

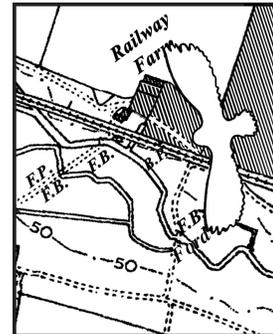
MARRIOTT'S WAY MILEMARKERS AND SCULPTURE

MILES 11-26



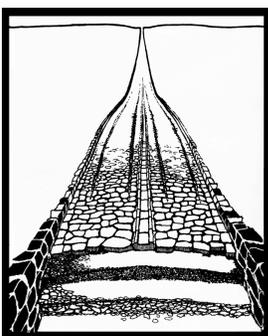
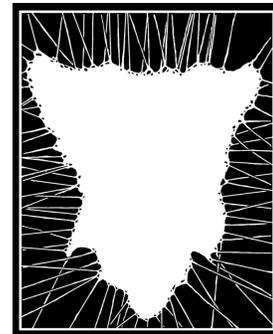
Mile Eleven: In this plaque we see the old bridge over the Wensum at Lenwade, an important aid to travel along this route, reflected in the fact that there have been three successive bridges at this point in recorded history, with more before that, emphasizing the importance of the Wensum valley as a conduit of exchange and communication.

Mile Twelve: An owl's eye view over the intimate local landscape, made up of small holdings and farms which still provide a diversity of habitat supportive of wildlife. Marriott's Way provides a succession of ideal vantage points from which to enjoy our fragile natural heritage.



Memorial Carrara marble, near Whitwell station Les Bicknell and Keith Rackham inscribed down the column with battlefields in the Somme, as Marriott's Way was used for the mobilisation of Norfolk troops

Mile Thirteen: One of East Anglia's largest tanneries for curing leather had been established at Whitwell Hall. The station at Whitwell-and-Reepham was sited to carry the output of the tannery, much of whose leather went to Norwich to supply the cordwainers, cobblers and, later, the shoe factories of the city. The tannery closed in the early 20th Century.

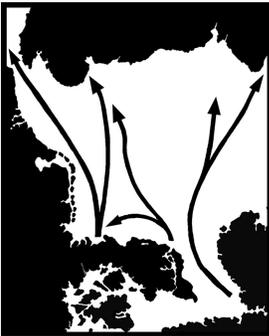


Mile Fourteen: Near this point Marriott's Way crosses the Roman road, which passed west to east, to their establishments in north Norfolk and on the north of the "Great Estuary" of the "Saxon Shore." Roman roads had substantial foundations, were well made and lasted long. There were two clear lanes, and as Roman chariots and wagons shared a common gauge, or width of wheel spacing, deep parallel grooves were cut into the surface by the passing of traffic.



Mile Fifteen: The M&GN brought the concept of Norfolk as a holiday destination to England at large, and more particularly the Midlands, and each summer their trains brought thousands of holidaymakers to the coast. But year round, the great bulk of the M&GN's movements were of freight: fish to and from the ports and farm machinery and agricultural produce to and from the farms. This design is shows sugar beets and swedes, composed in a stylized view, as if looking down into an open wagon full of root crops.

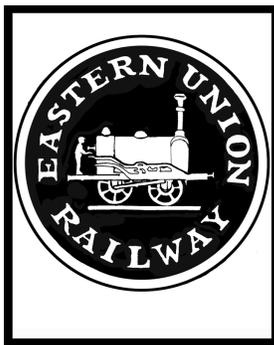
Mile Sixteen: Since the establishment of Marriott's Way, what was once a plant-free rail bed has become semi-wild and lush, with undergrowth and young hardwood trees, a rich diversity of flora and fauna. Among the migratory birds drawn to this "linear nature reserve" are greylag geese making their seasonal retreats to this region's mild winters.



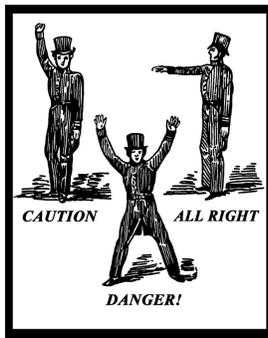
Mile Seventeen: This sculpture is near the village of Themelthorpe, which gave it's name to the "Themelthorpe Loop", a near doubling-back upon itself of the lines, where two competing rail lines, the M&GN and GER, were joined to reduce rail mileage for freight services to the north of Norwich. Themelthorpe is an Old Scandinavian name meaning "the outlying farmstead of the man Thymill", and was brought to Norfolk by Danish Vikings. This plaque shows how the voyage ahead would have seemed to the Vikings, from Denmark, Norway, and Sweden, as they stood on their home shores looking across the 'German (or North) Sea', thinking about the sea routes that would carry them to

England, Scotland, Normandy and Ireland.

Mile Eighteen: The chiff-chaff is a small member of the Warbler family, a migratory visitor to the British Isles, and here along Marriott's Way these tiny birds begin arriving in March for the summer nesting and breeding season, from their over-wintering grounds far to the south.



Mile Nineteen: In the early days of the railways many small companies merged and merged again, including the Eastern Union Railway, one of the earliest to come to Norfolk. It became part of the Great Eastern Railway (GER), which was the great rival of the Midland and Great Northern Joint Railway Company. In the early part of the 20th century, these two companies formed part of the London and North Eastern Railway, which in the 1940s became part of British Rail.



Mile Twenty: In the first days of the railways, before the development of mechanical signals, railway policemen had among their duties signalling by a limited semaphore of arm gestures. This panel shows those for 'CAUTION', 'DANGER!', and 'ALL RIGHT'.

Miles Twenty-one and Twenty-two:

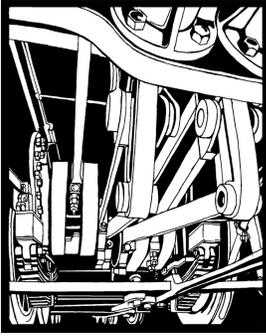
The tower of St. Agnes Cawston is a prominent landmark. These two plaques show the decoration of the west doorway, where a hairy wildman, known in Norfolk as a 'wodwose' fights off a fierce dragon, shown with the attributes of the devil - cloven hooves, a sexually suggestive tail, and horns. The church was built in the early 15th century by the wool baron Myghell de la Pole, 2nd Earl of Suffolk, who used the wodwose as a family symbol.



Mile Twenty-three: A wheelwright drives spokes into the mortices of a wheel hub. Before the spread of the internal-combustion engine there was always someone locally to build what you needed, be it a boat, a bicycle, or a wagon. Wainwrights - wagonwrights - had the all the skills and materials needed to produce a finished vehicle: joinery, blacksmithing, and wheelwrighting. When the internal-combustion engine finally arrived, the first automobiles and motorcycles were still built by a local wainwright.

Mile Twenty-four: Near this spot was once a medieval rabbit warren, a kind of free-range rabbit farm, a very valuable and closely-guarded source of meat and skins. The plaque shows an ancient Himalayan design of three circling hares. They are symbols of, and attendants upon, the goddess of regeneration and fertility, known in Northern Europe as Eostre, the source of the Christian feast of Easter and the word oestrogen, the hormone necessary to human fertility. While each hare has two ears they share the three ears. This is a hint that the next stage in any cycle grows from the previous stage, and passes something on to the next step, the next incarnation. Little of the living world is solely ours in this moment.





Mile Twenty-five: On this panel, you are looking into the engine of a steam engine, the linkages and rods, which convert the back-and-forth action of the pistons into the rotary motion of the wheels.

Mile Twenty-six: Aylsham is an Anglo- Saxon place-name. As the power of the Roman Empire weakened, the Angles, Jutes, Frisians and Saxons invaded eastern Britain, following the sea-routes shown on this plaque. Having killed or driven away the 'Wal- es', the 'foreigners' or Britons who had always been here, they renamed their new territory. Here at Aylsham, Aegel obtained much valuable farmland, and so it was named Aegel's Ham, the homestead of the man named Aegel.

