left or moved to new positions. And I think by this time the Dacorum County Councillor had realised that I meant business, and contact was re-established with Herts Highways, and I had a much more sensible response from them in May 2020.

Shortly afterwards I received a phone call from a local Ringway manager (who are the outsourced contractor to Herts Highways) who wanted more details, but importantly he had the budget to collect the stone, have it restored and repositioned! The restoration was carried out by Lodge and Sons of Stebbing, Essex on behalf of Ringway and Herts Highways, but this and the repositioning project took several months to be completed, so it was not until late June 2021 that the restored milestone reappeared, possibly twenty years after being lost.



LH29 TL 05508 17293
Markyate Re-erected
2021 Photo: Sandy Ross

So, another good outcome. The next milestone north is recorded on O.S. maps up to 1947 as being opposite the Horse and Jockey pub near Kensworth, but sadly I fear that this has been lost for all time – or perhaps I should venture out again with a probing bar? The final milestone marked London 31 is preserved at Wardown Park Museum in Luton, so is safe.

Note 1: List entry Number: 1173958 Details: MARKYATE DUNSTABLE ROAD (A5) TL 01 NE (West side) 2/149 Milestone opposite Cell Park –II Milestone. C18, for Dunstable-St. Albans-London Turnpike Trust established by Act of Parliament 1722, on a stretch of Watling Street retained by Thomas Telford when he improved The Holyhead Road in the second decade of the C19. White freestone pillar about 15" x 15" x 30" high, tarred on the base and with remains of white paint and black painted cut letters. E face cut back for repeated re-cutting of inscription. The present inscription is in C19 sans-serif capitals 'LONDON/29/ST ALBANS/8 1/2/DUNSTABLE/3'. (Branch Johnson (1970)105, 185). Listing NGR: TL0550817293

Sandy Ross

A New Milestone for Croston

I am a member of Croston Carvers, a group formed in 2000 to carve a Milestone for the Millennium for our village. At this time, we read about the inception of the Milestone Society in *The Daily Telegraph*, so our group joined, and we are still members today.

Over the past 20 years we have carved various stones for the village, depicting historical or disappeared buildings. We were even paid by Bellway Homes for the stone we carved for their new development, built where once stood an old cotton mill.

Over the years our group dwindled, mainly due to the lack of a local barn to work in, and I ended up with a large stone on rollers in my garden, waiting to be used.

During lockdown, in the good weather, I decided to carve it into a milestone. But a milestone with a difference.

In the centre of our village we have a packhorse bridge listed as a Grade II Monument with Historic England, dated 1682. The bridge was becoming too narrow for the increasing size of farm machinery, especially combine harvesters. Lancashire County Council Highways solved the problem by converting what had been a footpath to a road, thereby bypassing the bridge and allowing access to the agricultural mossland for the farmers.



Kath Almond beside new Croston milestone



New Croston milestone

This took place in the early 60's, following the opening of Britain's first motorway, the M6 Preston Bypass, which was opened by Harold Macmillan in December 1958. Croston is about 7 miles from the M6. When the village was inundated with lorries of gravel, tarmac and workmen sent to convert the footpath to a road, villagers christened it the M7, long before it was given its official name of Turflands.

Despite 60 years passing it is still called the M7. ('Them 7' to use our local dialect.) The village now has an increasing number of newcomers, who don't know where the M7 is, so it always needs an explanation. That is how I came to carve M7 on the stone, but to make it more interesting, I carved the name of our Twin Town, Azay le Rideau, in the Loire Valley, France, and added the distance from Croston, thereby making it a milestone. (I could only fit Azay in.)

A local farmer carried the stone on his tractor to Turflands, and friends from Croston Carvers helped to fix it firmly in the ground. Now we all know where the M7 is, and how far Azay le Rideau is.

Kath Almond

Somerset fingerposts

Somerset County Council has cared for its unofficial highway signs for more than 60 years but, having had to find around £130m of savings and efficiencies over the last 8 years, it is becoming increasingly difficult to justify spending precious resources on non-mandatory services.

Somerset C.C. and the Southwest Heritage Trust have produced a handbook (copies are held by the Milestone Society and by me) that provides all the information required to enable community groups to decide if they would like to take part in the Fingerpost Refurbishment Project. This has resulted in teams of volunteers all over the project area helping. Two such volunteers are Marika Reinholds and her husband in Crowcombe parish, West Somerset. She has explained that Somerset C.C. provided them with H. & S. training and limited supply of PPE and Crowcombe Parish Council provides all the materials and consumables needed. In Crowcombe parish there are 18 fingerposts in total and since 2018 they have refurbished most of them. Marika has provided me with "before" and "after" photos of the fingerpost at the eastern end of Broad Oak Hill (by the railway line), Crowcombe Heathfield – ST 1334.



Crowcombe fingerpost before and after restoration. Photo: Marika Reinholds

Local people have also notified broken fingers on posts and Somerset C.C. has been able to use local contractors to fix them. How rewarding it would be for the future if this set of circumstances could be replicated all over Somerset.

Janet Dowding

Milestone Society gives listing advice to Historic England – Milestone at Dronfield, Derbyshire

These days, the Milestone Society is frequently invited to comment on milestone listing applications by Historic England.

In a recent example, the Society was invited to comment on an application to list a milestone on the east side of Rod Moor Lane (B6054), Dronfield, Derbyshire.

This was on our database as DE_CAGL09 at grid reference SK32890 79606, a milestone of the Greenhill Moor Turnpike Trust established in 1781, which became the Owlter Bar Turnpike Trust in 1825. The milestone was well known to local Society member David Blackburn who would point out the milestone when leading walks in the area. The milestone tended to get overgrown and disappear into the hedge, so David would cut back the undergrowth from time to time, but he was worried about its long-term survival and had contacted the Old Dronfield Society, Holmesfield Parish Council, Holmesfield Village Society and the Peak District National Park Authority. His latest contact had been with Dronfield Civic Society, who then made the listing application.

Bryony Taylor, Historic England's Listing Adviser, sent details of Historic England's report to the Milestone Society, based on data from Derbyshire's Historic

Environment Record, recording the distances on the milestone as Gleadless 3 miles and Calver 9 miles.

The Milestone Society was able to point out that the milestone was one of no less than eight survivors of the original ten milestones on the road between Gleadless near Sheffield and Calver in the Derwent Valley. These were all designed in a style referred to as the Calver twin panel, which gives the distances to Gleadless and Calver within two, side-by-side painted arches. However, the Society pointed out that the milestone in the application was in fact 5 miles from Gleadless, not 3 miles, and that it must have been incorrectly painted at some time. A carved 3 and a carved 5 differ only in one short down stroke and the worn inscription on this milestone had been misinterpreted.

Armed with a small paintbrush, David Blackburn visited the milestone and corrected the inscription, supplying a photograph of his work to Historic England, who were pleased to accept the correction with the supporting evidence of the other milestones in the series.

Bureaucracy moves slowly, and it was six months before Bryony Taylor informed the Milestone Society that the listing application had been successful.

In her formal report she gave three reasons for the decision to list:

Architectural interest - the distinctive 'Calver twin panel' design, while simply executed, survives well and is specific to its locality, illustrating the regional variation of milestones between turnpike trusts.

Historic interest - as an example of a late-C18 or early-C19 milestone, demonstrating the expansion and standardisation of the road network around the time of the General Turnpike Act of 1773, when the recording of mileage was made compulsory.

Group value - with other milestones in this series.

She thanked the Milestone Society for its input, especially the correction to the recorded distance.

The set of surviving milestones is as follows:

DE_CAGL02 SK251773 A625	GLEADLESS/ 12 /MILES	CALVER/ 2 /MILES
DE_CAGL03 SK259783 A625	GLEADLESS/ 11 /MILES	CALVER/ 3 /MILES
DE_CAGL04 SK271787 B6054	GLEADLESS/ 10 /MILES	CALVER/ 4 /MILES
DE_CAGL05 SK284778 B6054	GLEADLESS/ 9 /MILES	CALVER/ 5 /MILES
DE_CAGL06 SK298779 B6054	GLEADLESS/ 8 /MILES	CALVER/ 6 /MILES
Grade II listed		
DE_CAGL07 SK314777 B6054	GLEADLESS/ 7 /MILES	CALVER/ 7 /MILES
Grade II listed		
DE_CAGL09 SK328796 B6054	GLEADLESS/ 5 /MILES	CALVER/ 9 /MILES

Now Grade II listed

YS_CVGL11 SK345811 U/C

GLEADLESS/ 3 /MILES

CALVER/ 11 /MILES

All these milestones are shown by pins on the Milestone Society's Google Earth map, accessible via the Society's website, and they have been recorded with photographs on the Geograph website as 'milestone' at the appropriate grid reference by the Milestone Society.

Ian Thompson

Surrey Milestone Listings

We are fortunate that in Surrey over the last year or so we have had three separate batches of milestones for which listing applications have been made and all the milestones involved granted Grade II listed status.

The first of these batches includes the Rosehill milestone, the only one of five milestones in the Sutton area not scheduled as ancient monuments in the 1970s. The full story of this milestone is in Margaret White's article "The Sutton Milestones – the Brighton Road" in Newsletter 40 Winter 2021.

Rosehill milestone. SY 111, SY_LQR10. TQ 258 664, L.B. of Sutton.

Included in this listing application were two milestones on Clapham Common South Side. They are part of the sequence of milestones on the road from London to the South Coast (including Rosehill). Both were given Grade II status. These two milestones are a remarkable survival out of 4 (possibly 5) in the Clapham Common area, the third surviving one being on the North Side already listed. Both are inscribed Royal Exchange and Whitehall. (The fourth is gone and the possible 5th could possibly survive as a gatepost but not found to date). Both were given Grade II listed status:



SY_LA04 Clapham
Common

Photo: Janet Dowding

1. TQ 28867 744 02, SY 021, SY_LA05.

2. TQ 29264 75105, SY 146, SY_LA04. (fig. 1).

The second batch of milestones for which listing status was applied for was the batch of five on the A 22 and B 2236, erected by the Godstone & Highgate Turnpike Trust in the 18c. and detailed in my article entitled "Fred's Stone" in Newsletter 41 Summer 2021. A sixth was added to the application when it was found not to be missing as first thought – Fred's stone itself. All six were granted Grade II listing status:

1. Milestone 21, TQ 357 509, SY 066, B 2236, Godstone, XXI miles from Cornhill.

2. Milestone 22, TQ 364 495, SY 067, A 22, Godstone, 22 miles from Cornhill.
3. Milestone 23, TQ 36168 47965, SY 143, A 22, Godstone, 23 miles from Cornhill.
4. Milestone 24, TQ 360 465, SY 008, A 22, Blindley Heath, 24 miles from Cornhill.
5. Milestone 25 TQ 365 450, SY 009, A 22, Blindley Heath, 25 miles from Cornhill.
6. Milestone 19, TQ 349 536, SY 142, A 22, Caterham, XIX miles from the Standard in Cornhill.

The third batch was a set of four in the Windlesham area. Tim Dodds, Surrey member, had originally applied for only one milestone but was advised to group similar nearby milestones in the application as follows:

1. SY 114, SY_LE24, SU 9381 6577, A 30, 24 miles from Hyde Park Corner.
2. SY 134, SY_LE25, SU 9240 6489, A 30, 25 miles from Hyde Park Corner.
3. SY 003, SY_LE26, SU 9127 6377, A 30, 26 miles from Hyde Park Corner.
4. SY 002, SY_LE27, SU 9042 6243, A 30, 27 miles from Hyde Park Corner.



SY_LE27 Photo: Janet Dowding

I have a full report of the listing of milestone 24 and, as the listing reports were all the same for the other three milestones, I am quoting a few details from it here:

“The Bedfont & Bagshot Turnpike Trust was established in 1727 at a time when turnpike trusts were gaining popularity. The trust was responsible for collecting tolls and maintaining a 15 mile stretch of the Western Road (now the A 30/London Road) between the Hounslow Powder Mills and the Basingstone, an old stone which stood close to the Jolly Farmer Inn west of Bagshot. This was one of the principal routes

between London and the Southwest and partly follows the line of the old Roman road to Silchester. The route was popular with stagecoaches. The importance of the road in facilitating the transport of timber to the Hounslow Powder Mills is also thought to have been a factor in the decision to turnpike the road. In 1809 the Trust was split into two separate turnpike trusts: the east section became the Bedfont to Staines Trust, while the west section including the milestone SY_LE24 at Scotswood became the Egham to Bagshot Trust.

The milestone on the A 30, 24 MILES FROM Hyde Park Corner, forms part of a sequence of milestones erected by the Bedfont & Bagshot Turnpike Trust in 1743. The stone was carved from high quality limestone and its inscription is clearly legible, having been most recently restored in 2017. It is a good surviving example from the mid 18c expansion of the turnpike trusts and their more systematic use of milestones along the roads they maintained.”.

What makes this milestone so interesting is that the name of the carver was discovered through the book “Mary Eadle – A history of Bagshot and Windlesham”, (1977), pages 58-59. “Mary Eadle’s own source was one of the two Minute Books of the Bedfont & Bagshot Turnpike Trust held at the London Metropolitan Archives. The records show that Chertsey mason Stephen Hart was commissioned to carve 16 stones for the sum of £2. 10s. 0d. It is unusual to be able to confirm the original mason for a milestone of this age, and this information contributes to the milestone’s special interest.”

Similar details were given in the listing application reports for all four milestones and all four have been given Grade II listed status. Credit and thanks are given to the Historic England report on the applications for listing of all four.

So successful Grade II status accorded to 13 Surrey milestones!

Janet Dowding

The Moving Milestones of Shelf

On West Street in the Stone Chair area of Shelf, a village between Halifax and Bradford in West Yorkshire, is a stone block known locally as the ‘horse steps’ or the ‘mounting block.’ It stands close to the Stone Chair, a triangular milestone which forms a chair and gave its name to the locality (See: Stables, B. (2015) ‘The Stone Chair’ (The Milestone Society Newsletter 29, July 2015). My research shows that the mounting block was moved from elsewhere, that it dates from around 1825 when the Turnpike Road was constructed, and that it was originally a milestone.

Local historian James Parker (c.1847-1908) produced a number of books and newspaper articles about the local area. He described a mounting block (known as the ‘horse steps’) which doubled as a milestone and stood on the site of the present-day milestone opposite St. Michael’s Church (on the Turnpike Road, now Carr House

Road) and which was moved to Carr House Lane behind the Prince of Orange Pub. It was then placed next to an older milestone which dated from before the Turnpike Road was created. This older upright milestone is also illustrated in the engraving but cannot be located now. In one of his newspaper articles he provides an engraving showing the stones and they get a mention in one of his books. (*Bradford Weekly Telegraph*, 19 August 1899; Parker, J. (1900) *Historical Sketches of Wibsey, Low Moor and Bierley*, p.41)



The 'horse steps' on the right of an older milestone illustrated when they stood on Carr House Lane at the back of the Prince of Orange Pub. (from the *Bradford Weekly Telegraph*, 19th August 1899)

The inscription on the engraving shows the stone pointing to Bradford (4 miles) and Halifax (3¾ miles). The distances would place the milestone ¼ mile closer to Halifax than the one now opposite St. Michael's Church. The 1893 Ordnance Survey Map appears to show a milestone on the Turnpike Road slightly closer to Halifax and near the Prince of Orange pub.

The stone shown in James Parker's engraving is almost identical to the one now on West Street. This stone has visibly had its inscription chipped off but two clues remain. The top of the chipped away area is octagonal which corresponds well with the single word 'To' given at the top of the stone shown in the engraving. There is also a pointing hand which protrudes onto the second step, the exact mirror image of the one shown in the engraving. A photograph in Frank Barrett's *Shelf History Trail* (1975) shows that the mounting block on West Street originally also had three steps. (Barrett, F. (1975) *Shelf History Trail*, p.1). The lowest step was buried when the area around it was tarmacked. There is no sign of any such stone around the back of the Prince of Orange Pub where James Parker saw it. If it was moved to West Street the distances shown on the stone would have been very inaccurate which may explain why they were chipped off.



The mounting block on West Street. The third and lowest step is now under the tarmac but is shown on a photograph published in 1975. On the right is the pointing hand although the rest of the inscription has been chipped off.

There is some evidence that there were once two identical mounting blocks, rather than only one. The 1908 Ordnance Survey Map shows 'Guideposts' both behind the Prince of Orange and on West Street. Earlier maps are much less clear. If not, the same stone it was at least identical. The cast iron milestone outside St. Michael's, which replaced James Parker's mounting block, has a twin further along Halifax Road and close to Shelf Roundabout. This latter milestone is Grade II listed and states that Bradford is 5 miles away and Halifax 3 miles away. The two cast iron milestones were certainly put up at the same time and may have replaced two earlier mounting blocks.



The two identical Victorian cast iron milestones in Shelf. Left hand side near Clough Mills and right hand side opposite St. Michael's Church.

The milestone illustrated by James Parker and the one now on West Street bear remarkable similarities. Both stones can be dated quite confidently to around 1825 when the Turnpike Road was constructed. It is tempting to think that the mounting block illustrated by James Parker and the one on West Street were the same, but it

remains more likely that there were once two such mounting blocks which served as milestones for the Turnpike Road. The cast iron milestones are their replacements. This research allows connections to be drawn between the earlier milestones and the late Victorian ones on the Turnpike Road, now main road, through the village.

Ben Stables

Two Bristol Toll houses

I first became aware of the existence of an old toll house in Brislington, previously unknown to me by name, when I received a query from Simon Cox of the Bristol & Bath Heritage Consultancy in Chippenham, asking for information about what he thought were two toll houses, in connection with development planning applications on land near them. One was the Cherry Garden toll house, Oldland Common, (ST 67250 70659), built around 1820 and converted to residential use in the 20c. This query was quickly dealt with.

Brislington Gate

But the other query related to the Turnpike Inn, mistakenly taken by some for a toll house, but which sits on the site of the former Arnos Vale toll house. It is a listed building – as an inn. What emerged from the correspondence between Simon Cox and me was that the former Arnos Vale toll house was a replacement for an earlier toll house on the old Brislington road “To Bath and London” called “Brislington Gate”, around 100m east/northeast. Ashmead’s map of 1828 (see fig. 1) shows it very close to the river and a contemporary painting (See fig. 2) shows it beside the river with a building on the north side of the road (south side of the river), the gate across the road, and a larger building on the south side of the road.

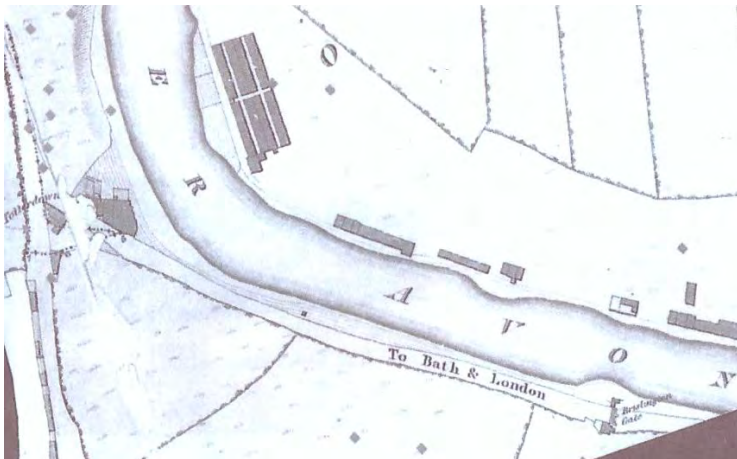


Fig. 1 Ashmead’s map 1828 showing Brislington Gate lower right.

Source: Know your place



Fig. 2 Contemporary painting of Brislington Gate (artist unknown) Source unknown

This was the old toll road into Bristol turnpiked under the 1727 Act (before realignment in 1834). Donn's 1769 map shows the approximate line of the road, with the turnpike house on its south side a

short distance inside the 1-mile from Bristol marker. The building survived after 1834 and is shown on the 1840 Beaminster tithe map as apportionment no.290.



Fig. 3 Beaminster Tithe map showing apportionment 290 as Brislington Gate and apportionment 347 as Arnos Vale T.H.

Henceforth it was known as “The Old Turnpike Gate” and the 1861 census shows it occupied by road labourer George Russell aged 37. It is possible that the turnpike trust still owned the site at the time of the tithe map of 1841 even though the toll

collection had just moved up the road. By 1883 the former turnpike house was now a “cottage”, outside of which was a weighing machine and at one side of the small yard adjoining the cottage was a pump (and therefore also a well).

Most of the site was cleared in the 1970s to make way for a major road scheme that was never completed. By the 20th c. a repair yard for barges was established on the lower part of the site which incorporated the remains of the old Turnpike House. An Esso petrol filling station was built on the site in the early 1980s but by 2007 it was gone and “an archaeological evaluation was carried out at the former Esso Petrol filling station Nos. 165/205 Bath Road, Totterdown, prior to a planning decision associated with the redevelopment of the site”, for the Angus Meek Partnership Ltd. The evaluation aimed to locate the former road surface and the original turnpike house. Trenches were opened and Trench 2 revealed structural remains of the 18th c. turnpike house and further evidence of the Macadam Road surface. Remains included:

- a) large pennant block surface just north of the Turnpike House.
- b) Internal pennant N-S wall of the Turnpike House.
- c) Front E-W wall of the Turnpike House.
- d) Part of the Macadam Road surface.

The evaluation report states “the first dateable phase of occupation on site was the construction of the turnpike house and limestone cobbled road surface in the 18th c. The evidence from Trench 2 showed that the wall foundations and floor surfaces had survived albeit subject to disturbance. The limestone cobbled surface would have been laid at the same time as the turnpike house was constructed and would have greatly improved the stability and travel-comfort of the road, having previously been an informal un-surfaced highway. The road into Bristol continued to see improvements, culminating in the construction of a Macadam surface”. (The realignment of 1834 rendered the Macadam surface obsolete.) “The archaeology itself should be viewed as being of local importance”. There is now a 17-storey tower block being built on the site!

Arnos Vale Toll House

The old Brislington Gate turnpike house was rendered redundant when the road was diverted through a new cutting in 1834.

Because the land around the Brislington Gate was liable to landslips and because the steep hill out of Bristol to the south on the Brislington turnpike road at Totterdown was much disliked by stage coachmen, in the summer of 1833 the Trust made plans to improve the situation. This involved creating a new road further away from the river, by diverting the old one through a steep cutting near the junction of the Bath & Wells turnpikes to effect a more level route.

The new turnpike toll house at Arnos Vale was constructed in 1834 or soon after and is shown on the 1840 tithe map as apportionment 347 (See fig.3) – a rectangular structure with a projecting porch. The 1861 census shows “Arnos Vale T.P.” occupied by “Toll Collector” James Lewis aged 37 with his wife Caroline and 9-year-old son. (ST 603 716) Its life was rather short as the Bristol Turnpike Trust ceased in 1867. An article in the Bristol Times and Mirror of Tuesday 3 November 1868, concerning an auction of dwelling houses in the area, seems to suggest that the toll house was still standing near the end of 1868, a year after the abolition of tolls - “...facing the house formerly the toll house attached to the Arno’s Vale Turnpike Gate” - and there was certainly an inn on the site in 1869. This does seem to suggest that the toll house building was retained in some way in the new inn building. But who would want to incorporate a tiny cramped 18thc vernacular cottage into a new bigger mid-Victorian pub? We shall never know for sure whether the old toll house building was subsumed into the new inn or whether it was demolished, and its site used for the construction of the new “Turnpike Inn”. Interestingly further local newspaper articles over the following few years are confusing as to the development of the inn: In the *Western Daily Press* for Saturday 29 August 1874, it states that “Mr James Parfitt of the Turnpike Inn, Bath Road, Totterdown, applied for a spirits license. Mr. Parfitt had recently purchased the property, which he had held before on a long lease at £25 a year. A wing had recently been added to the house, and stable accommodation was contemplated. “

In the *Western Daily Press* for Saturday 10 September 1881, it states (after a further application for a spirit’s license) “the house in question was one which was thoroughly adapted for the purpose, and considerable improvements had been lately added”.

In the *Western Daily Press* for Saturday 12 September 1885, it states (after another spirits application) “The house was called the Old Turnpike Inn, having formerly been a turnpike house, but was now fitted up by its owner as a commodious inn...”.

In the *Western Daily Press* for Saturday 12 September 1885 (after an application for a spirits license for the Bath Road Hotel, Totterdown and presumably also for the Turnpike Inn),” Mr Clifton had referred to the merits of the Old Turnpike Inn but he thought he might fairly claim that the house on behalf of which he appeared (i.e., the Bath Road Hotel) was a far better one, having been built for an inn”. This implies that the Old Turnpike Inn was not built as an inn (but could be the old adapted toll house?).

How reliable the writers of these articles were on their facts, cannot be known. See fig 4 showing Turnpike Inn on map of 1884 and fig. 5 for so far, the oldest known photo of the Turnpike Inn (124, Bath Road, Totterdown), possibly taken between 1884 and 1905.



Fig. 4 Map of 1884 showing ground plan of Turnpike Inn (Arnos Vale)



Fig. 5 Turnpike Inn (124 Bath Road) possibly taken between 1884 and 1905.

Source: Facebook/Pinterest website

Whether the toll house was subsumed or whether demolished and a new inn built, it looks as though all the improvements were started soon after 1868 and continued through the 1870s and 1880s. Either way, the Turnpike Inn itself cannot be described as a toll house as such, even though it sits on the site of the old "Arnos Vale" one. It is now called the Thunderbolt Inn and is a live music venue.

Many thanks are given to Simon Cox and Alan Rosevear for information and illustrations. Also, to Latimer's *Annals of Bristol* in the 19thc and the Temple Quarter Heritage Assessment for extracts of the archaeological report.

Janet Dowding

Maps and milestones on YouTube

On 22 November Richard Oliver gave an online talk to the Charles Close Society, 'Milemarkers, signposts, boundary markers and Ordnance Survey maps.' This included both ground that Richard has covered in articles and talks in the past, and some new material. The talk, which lasts slightly over an hour, is now available on YouTube:

<https://www.youtube.com/channel/UCf6SND14zzob6D2wmvFUJjg>

Richard hopes that this will be the basis for at least one article in *Milestones & Waymarkers*.

Richard Oliver

Woolmer Green Milepost

An example of a sensitively restored and cared for cast iron milepost at Woolmer Green on the Great North Road, Listed Grade II. Although the background houses are new, the post has survived the changes. The adjacent Red Lion pub is more in keeping with the era of the Welwyn Turnpike Trust. The 1950 Francis Barnett autocycle provides appropriate transport for the photographer; with no speedometer when built the mileposts would have been a useful guide to progress for the then owner!



Woolmer Green milepost *Photo: Sandy Ross*

Sandy Ross

'The Resort of All Amorous Couples – Thomas Telford's Toll-house at Alison's Bank, Gretna'

By V.E.Weighill Published 2021 ISBN 978-I-80049-000-0

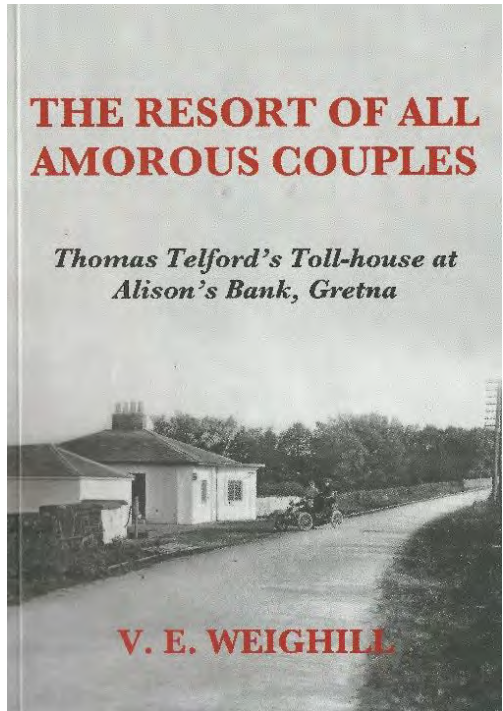
The tollhouse at Alison's Bank, Gretna, long preceded the Old Blacksmith's Forge in solemnising matrimony for those fleeing from England, where 'clandestine' marriages had been outlawed in 1753. Built in 1820 to Telford's design, the tollhouse was the first house north of the border, the River Sark, on his Glasgow-Carlisle Road. The marriage trade became a very lucrative business for the tollkeepers and their families, rivalling the area's past illicit smuggling activities.

Working from original sources, the author traces in meticulously researched detail the occupants, the owners and some of the thousands of the mostly working-class grooms with their intended brides. The fascinating story of the tollhouse also reflects the social and economic upheavals of Britain over more than 200 years.

The volume of 192 pages is copiously illustrated with maps, estate plans and photographs past and present. It is available from the author price £12.50 (£11.50 to Milestone Society members) + £2 p&p;

Email: valerieweighill@yahoo.co.uk.

Or pick up a copy from the tollhouse café!



Reviewed by Jan Scrine

Are we nearly there yet? A journey celebrating Scotland's milestones, inspired by The Road and the Miles to Dundee L. Bruce Keith

Published 2021 by Dunnottar Publications Ltd ISBN: 978 0 9566387 5 5



Bruce Keith – Vice Chairman of The Milestone Society has written a book which should grace the bookshelves of all members. It is a pictorial exploration of the milestones and historic signposts of Scotland. In addition, it includes biographical information on Bruce who amongst other things worked as a Chartered Surveyor and is full of his subtle humour. Bruce acknowledges the importance of the Society and the help he has received from various members including Christine Minto our regular contributor on matters relating to Scotland and Yorkshire.

The tour of Scotland is interspersed with sections on early times, mensuration 'gie him an inch an' he'll tak a mile', history of mapmaking, legislation, drove roads, military roads, early road makers, early travellers, publicity, music, canals, railways, fastest Scots, Millennium milestones, Ailsa Craig and The Milestone Society.

My recommendation is to buy the book and help spread the word on the importance of our roadside heritage in Scotland – thank you Bruce and your walking companions.

The book cost £20 and can be obtained direct from Bruce at Orchard House, 322 Thorpe Road, Longthorpe, Peterborough PE3 6LX or contacted on 07572 179698 lbrucekeith@yahoo.co.uk

Reviewed by Richard Raynsford

Spring Meeting

Buxton, Derbyshire 21st May 2022 in conjunction with the Southwest Peak Landscape Partnership. The theme will be Restoration. Further details will be on the website and sent out with the April mailing.

AGM/Annual Conference 2022

The AGM/Annual Conference will be held at Long Compton Village Hall, Warwickshire on the first Saturday in October 2022. (Further details will be sent in the Summer Newsletter).

DEADLINE FOR SUMMER 2022 NEWSLETTER

Contributions for inclusions in the Summer *Newsletter* should reach the editor Richard Raynsford by 30 June 2022. Contributions are accepted on the understanding that the editor reserves the right to modify submitted material to achieve a suitable length or style consistent with the overall size, aims and content of the publication. Submission of articles in electronic form using Microsoft Word (*.doc, *.docx or *.rtf) or Open Document Format (*.odt) and pictures in high-definition JPEG or PNG format (*.jpg or *.png) is particularly convenient but paper copy is also acceptable. Please note that due to postage costs, material submitted is not normally returned unless specifically requested.

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

Opinions and statements expressed in this publication are those of the contributing individuals and are not necessarily those of the Milestone Society, its Executive Committee, the editor or general membership. Photographs and drawings are by the contributors except where otherwise stated.

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BACK PAGE: Jan Scrine standing beside repaired Bradley Stone, A449 Worcestershire partly financed with assistance from the Ron Bubb bequest.



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C.C.W.