



Milepost on Boreham Road Warminster, Wiltshire

Conservation and Refurbishment Works



Planning Ref: 13/06783/LBC
Ref: 115070.02
March 2017



**Milepost on Boreham Road,
Warminster, Wiltshire**

Conservation and Refurbishment Works

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Report Date: March 2017

Report Ref: 115070.02



Quality Assurance

Project Code	115070	Accession Code		Client Ref.	
Planning Application Ref.	13/06783/LBC	Ordnance Survey (OS) national grid reference (NGR)	Prior to relocation: 389026, 144264 Following relocation: 389050, 144255		

Version	Status*	Prepared by	Checked and Approved By	Approver's Signature	Date
v01	E	GF	MJR		28/03/2017
File:	X:\PROJECTS\115070\ Reports\115070_Milepost_Draft_20170327.docx				
v02	F	MJR	MJR		29/03/2017
File:	X:\PROJECTS\115070\ Reports\115070_Milepost_Draft_20170329.docx				
File:					
File:					
File:					

* I = Internal Draft; E = External Draft; F = Final

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Milepost on Boreham Road, Warminster, Wiltshire

Conservation and Refurbishment Works

Summary

Wessex Archaeology was commissioned by Mr Lindsay Holdoway to undertake a programme of conservation, refurbishment works and monitoring during the excavation, relocation and re-erection of a cast iron milepost situated on the south side of Boreham Road, Warminster, Wiltshire, centred on National Grid Reference (NGR) 389026, 144264. The Milepost is Grade II listed (list entry number 1364457) and dated circa 1840.

Listed building consent (LBC) was granted, subject to certain conditions, by Wiltshire Council (Ref: 13/06783/LBC) for the relocation of the milepost to facilitate the construction of a junction serving the proposed adjacent residential development of Boreham Mead.

The milepost was excavated and lifted on 24th January 2017 and transported to Wessex Archaeology's Salisbury offices for conservation and refurbishment works. It was re-erected on 28th February 2017. The new position of the milepost is approximately 30 m to the west of its former location and centred on NGR 389050, 144255.

The cast iron milepost reads: 'SALISBURY 20 WARMINSTER 1'. In addition, it has 'WARMINSTER' (the parish name) inscribed in smaller lettering across the plinth, although over time the ground surface had risen up so that the lower lettering and '1' mile distance to Warminster had become buried. It does not include a manufacturer's mark or date but is very similar to several other cast iron mileposts on roads radiating from Warminster that are dated c. 1840 and made by the firm Carson and Miller of Warminster. Carson and Miller formed the Wiltshire Foundry based in East Street, Warminster which operated between 1816 and 1909.

Unusually, the cast iron milepost was set into another 18th - early 19th century stone milestone which had been used as a base. This earlier milestone is inscribed 'To Warminster, Town Hall, Half a Mile, Sarum, 20 Miles'. This other milestone may be one depicted on Andrews' and Dury's 1773 Map of Wiltshire located further west along Boreham Road which, when measured on modern maps, measures approximately half a mile from the town hall. The discovery of a milepost attached to an earlier milestone has been considered 'possibly unique' by the Milestone Society.

The conservation and refurbishment works involved cleaning, treating the rust and repainting the milepost. A three-dimensional photographic model, which involved taking hundreds of digital images of the joined milepost and milestone, was created so that future researchers can closely examine both items following its reinstatement.

The relocation and conservation of the milepost has ensured that it is preserved for many years to come. With the full height of the freshly painted milepost revealed in its new location, prominent views of the marker are now possible from Woodcock Road to the north as well as from Boreham Road to the east and west, providing a very visible reminder of the historic development of our road system. In addition, the removal of the milestone has provided useful information for the Milestone Society, perhaps indicating that several other earlier milestones may have been taken up and re-used as bases for later mileposts in the Warminster area.



Milepost on Boreham Road, Warminster, Wiltshire

Conservation and Refurbishment Works

Acknowledgements

Wessex Archaeology is grateful to Mr Lindsay Holdoway for commissioning the project. Thanks are also due to Chris Wordsworth of HPH Ltd and the staff of R Moulding & Co and Mackenzie's of Salisbury who excavated, transported and re-erected the milepost. The advice and input of Doug Roseaman (Wiltshire Representative), Mike Faherty (National Database Manager) and John Atkinson (Hon Secretary) of the Milestone Society is greatly appreciated.

The milepost recording and watching brief was carried out by Grace Flood and Matt Rous. Lynn Wootten carried out the conservation and refurbishment works assisted by Erica Macey-Bracken, Amy Hall and Robert Wheeldon. Bob Davis and Damien Campbell-Bell carried out the 3D photomodelling. This report was compiled by Grace Flood with illustrations produced by Karen Nichols. The project was managed on behalf of Wessex Archaeology by Matt Rous.



Milepost on Boreham Road, Warminster, Wiltshire

Conservation and Refurbishment Works

1 INTRODUCTION

1.1 Project background

1.1.1 Wessex Archaeology was commissioned by Mr Lindsay Holdoway (hereafter the 'Client') to undertake a programme of conservation, refurbishment works, and monitoring during the excavation, relocation and re-erection of a cast iron milepost situated on the south side of Boreham Road, Warminster, Wiltshire, BA12 9HE (**Figure 1**), centred on National Grid Reference (NGR) 389026, 144264 (hereafter, 'the Site'). The milepost is Grade II listed (list entry number 1364457) and dated circa 1840.

1.1.2 Listed building consent (LBC) was granted, subject to certain conditions, by Wiltshire Council (Ref: 13/06783/LBC) for the relocation of the milestone to facilitate the construction of a junction serving the proposed adjacent residential development of Spurt Mead. Condition 2 states:

The milestone shall not be removed from its existing location until a schedule of refurbishment works including a timetable for its restoration and re-erection have been submitted to and agreed in writing with the local planning authority. The schedule shall detail the careful transport and secure storage of the milestone during the course of these works. The schedule shall also identify the proposed precise location of the site of the re-erected milestone, which shall be set back from the pavement to preserve its setting. The works shall be carried out in accordance with the approved details.

REASON: In the interests of preserving the physical fabric and historical integrity of this heritage asset and good conservation planning.

1.1.3 LBC was initially granted to re-establish the milepost directly opposite on the north side of Boreham Road, however, subsequently it was considered that a more satisfactory arrangement would be to maintain the milepost as near as possible to its original founding position on the same side of the road (south), but re-establish it a short distance away (approximately 28 m) to the east. Correspondence between Paul Greatwood (Client's agent) and Denise Nott/Grech, Business Support Manager (Local Highways) at Wiltshire Council (BSMLHWC) (dated 15/07/16) confirms her acceptance of the proposed revised location.

1.1.4 The programme of work followed the methodologies and standards set out in the Written Scheme of Investigation (WSI) (Wessex Archaeology 2016). This document was approved by Peter Horton, Senior Planning Officer Wiltshire Council (SPOWC) prior to implementation.



2 THE SITE

2.1 Site location and brief description

2.1.1 Prior to the conservation and refurbishment works, the milepost (**Plates 1-2**) was located approximately 65 m to the west of the junction with Bishopstrow Road on the south side of Boreham Road, which is the main road leading east out of Warminster towards Salisbury. The milepost, which is constructed of cast iron painted white with black lettering, was set back approximately 3 m from the road beyond a tarmac pavement and within a grass verge (**Figure 1**).

2.1.2 To the immediate south of the milepost the grass verge slopes steeply down to a ditch which forms the boundary of a field of rough grassland to the north (Spurt Mead) where the forthcoming residential development is proposed to take place.

2.1.3 The milepost is statutorily listed Grade II with the description as follows:

Milestone about 70 yds from turning to Boreham ST 8944 4/174 Circa 1840. One of a number of good cast iron milestones within Warminster. (Made by Carson and Miller of Warminster). Moulded cap. Legend "Salisbury 20 Warminster (1)".

2.1.4 The Site is situated at an elevation of approximately 105 m above Ordnance Datum (aOD). The underlying geology of the area is mapped as the Shaftesbury Sandstone Member overlain by alluvial deposits derived from the River Wylde (British Geological Survey, www.bgs.ac.uk).

2.2 Previous work

2.2.1 In December 2013, an Archaeological Assessment report (Archaeology & Planning Solutions 2013) was produced for the adjacent Spurt Mead site to the south, which is subject to a forthcoming residential development, in order to determine, as far as is possible from existing information, the historic development of the site as well as the nature, extent and significance of the archaeological resource.

2.2.2 The report indicated that any prehistoric archaeology within the site is likely to have been damaged or destroyed by part of a 17th century or later system of water meadows located adjacent to Boreham Mill. Any remnant water meadows features may no longer survive as a historic landscape resource as they would have almost certainly been damaged and deeply buried by 1960s landfill. Consequently, the site can be regarded as having low archaeological potential.

3 HISTORICAL CONTEXT

3.1 Introduction

3.1.1 The National Heritage List for England (NHLE) list entry provides the date and manufacturer of the milepost as circa 1840 by Carson and Miller of Warminster.

3.1.2 The 1,760 yard (1,609.34 metre) statute mile was introduced in 1593. Prior to this, the length of a mile varied between different areas and in some cases, was over 2,600 yards (2,377.44 metres). The adoption of the standard mile was necessary as the postal service developed and travel by road increased in volume in order to ensure charges calculated by distance remained fair. Increased use of the roads encouraged the erection of markers to guide travellers. The earliest known instance of a road marked in miles is one from Dover to Canterbury in 1633 (Benford, 2002, 7 and 10).

- 3.1.3 The increase in road travel led to complaints and concerns raised about the condition of the roads. Turnpike (or toll) roads were established between the mid-17th to mid-19th century to create revenue and manage the road network more effectively (Ibid., 11). The turnpike roads were constructed by Turnpike Trusts, which were set up by Acts of Parliament. The Trusts raised money to build stretches of road and then charged tolls to pay for them. Mileposts were compulsory on all turnpike roads from 1766 onwards (Ibid., 12).
- 3.1.4 The first turnpike Acts in Wiltshire were passed in the 1706-07 parliamentary session. An Act passed in the 1726-7 session formed a Trust to control all or most of the roads radiating out from Warminster. This initially provided for eleven roads up to about 3 miles long. The Act was renewed in 1792 (Crittall 1959, 254-271). Another Turnpike Act dated 3rd April 1840 was passed for 'making and repairing several roads in and leading to and from the Town of Warminster in the County of Wilts' (3&4 Victoria 1840 local and personal acts cap.xxi cited in Howell, 1987, 8). This 1840 Act may be the one that prompted the erection of the Boreham Road milepost, although this has not been confirmed.

3.2 Map regression

- 3.2.1 Andrews' and Durys' Map of Wiltshire dated 1773 shows no milestone depicted in the location of the Site. However, it does depict a milestone denoted '20M' (a reference to the distance in miles from Salisbury) approximately 1.1 km north-west, located further along Boreham Road towards Warminster. This milestone is shown just to the west of the junctions with present day Chancery Lane and Chain Lane (un-named on the 1773 map) and east of a gate denoted 'Turnpike Gate'. Another milepost is shown situated to the east of the Site in the village of Boreham and is denoted '19M', however, this part of the main road was later diverted to the south (the present road alignment) by the time of the 1811 Bishopstrow Enclosure map. It is not known if the marker was relocated on the new stretch of road.
- 3.2.2 The Site of the milepost is not present on the 1840 Warminster Tithe map, although Tithe maps are unlikely to show such markers. It is first depicted on the 1887 and subsequent 25 inch 1900 and 1924 Ordnance Survey maps where it is denoted as 'M.P. Warminster--1 Salisbury--20'. It is denoted as 'Stone' on the 1942 Ordnance Survey map and by the abbreviation 'M.S' (for Mile Stone) on the 1971 and subsequent surveys.

3.3 Carson and Miller and The Wiltshire Foundry, Warminster

- 3.3.1 The Victoria County History (VCH) entry for Warminster (VCH 1965, 110-114) indicates that several small engineering businesses flourished in the town during the 19th century. One business known as the Wiltshire Foundry was formed by Hugh Carson, a Scot, and his business partner Henry Miller in 1816, when they took over an iron and brass foundry located in building south of East Street, Warminster. The foundry had previously been occupied by Ewens and Allies.
- 3.3.2 An advert in the Salisbury and Winchester Journal to announce the 1816 acquisition describes Carson and Miller as 'Millwrights, Founders and Smiths' and list numerous and varied goods and services offered, including 'wheels of every description; patent iron stocks for waggons and carts, grates, sash windows, panel doors...wrought iron for all sorts of mill-work and factories, waggons and ploughs, iron roofs for buildings' as well as several types of threshing machines and hay making machines (Howell, 1987, 5).
- 3.3.3 Within Warminster, Carson and Miller were responsible for the gates and railings at the Non-conformist Cemetery, Boreham Road (1828), as well as a supply of bedsteads, cooking equipment and fire grates for the Warminster Union Workhouse at Sambourne (1836).



- 3.3.4 By 1842 Carson and Miller were well known for agricultural implements, many of which were exported to New Zealand, France and Germany (Howell 1987, 8).
- 3.3.5 In 1860 the business was transferred to W. H. Carson and J. V. Toone, son and son-in-law of the founder Hugh Carson. They took the foundry to new heights in the 1860s and 1870s. Ten different sizes of cheese presses featured in their range of farm machinery, which also included chaff cutters, horse shoes and troughs. These items carried the name of Warminster all over the globe.
- 3.3.6 The Toones sold the foundry in 1903 and emigrated to Maryfield, Saskatchewan, Canada, where they took up a new and equally successful career as wheat farmers. The foundry was purchased by Turner and Grey, who continued to trade as Carson and Toone until 1909, when the business closed and the partnership was dissolved. No explanation for the closure was provided in the local newspapers. The foundry's engineering plant and stock were sold at auction (Howell, 1987, 40-41).

3.4 Carson and Miller mileposts and boundary markers

- 3.4.1 The milepost on Boreham Road is one of a series of surviving cast iron mileposts and boundary posts on turnpikes radiating out from Warminster. The design of the milepost is recorded as 'C&M Classical iron casting' in the Milestone Society repository. The repository spreadsheets identifies 27 'C&M Classical iron casting' milestones in Wiltshire and 15 in Somerset as well as two in Wiltshire that are missing or have been removed. Twenty-nine of the 42 mileposts still in place are Grade II listed including in the villages of Codford, 10 km to the south-east, and Chapmanslade, 5.8 km to the north-west.
- 3.4.2 In addition to cast iron mileposts, Carson and Miller also produced smaller iron plates that were fixed to existing monolith milestones located at one mile intervals radiating out from Warminster. Many of the milestones between Warminster and Shaftesbury on the A350 are marked 'C & M' with a 'W' below (which stand for Carson and Miller and Warminster respectively) and the date '1840'. 'C & M' and 'W' also appear on several iron parish boundary markers in Warminster and surrounding parishes. Examples are located between Warminster and Bishopstrow, Bishopstrow and Sutton Veny and Sutton Veny and Longbridge Deverill (Howell, 1987, 5-8).

4 METHODOLOGY

4.1 Scope of the works

- 4.1.1 The works consisted of a small number of phases. Firstly, the milepost was carefully excavated and removed from its original location under watching brief conditions and transported to Wessex Archaeology's offices in Salisbury for conservation and refurbishment. The conservation and refurbishment works involved the cleaning and removal of existing paintwork, removal and stabilisation of corrosion and repainting in accordance with best conservation practice, and in accordance with the policies set out by the Milestone Society. Within two weeks of the completion of the conservation works, the refurbished milepost was reinstated in its agreed new position. This report describes the methodology and result of the works.

4.2 Excavation, transportation and re-erection

- 4.2.1 The milepost was carefully excavated by the third-party contractor under close supervision by Wessex Archaeology (WA) staff. Extreme care was taken as cast iron is a brittle material, especially in cold weather, and is easily fractured and difficult to repair. The tarmac area surrounding the milepost was broken up using a small hydraulic breaker and removed



with hand tools. Hand tools alone, including a shovel, fork, trowel and chisel, were used in close proximity to the milepost, as well as a small saw to remove larger roots from the trench.

- 4.2.2 Once excavated, it was discovered that the base of the cast iron milepost was set firmly into another, earlier milestone beneath it. After consultation with the WA project manager and conservator, the decision was made to lift the stone and post together as a whole. However, the weight of the combined objects could not be lifted by hand. Instead, the lifting and transportation of the milepost and stone was delayed in order to source a suitable HIAB lorry (crane lorry) and appropriate hoist equipment. In the meantime, the excavation area was secured with Heras fencing.
- 4.2.3 In order to lift the milepost and attached stone, the two were gently rocked back and forth in order to pass strops beneath the stone. The strops were tied around the post which was padded with blankets to cushion it. The strops were attached to a hoist arm of the lorry and the milepost and stone were carefully lifted onto the flat bed. More blankets and foam pads were used to cushion the milepost and stone and it was strapped securely to the lorry. At the WA Salisbury office, the hoist was used to transfer the milepost and stone to a wooden pallet before being transported into the workshop for conservation and refurbishment.
- 4.2.4 Following conservation and refurbishment of the milepost, it was lifted and transported to site by HIAB lorry. Prior to the reinstatement, a small trench was excavated in the agreed new location using hand tools. The works were monitored by WA staff. The excavated trench was partially filled with scalpings (a compactable mixed matrix of limestone chippings and dust) to provide a foundation for the refurbished milepost and stone. The stone was packed round with more scalpings to stabilise it and the top of the trench backfilled with topsoil.

4.3 Monitoring by WA staff during excavation and re-erection works

Photographic record

- 4.3.1 A photographic record was undertaken of the milepost prior to the works, during all stages of the excavation and re-erection, and following completion of the re-erection works, so that a complete photographic record was made. High quality digital images were taken with a Canon EOS 5D MkIII full frame digital camera (with 22.3 megapixel capability). A photographic scale of appropriate size was included in all detailed views.
- 4.3.2 A selection of the digital photographic record has been used to illustrate the report (**Plates 1-16**).

Watching brief

- 4.3.3 All intrusive groundworks associated with the excavation and restatement of the milepost in its new position were monitored by WA staff. The watching brief was maintained during excavation and re-erection works with a photographic record kept throughout and following completion of the works.
- 4.3.4 Due to the anticipated depth and limited extent of excavation at both the existing and the new site for the milepost, the likelihood of encountering archaeological deposits and features was low. In addition, the existing site of the milepost had been disturbed during its original installation.
- 4.3.5 WA staff used WA's pro forma recording system to produce a written and photographic record of the excavation.



- 4.3.6 The position of the milepost after its relocation was recorded using a hand-held GPS and related to Ordnance Survey.

4.4 Refurbishment and Conservation Works

Introduction

- 4.4.1 The refurbishment and conservation works were carried out in accordance with the guidelines as set out in the approved WSI (Wessex Archaeology 2016). The WSI was based on best practice and the established guidelines for such work as set out in the documents: *Guidance Note on Painting Cast Iron Waymarkers* (Milestone Society 2010), and: *A Guidance for the Conservation of Milestones* (Parry 2006). All work was carried out under supervision by the WA conservator.

- 4.4.2 Photography was undertaken during the refurbishment and conservation works to show the different stages of work undertaken (**Plates 7-10**).

Initial treatment

- 4.4.3 In order to create a stable surface, the milepost was first washed with a solution of 'Sugar Soap' to remove grease and dust. Soil was removed from the top surface of the base milestone using soft brushes and water. As the stone appeared in good condition, there was no further treatment of the milestone.

- 4.4.4 After drying, loose and excess paint was removed from the milepost using soft metal tools and specialist aluminium oxide sandpaper. Ferrous concretions and loose rust were removed in the same way.

Rust conversion and primer

- 4.4.5 The exposed iron surfaces of the milepost were treated with Hammerite 'Kurst' (an emulsion of tannic acid, 1-methoxy-2-propanol and ammonia), applied with a soft paintbrush. The 'Kurst' was left to convert the iron corrosion products on the surface to passive iron corrosion products.

- 4.4.6 A single coat of zinc phosphate primer was applied to the milepost prior to painting.

Topcoats

- 4.4.7 The milepost was painted with specialist Hammerite metal paint. Three coats of black paint were applied to the top and three coats of white elsewhere. The lettering was also hand painted with the same black paint.

5 RESULTS

5.1 Introduction

- 5.1.1 The milepost was excavated on 20th January 2017 and lifted and transported to the WA offices on the 24th January 2017. Conservation and refurbishment was carried out in February 2017 while the milepost was held at WA's workshop. The trench at the new location site on Boreham Road was excavated on 27th February 2017 and the milepost was reinstated on the 28th February 2017.

5.2 Milepost/milestone description

- 5.2.1 **Plates 1-2** illustrate the milepost prior to excavation, **Plates 3-4** show it fully exposed prior to lifting and **Plate 5** during transportation.



- 5.2.2 The milepost (**Plate 6** shows it prior to conservation) is made of cast iron comprising a rectangular pillar with a moulded pedimented top and moulded base. It is C-shaped in cross-section with a hollow back. The majority of the milepost is painted white but its pedimented top and lettering are painted black. The lettering is raised in addition to being painted.
- 5.2.3 The milepost measures a total of 1.17 m high at the front and 1.217 m high at the back. The difference is because of its slightly sloping pedimented top. Its length and width also varies from 0.53 m x 0.185 m at the base, 0.46 m x 0.15 m for the central pillar and 0.57 m x 0.21 m at the top. The thickness of the cast iron varies between approximately 0.021 m at the base and 0.017 m elsewhere.

- 5.2.4 The milepost has raised lettering on its front face that reads:

SALISBURY
20
WARMINSTER
1

- 5.2.5 In addition, it has the smaller lettering 'WARMINSTER' (denoting the parish) on the moulded base (**Plate 7** shows it after the milepost has been rubbed down). Prior to excavation the milepost was set deeper in the ground and appeared only 0.62 m high (at the front). This meant that the number '1' and the 'WARMINSTER' lettering on the base were buried.
- 5.2.6 Compared to other, much more corroded examples nearby, the Boreham Road milepost was in reasonable condition having been occasionally painted by a local resident (**Plate 1**), although upon initial inspection there were sporadic small areas of corrosion, as well as blistering and flaking paint visible on the upper part of the milepost exposed above ground. Following its excavation, the damaged paintwork and corrosion to the previously buried lower section was much more extensive where it had been in direct contact with the soil (**Plate 6**).
- 5.2.7 Interestingly, when excavated it was found that the cast iron milepost had been deliberately set into an earlier milestone laid horizontally beneath it as a base. To enable stability, two protruding feet at the base of the milepost had been fitted into sockets cut in the face of the milestone beneath. In order to avoid any movement, and to prevent later splitting of the stone following expansion of the corroded iron feet, the remaining space around the feet had been filled with poured molten lead forming a solid and stable joint between the milepost and milestone. In addition to the leadwork, corrosion of the iron milepost base meant a very tight joint, so that it would have been very difficult to separate the two entities without causing severe damage to the milestone or breaking off the feet of the milepost.
- 5.2.8 The base milestone measured 1.15 m in length, 0.41 m in width and 0.23 m in depth. The head of stone formed a pointed arch. The upper face had an inscription carved into the surface in late 18th – early 19th century style script, with no long/medial 's'. **Plates 11-12** show the inscription from different angles. Although it was partially obscured by the milepost above, the milestone was in good condition with writing clearly legible. It read:

To
Warminster
Town Hall
Half a Mile
Sarum
20 Miles

- 5.2.9 Close examination revealed the carved lettering had been picked out with black paint to make it more visible.
- 5.2.10 **Plate 13** shows the milepost after conservation and prior to reinstatement. **Plates 14-16** illustrate its reinstatement in its new location on Boreham Road.

5.3 Trench descriptions

- 5.3.1 Prior to the excavation and reinstatement works, each site was scanned with a CAT (Cable Avoidance Tool). During the reinstatement works, an initial slot was excavated to confirm the position of a cable identified by CAT signal. The slot revealed a truncated iron post covered in plastic as well as a thin unarmoured electricity cable running west to east, presumably to power the adjacent street lights.
- 5.3.2 Trench 1 was excavated on 20th January 2017 in order to remove the milepost. It measured 1.2 m in length x 0.9 m wide and 0.84 m deep. A 0.07 m thick layer of tarmacadam (**102**) was present under a 0.18 m layer of topsoil (**101**). Underneath the tarmacadam the milepost was packed round with very dark brown sandy silt (**103**) above an aggregate (**104**) of sub-angular gravel and grey-brown stones measuring up to 0.11 m x 0.09 m x 0.05 m in size. Much of the made ground sandy silt layer (**103**) appears to have come from upcast during cleaning out of the ditch to the immediate north of the grass verge which forms the boundary of Spurt Mead.
- 5.3.3 Trench 2, excavated to reinstate the milepost, was located to the immediate south of the identified electric street lighting cable to ensure the milepost would avoid it. The excavated trench measured 1.54 m in length, 1 m in width and 0.65 m in depth, with part of the slot measuring 0.26 m x 0.3 m projecting on the north side. This slot contained the aforementioned plastic-covered iron post, which was hollow and measured 0.08 m in diameter. A second identical post was uncovered and removed from within the trench. The posts are part of a modern, two-legged road sign. The removed post was 0.66 m high, bolted to an iron plate 0.15 m square. A cement padstone was located beneath it. The posts were set 0.7 m apart (measured centre to centre) and orientated north-south at an angle to Boreham Road.
- 5.3.4 Trench 2 was excavated on 27th February 2017. It contained a layer of dark-brown topsoil (**201**) 0.18 m deep, which included some fragments of tarmacadam and was heavily disturbed by root action. Under the topsoil, the subsoil (**202**) ranged from 0.18 m to the excavated depth of 0.65 m. The subsoil was also substantially disturbed by root action and included occasional CBM fragments of brick and tile. The road sign and unarmoured electricity cable are both clear indications that this area has been subject to modern disturbance. An early 20th century glass bottle and fragments of late 19th - early 20th century pottery were found within the subsoil. The clear glass bottle was small and narrow measuring 0.113 m in length and 0.021 m in diameter and would have had a cork closure. It may have held pharmaceuticals or foodstuffs. The pottery fragments are from a stoneware preserve jar, with a ribbed surface and part of the rim intact. The jar measured at least 0.143 m in length and approximately 0.1 m in diameter. The finds were not retained.

6 DISCUSSION

6.1 Summary

- 6.1.1 Although the cast iron milepost does not appear to have a manufacturer's mark or date, its style and appearance are identical to known and dated examples of Carson and Miller's work marked 'C&M W 1840'. Examples include the Grade II listed mileposts at Tytherington

(list entry 1300450), at the top of Lord's Hill, Longbridge Deverill (1364337) and Elm Hill, Warminster (1193887). The date of 1840 coincides with a turnpike trust act for repairs to roads radiating from Warminster. Therefore, the provenance of the site milepost is almost certain.

- 6.1.2 The discovery of an earlier milestone used as a base for the cast iron milepost is an unexpected and 'possibly unique' feature according to the Milestone Society. On the basis of its inscription, the earlier milestone may be the 20 mile marker depicted on Andrews' and Durys' 1773 map further to the west as the location of this stone measures approximately half a mile from the town hall. It is also possible that other earlier milestones in the vicinity may have been taken-up and used for bases of other Carson and Miller mileposts c.1840.
- 6.1.3 The relocation and conservation of the milepost has ensured that it is preserved for many years to come. With the full height of the freshly painted milepost revealed in its new location, prominent views of the marker are now possible from Woodcock Road to the north as well as from Boreham Road to the east and west, providing a very visible reminder of the historic development of our road system.

7 STORAGE AND CURATION

7.1 Archive

- 7.1.1 Following approval of the report, the required number of hard copies will be issued to the Client and Wiltshire Council including a copy to the Wiltshire Historic Environment Record (WHER). Hard copies will also be sent to the Wiltshire Buildings Record (housed in the Wiltshire and Swindon History Centre) and the Milestone Society. In addition, Historic England will be notified of the new location in order to update the National Heritage List for England (NHLE).
- 7.1.2 For small projects WA may retain only digital copy of the records. The digital records will be submitted to the HER, with a copy retained in the Wessex Archaeology security-copied and backed-up digital archive storage facility, under its designated Wessex Archaeology project code 115070.

7.2 Security Copy

- 7.2.1 In line with current best practice (e.g. Brown 2011), on completion of the project a security copy of the written records will be prepared, in the form of a digital PDF/A file. PDF/A is an ISO-standardised version of the Portable Document Format (PDF) designed for the digital preservation of electronic documents through omission of features ill-suited to long-term archiving.

7.3 Copyright

- 7.3.1 WA shall retain full copyright of any report under the Copyright, Designs and Patents Act 1988 with all rights reserved, excepting that it hereby provides an exclusive licence to the Client for the use of the report by the Client in all matters directly relating to the project as described in the specification. Any document produced to meet planning requirements may be copied for development control, planning and educational purposes without recourse to the Copyright owner, the copyright owner to be given full acknowledgment in any reproduction of material.
- 7.3.2 This document, the subsequent report and the archive generally, may contain material that is non-WA copyright (e.g. Ordnance Survey, British Geological Survey, Crown Copyright), or the intellectual property of third parties, which we are able to provide for limited



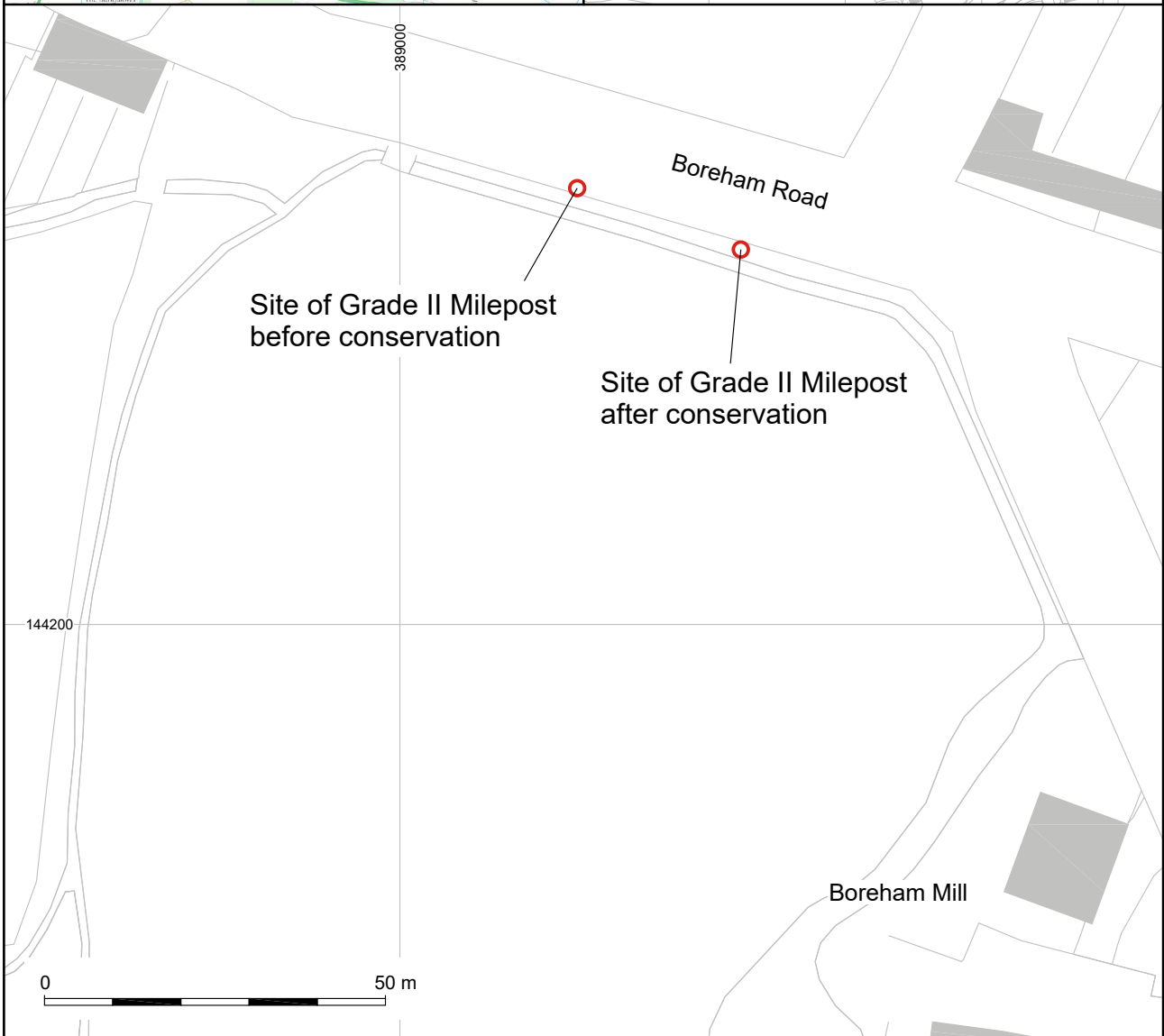
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Site location

Figure 1



Plate 1: The cast iron milepost on Boreham Road prior to conservation



Plate 2: The milepost on Boreham Road prior to conservation showing its position in relation to the Woodcock Road junction (left)


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Plate 3: The milepost and milestone beneath it fully exposed prior to lifting



Plate 4: The rear of the milepost and the milestone beneath it prior to lifting



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Plate 5: Lifting of the milepost and milestone



Plate 6: The milepost and milestone prior to conservation

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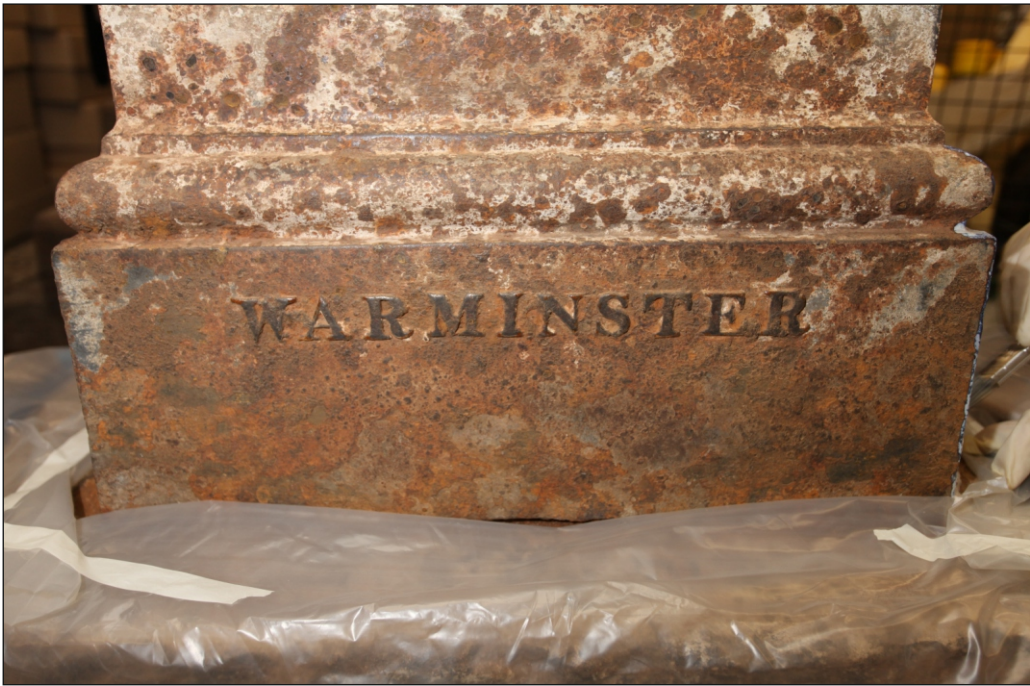


Plate 7: Detail of the base of the milepost after removal of ferrous concretions showing the raised text 'WARMINSTER'



Plate 8: Removal of ferrous concretions prior to treatment with rust converter


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Plate 9: Treating the milestone with rust converter



Plate 10: Repainting the milestone


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Plate 11: View of the milestone inscription from the bottom right, prior to conservation



Plate 12: View of the milestone inscription from the top left, after conservation



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Plate 13: The milepost and milestone after conservation



Plate 14: Reinstatement of the milepost and milestone in progress

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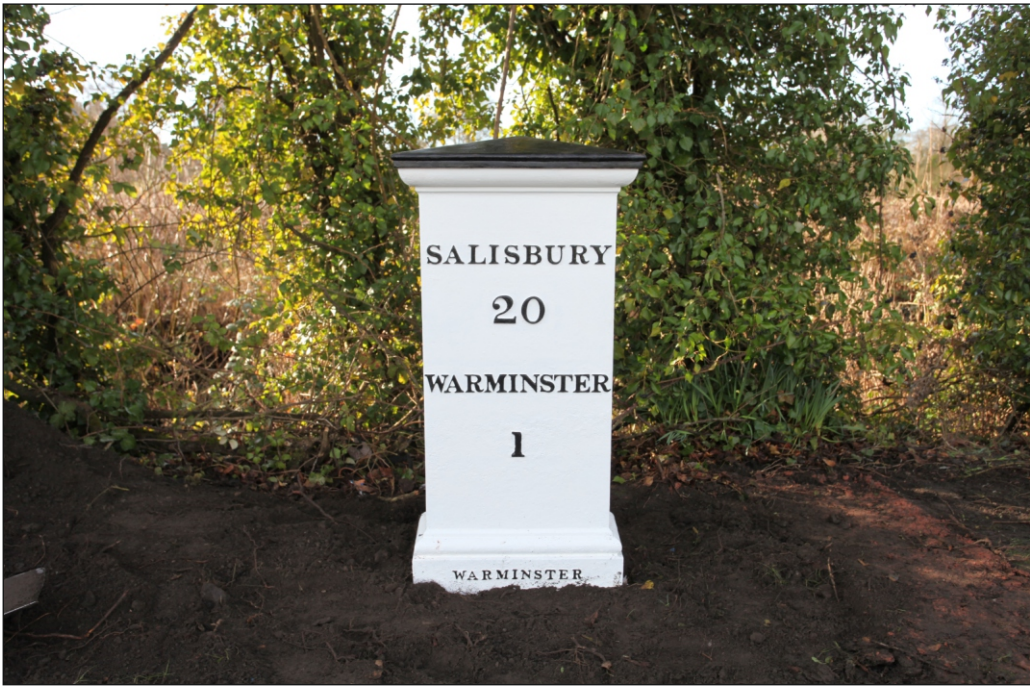



Plate 15: The milepost reinstated



Plate 16: The milepost in its new position relative to the Boreham Road-Woodcock Road and Bishopstrow Road junctions

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