

Baslow Toll Bars

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Introduction

Over much of the country in the 18th and 19th centuries, the main routes were controlled by the Turnpike Trusts which collected tolls at gates (turnpikes) situated along the road, often at or near road junctions. The road maintenance problems of increasing traffic and of larger vehicles over the old routes was overcome by using the toll money for repairs. Also the interest in the investment to build new roads was repaid with these charges. Next to the gate lived a toll collector family who received the toll and opened the gate at any time of the day or night. Much more general information can be found at www.turnpikes.org.uk

This article is about the history of the toll bars and their owners and residents in Baslow Parish, Derbyshire. There were five possible toll bars collecting money for journeying over bridges and turnpike roads. Three of them still exist albeit in modified form. Much of the detail remains to be discovered so please contact me if you have any further facts to add to the record annah4@hotmail.com.

Also new information has been unearthed about Mary Brady, a local itinerant woman, and the Baslow Toll Bar carved stone window which survives in Calver.

Where were the Baslow Parish toll bars situated?

The Watchman's Hut or Hermitage is on the north west side of the old Baslow Bridge by the Rutland Arms. This quaint little building is the most photographed of the group. However it is not certain

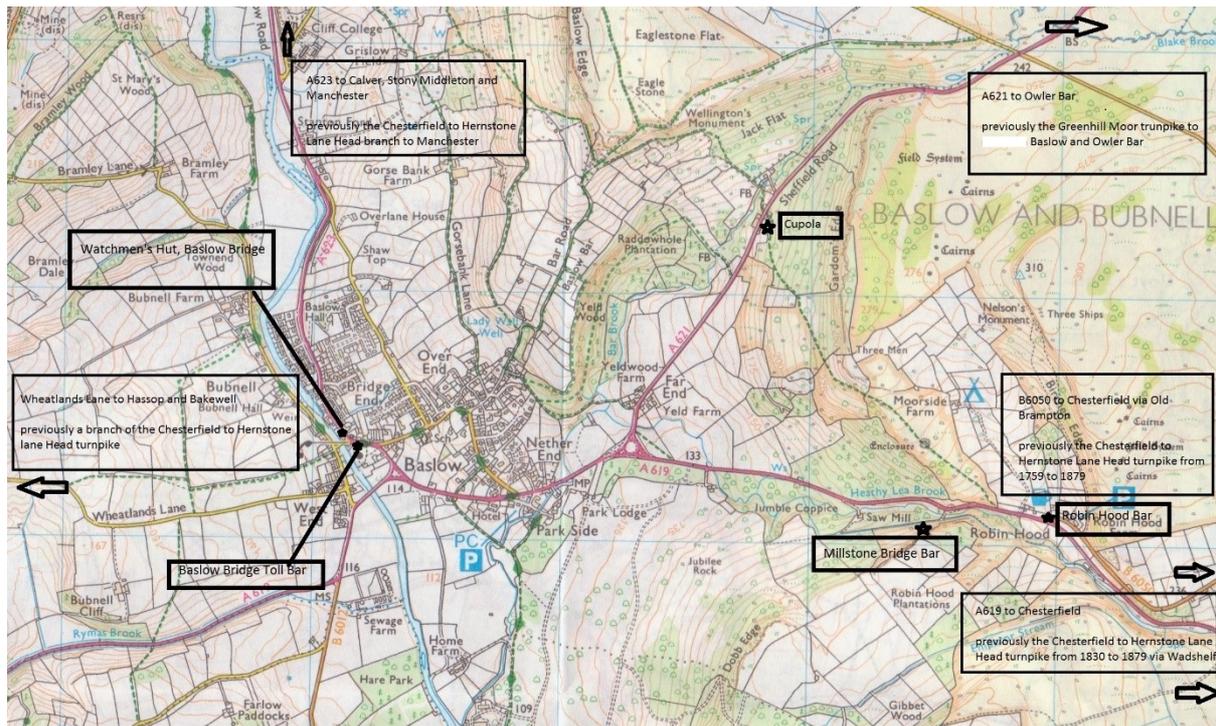
when it was built or if it actually was the site of toll collection. It first appears on a map in 1848 and was used reputedly for sheltering the men of Baslow who stopped miscreants from entering the village at night. However it might also have been an informal but very convenient shelter for the toll collector during inclement weather on a busy day when collecting money from travellers along the turnpike road over the old Baslow Bridge.

Baslow Bridge Toll Bar was sited opposite the Watchman's Hut between the lych gate of Baslow Church and the old bridge. It is likely that some part of the building now called Toll Bar Cottage was the site of toll collection. There was a building present here on a 1799 map and it is possible that it was built in 1759 for toll collection on the Bakewell branch of the Chesterfield to Hernstone Lane Head turnpike road which passed over the old bridge and up Wheatlands Lane to Hassop and hence to Bakewell. It is also likely to have collected tolls on a branch of the same turnpike which passed to Calver and on to Stoney Middleton in the direction of Manchester (the present day A623).

Cupola Toll Bar was built in approximately 1819 on the Oowler Bar turnpike from Totley to Baslow (the present day A621) and was the lower cottage in a little group of buildings at Cupola on the Sheffield Road out of Baslow. It remained occupied after the road was disturnpiked but its typical toll house bay window was demolished in a road traffic accident in 1975 and the building footprint was incorporated into the modern house which was built in the garden of the original cottage.

Millstone Bridge Toll Bar is known from descriptive records but its exact site has yet to be found on maps of the period. The 1759 Chesterfield to Hernstone Lane Head turnpike passed over Millstone Bridge west of Robin Hood. The route of the old road can be traced on the south side of Heathy Lea Brook and Ward describes the likely site of the toll house in a Clarion Ramblers Handbook on the south side of this road to the west of the now ruinous bridge. Tolls were likely to have been collected here from the construction of the turnpike via Wadshelf in 1812 until the late 1820s when the new Robin Hood toll house was built.

Robin Hood Toll Bar. In approximately 1828 the Chesterfield to Hernstone Lane Head turnpike was rerouted out of Chatsworth Park and to the north of the Heathy Lea Brook (the route of the present day A619) and the Millstone Bridge toll house on the south side of the Heathy lea Brook had to be resited. The new Robin Hood toll house was built to plans which still exist and its position is to be found on several maps up to 1879. It was situated to the south of the entrance to the Robin Hood Inn (in the middle of the new road junction formed in 2015) and it collected tolls from the road from Old Brampton as well as Wadshelf. The road was disturnpiked and the toll house was demolished in 1879.



A detailed history of each the toll bars including the history of the building and its owners, toll collectors and residents.

To find out more about their history, I have researched the five toll bars using maps and building evidence supported by family ancestries and books by Smith, Sheldon and articles by Ward.

1 Watchman's Hut and Baslow Bridge

The Bridge at Baslow was one of only a very few crossing places over the River Derwent in early times. Baslow Court Rolls (DAJ 1900-1) state that a (wooden?) bridge was built in the 1309 and other records of the bridge appear in 1508 and 1679 (Peak Advertiser). One record is from 1500 when Thomas Harrison was fined for carrying millstones over "Basselow" Bridge.

The stone bridge was erected in 1603 (or 1608 or 1609). The date depends on the transcription of a weathered inscription to be found on the Bubnell bank. Allcock's map showed it on the north west side and the English Heritage listing states that it is on the south west side. I have been unable to verify its position so far. The bridge was repaired in 1639 and further repairs have been required, even in recent memory, and often after road traffic accidents. A well-known photograph from 1915 shows a charabanc hanging through the parapet wall over the river. The date stone may have been lost or resited during the repairs. There has been less pressure on the bridge since 1925 when the New Bridge was erected a short distance downstream but there have been at least two occasions recently when the stonework has been retrieved from the river bed and reinstated.

There is no surviving record of toll collection or night watchmen in the 1600s so it is uncertain if the tiny stone hut was in place in the early years after the bridge's construction but it is interesting to speculate about the date of its erection. The night watchman's hut is first shown on a sketch map from the early 1830s. I have been unable to find a date for the reference to a record in The Reliquary mentioned by Mrs Nixon. "Baslow is fortunate in possessing on its pretty old bridge a stone watch box where the watchman sheltered in wet weather. Every fit man was called upon to

take his turn in watching the village from 9 o'clock at night until 6 o'clock next morning." There are reports that night-watchmen were working in many towns and villages from the Middle Ages and watch houses were erected in London which were no more than small huts. This suggests that the Baslow hut could date from before the stone bridge was built, or from the building of the stone bridge or could have been inserted after the stone bridge was built. Inspection of the stonework from the Rutland Inn garden and from the style of the doorway suggest that it was built at the same time as the bridge.

The only record of toll collecting is from the Peak Advertiser which described Frederick Faulkes, from the nearby toll house, sheltering in the Watchman's Hut as he spliced rope sitting on a stool and smoking "foul" tobacco waiting to take the toll, around the end of the turnpike era in the late 1870s.

There is a photograph from the mid-1900s of the hut with an iron railing across the doorway. Complaints were made to the local council about the accumulation of litter inside. Eventually this structure was removed and the little hut stands today as a place for the children of the village and other tourists to enjoy, entering the dinky building after feeding the ducks at the ford below. However I have some concern for the state of its fabric which may be undermined by ash tree roots which have grown in the wall since the Rutland Arms has been unoccupied.

Mary Brady's bedroom

During the late 1800s it was used by an itinerant called Mary Brady as a "bedroom". Sheldon gave more information about her life and I have used information available on line to add to his report which was based on local tales. She was a patriotic Irish woman called Mary Lynch who seemed to have used the alias "Mary Brady" in the period after 1886. This may be explained by the fact that Phoenix Park murders of Lord Cavendish and Thomas Burke occurred in 1882, and she chose to show her patriotism by saying that Joe Brady, one of the conspirators, was her brother. There are numerous newspaper reports of her drunken, violent behaviour, her bad language and incorrigibility and she appeared in courts across Derbyshire between 1880 and 1912 eventually totting up 101 convictions and spending much of this time imprisoned in Derby. Her usual crime was to go into a public house and ask for free drink. She would become drunk and then be asked to leave. She would get violently angry and when she was ejected she often broke the pub windows. She often needed several policemen to remove her to goal where she was likely to damage the cells. On other occasions she would be found lying drunk in the street which attracted a group of laughing children. It is recorded that she spent ten months out of 1888 incarcerated because she had carried out so many offences. It seemed from reports that she preferred going to prison rather than living in the Bakewell Workhouse although she does appear on the 1901 and 1911 Bakewell Union Workhouse census records.

However when she was sober she must have had redeeming qualities as she nursed the Workhouse inmates during the 1892/3 smallpox outbreak. She had many friends around the villages who fed her. One Baslow man, Edmund Hodgkinson, was a favourite of hers. He was a Catholic who worshipped at the Catholic Church at Hassop, as she may also have done. After he died in 1901 he was buried in Baslow churchyard and there are numerous reports of her laying wild flowers on his grave or sleeping nearby. It seems to have been in this period when she slept curled up in the little "house" on the bridge. In fact she was found dead next to his grave one afternoon in September 1913. Local legend has it that she froze to death one night on his grave. In view of the time of year

this seems to be an embellished story. She herself was buried in Grave no. 1 of the Catholic cemetery so her last claim to fame is that she was the first burial at Hassop.

2 Baslow Bridge Toll Bar

Building history

A study of the windows in the two northern wings of the toll cottage suggests a 1700s date. This would be a logical time to formalise its use for toll collection because a branch of the Chesterfield to Hernstone Lane Head turnpike was opened in 1759 which passed over the old Baslow Bridge on its way to Hassop and Bakewell.

However there is some evidence that the one storey, most northerly part of the house may have been erected in the same century as the bridge, and further that it may have been used for toll collecting or bridge watching from before the building of the turnpike road. It has a small window in the wall overlooking the bridge where, reputedly, tolls were received by the last toll collector Frederick Faulkes. Interestingly this window has some characteristics of a 17th century window. Conclusive evidence is masked by a thick layer of rendering. Furthermore an interesting receipt dated 1699 was uncovered in an old cupboard during renovations at Toll Bar Cottage suggesting that the building was in situ by this time. The house plan was not designed to make the keeping of the bar an easy task. This is because a large fireplace was originally positioned in the wall which gives an oversight of the bridge and its chimney can still be seen today. This fireplace would make it very difficult to observe traffic passing over the bridge making a good reason for the positioning of the small adjacent "toll collecting" window.

Using this evidence, it could be speculated that a small cottage was built in the 1600s that was unrelated to toll collection. Later a little window was added to allow a view of the bridge possibly for bridge watching or toll collecting. When the turnpike was built in the 1700s the cottage was enlarged with the building of the middle cross extension, with another little toll collection window inserted in the east wall next to the front door (both since blocked up). The windows in the older part of the house were upgraded but the repositioning of the fireplace, a major undertaking, was not carried out.

Map evidence for a building on this site exists from 1799. By this time the cottage may have been larger and part of a complex of buildings to the south which included Holme (White's) Farm which extended into the path of the present day main road by the lych gate.

In the early 1830s it was intended to erect a new toll bar building attached to the end of the Green Man Inn (Rutland Arms). The plan of the site with details of the dimensions of the windows, door and fireplace exists in the Matlock Record Office. It is possible to interpret this drawing as evidence for an intention to widen the old Baslow Bridge and to demolish some or all of the toll house. Interestingly there was only one gate at this site restricting movement over the bridge; the road from Baslow towards Calver was not gated at this point in the turnpike road. Contemporary development during 1828-30 on the Chesterfield to Hernstone Lane Head Turnpike took place when the road was rerouted out of Chatsworth Park resulting in the building two new bridges in Baslow Parish and the construction of the Robin Hood toll bar. Further there was a major restructuring of Bridge End in this period to improve traffic flow and increase the size of the graveyard when a block of houses was demolished. Some improvements of Bridge End did take place but the old toll bar and the narrow bridge remain in their original places.

By 1848 most of these properties had been removed to extend the churchyard and the toll cottage appears to have been reduced in size when it became the only remaining plot between the east end of the bridge and the approach road down to the ford beside the churchyard to the south. When the cottage was sold by the Turnpike Trust in 1880, there was a weighing machine, machine house and the cottage itself. Weighing machines (or weigh bridges) were an important part of the management of the road. Heavier, thin wheeled vehicles caused more damage to the surface and were charged at a higher rate. The site of the weighing machine and associated house was shown on the first OS map. They were positioned approximately where the bus stop is today outside the lych gate.

The Duke of Devonshire bought the cottage and land from the Turnpike Trust for £140 when the weighing house and the adjacent weighing machine are likely to have been removed. I was interested to see if any evidence of the machine might come to light when the water mains were refurbished in 2017 but sadly this was an untested idea because the Severn Trent excavations were a little further to the north .

The cottage remained with only a small "lean to" added at some time to the south, until it was sold in 1954. At this time photographs exist showing the cottage with a yard and outbuildings to the west, some leaning on the bridge curtain walls.

In 1955 the house was extended and modernised resulting in, for the most part, the footprint which can be seen from the road today. A new large two storey block was added to the south and the roof on the old cross extension was heightened. Evidence of this can be seen in comparing old photographs from the early 1950s with those from the present day. Also internally the walls of the bathroom and bedroom have outer walls which have been heightened with an extra narrow course about 0.3m high up to the ceiling. In 1958 the kitchen was moved into a conservatory on the river side and the range in the oldest room was removed to make a large bay window opening to the north.

In 1971 a stone built kitchen replaced the glass kitchen and a conservatory and gazebo was added to the rear with a separate garage to the south and with improved the access onto Church Street. The owners also maintained the slope of land under their wall between the river and the cottage boundary to the west, which still belongs to the Duke of Devonshire. This describes the cottage as it exists in 2017.

Owners, toll collectors and other residents at Toll Bar Cottage, Baslow Bridge

Owners

The original ownership of the cottage is difficult to untangle. Most of the land and properties on the east side of the River Derwent in Baslow were owned by the Duke of Rutland for several centuries until 1850s. On the Duke's 1799 map of Baslow the toll cottage is given a schedule number although it is not listed in the schedule. In 1803-1827 Duke of Devonshire lent money to the Chesterfield to Hernstone Lane Head Turnpike Trust to pay for the toll gates and these mortgages were only discharged when the Trust was wound up in 1880. Therefore it seems possible that the Trust bought the cottage in the early 1800s from the Duke of Rutland using money from the Duke of Devonshire. In the Baslow Tithe apportionment of 1848 the cottage is owned by the Turnpike Trust. In 1877 the cottage and boundaries were in need of repair and the Trust agreed with the leasee to improve the wall near the cottage to prevent toll evasion.

By the time the Trust was wound up in 1880 there had been an exchange of land between the two Dukes and the Duke of Devonshire now owned the land immediately adjacent to the cottage. (In fact accounts of the Trust showed that the Duke of Devonshire was paid 5/- for the rent of the garden adjacent to the cottage in 1877.) Because of this the cottage was offered to the Duke of Devonshire who bought it for £140. The earliest existing title to the property, dated 1896, the Toll Bar connection was lost as it was renamed "Bridge Cottage". In fact the cottage was often referred to as Toll Bar Cottage in subsequent censuses and electoral rolls and that name was restored formally in 1971 by the last owner.

In 1954 Bridge Cottage was bought from the Duke of Devonshire by Arthur Allbrighton and after renovation was complete in 1958 it was sold to Anna Marie Deakin a well-known ladies milliner from Sheffield. On marriage she passed it to her husband Walter Philip Goldby and after his death in 1970 she passed it to her next husband Philip Andrew Norman.

When the Normans moved to Chesterfield in 1971 the cottage was sold to John and Joan Cattell and the link to its past use was restored as it was advertised and named in the deeds as "Toll Bar Cottage formerly known as Bridge Cottage". Since 1971 the Cattells have made further improvements as described before. After 45 years in residence Joan Cattell has recently sold the cottage and a new owner has arrived (2017).

Residents

The earliest possible people with a link to the cottage were Richard Greatbatch and John Whiton who were named in the document of 1699 which was found on the premises during alteration in 1954. I have not been able to find out any more about this connection.

The next names come from the era when the cottage was a toll bar. This is likely to have started in approximately 1759 when the Chesterfield to Hernstone Lane Head Turnpike was built with its branch over the River Derwent at Baslow. The earliest Turnpike Record comes from the Derby Mercury of August 1771 with an advertisement for letting of tolls at Baslow. Toll collection ended when the Turnpike was thrown open in approximately 1880.

It has been quite difficult to find out the names of the many of the families who will have collected the tolls and opened the gate over this long period. Using information from the censuses, the Parish registers of births, marriages and deaths and newspaper reports it is possible to name a few of them. Some of the records do not indicate which of the four Baslow Bars were being referred to so there may be some errors in this part of the article.

The only pre census records that I could find is of Samuel, son of Samuel White of Toll Barr, Baslow, who was baptised in 1794. It is very possible that they lived at Baslow Bridge Bar as there was a White family living next door at Holme farm at this time and the son Samuel himself later became a farmer in Calver. Between 1816 and 1818 tolls were collected as stone was moved over the river to build the church at Hassop as noted in their accounts and in 1836 Catherine, daughter of George Boot "toll barr keeper" and Sarah, was baptised. In the 1848 Enclosure record, William Thurgoland was the tenant. In fact he had leased both Cupola and Baslow Bridge Bars for several years around this time. Therefore it is more likely that there were toll collectors residing in the house employed to take the tolls and paid between £4 and £5 per week, as noted in the Turnpike accounts.

Once there were census records it is possible to be more confident of the Baslow Bridge bar occupants by the identification of the Green Man Inn (or latterly the Rutland Hotel) nearby. In the 1841 census Samuel Shibles (Stubbs?) was toll keeper followed by Josiah Roberts from about 1845 to

at least 1851, William and Ann Boden (daughter Mary born 1855) James and Hannah Garner in 1861 (son, George baptised in 1860) and Joseph and Amy Eades in 1871 (daughter Mary Ellen born 1865 and son John Wass Eades born 1867). Joseph left the toll house in 1874 when he was granted the licence of the Wheatsheaf Inn. This was the start of his rise in society because he became a very successful inn keeper and farmer, in later life managing the Peacock Hotel (the Cavendish Hotel, today).

Over this period newspaper reports name toll collectors who were fined for taking tolls illegally – James (Josiah?) Roberts and his wife in 1845, George Sharman and Charles Birks in 1863 and Jubes Asquith and Joseph Eades, both in 1874. Three other toll collecting families were recorded in the parish baptism registers – Frederick Wragge, son of John and Mary, in 1858 and Rhona, daughter of James and Margaret Barnard in 1869. Grace, daughter of Frederick and Emily Faulkes was born on 19 October 1879, and was the last child to be born in the turnpike era, which ended on the 31st of the month. The Faulkes family moved here to collect tolls with Job Slack in 1878 after keeping the Robin Hood bar. As mentioned before, a letter in Peak Advertiser of 1990 recalls Frederick Faulkes sheltering in the Watchman's Hut sitting on a stool, smoking and splicing rope. It is also recorded that he collected tolls through the small window in Toll Bar Cottage facing the bridge.

After the turnpike road closed the cottage was sold by the Turnpike Trust and ownership passed to the Duke of Devonshire. Records of residents in this more recent period come from the Census records, newspapers, electoral registers and oral history. The Faulkes moved to Bakewell and the toll house seemed to be unoccupied by the 1881 census. After this the cottage was let to a succession of people, one with ties to the Devonshire estate.

Ellen Wyer (Weir, Wear) lived there in the 1891 census. She was a widow with four young children whose husband was a painter and decorator. By the 1901 census two of her children were gardeners and sometime after this she was likely to have moved over the bridge to a cottage on the Bubnell side of the river. She died in 1925 and is buried in Baslow churchyard with her husband Charles, and children Charles junior and Sarah Ann and close to her old cottage.

In the 1911 census Charlotte Riley was living in the cottage with her young daughter. She was another widow and received a pension from the Duke of Devonshire which suggests that her husband Samuel, a gardener, had worked for the Chatsworth Estate. (As an aside, in the 1880s Samuel Riley managed the Baslow Gas Works. He had taken this occupation after his father Joseph had died - he was managing the Works in 1871.)

By 1920 Arthur Noton, a painter and decorator, was living there with his mother Hannah. Her death at Toll Bar Cottage in 1923 was recorded in a local newspaper notice. He continued to live there until 1929.

In 1930 John Lomas, a woodman, lived in the cottage with his maiden aunt Hannah Evans. They were from a family who worked the land at Handley Bottom Farm. When he died in 1942 Hannah continued to live in the cottage until her death in 1954.

The Duke of Devonshire sold the cottage to Arthur and Marjery Allbrighton who carried out major renovations and extensions and who lived there until 1958. The ownership of the cottage then passed to a colourful lady known as Madam Marie, a high class milliner, who owned a shop on Devonshire Street, Sheffield, who lived there from 1959 to 1971. Anna Marie Deakin immediately married Philip Goldby, a head teacher, and later had one son who died in infancy. In 1970 her husband also died and she sold the cottage to John and Joan Cattell. She married again and moved to Chesterfield. I was touched to find memorials to her husband and young son in the graveyard

overlooking the cottage but further work showed that she had her own memorial close by to “Anna Marie Norman, Milliner of distinction”.

The forty five years of Cattell ownership has just come to an end as the cottage has been sold and there are new residents (in 2017).

3 Cupola Bar

Building history

A new turnpike road was built from Owler Bar to Baslow in 1816. Sheldon said that the Cupola toll cottage was built in 1818 and that the top Cupola Cottage, to the north, was used for collecting tolls prior to its construction. This corresponds with a newspaper advertisement in 1817 publicising the auction of tolls “on the new road” and gave the value of the previous year’s tolls. In the Baslow Tithe 1848, the toll house was owned by the Duke of Rutland and occupied by the Totley Road trustees suggesting that the Duke financed the building of toll bars on the new road and that the Trust rented it from the Duke throughout the period of toll collection. The property included a plot of land around the house taking in part of the moor up the hill to the south and east and there is also a garden on the opposite side of the road to the west.

A map dated 1810 shows the proposed route of the Sheffield to Baslow Turnpike via Owler Bar. The Cupola Cottages on the east side of the new road and the Barker cupola site on the west side of the road, are clearly shown. However there is no record on the map of a building further down Baslow Hill at the site of the present day Toll House. This supports Sheldon’s record that the house was built as a toll bar.

There is evidence that the cottage may have been refurbished during its lifetime. The typical toll cottage bay window overlooking the road was made of different sized stone suggesting that this may have been added at a later date to aid toll collection.

The Owler Bar to Baslow turnpike road was “flung open” on 1 November 1880 and the change was commemorated by Dr Wrench in 1911. He erected a stone on the west side of the road opposite the toll house, inscribed as follows. “G.R. This ancient Turnpike erected in the reign of King George 111 was re-erected at Coronation King George V June 22, 1911 by E.M.Wrench, M.V.O.” Sheldon describes it in more detail. “There is a peg on the top of the stone, and a piece of wood with a hole, was turned round by the pressure of the body, ...which could be used by the pedestrian who could pass without paying toll, or having to wait at the gate until the keeper came out of the cottage”.

The cottage was originally made up of a living room on the road side, two small bedrooms to the rear with a lean-to pantry to the north and a wood store to the east. In the 1974 sale brochure it is described as a bungalow with separate pan closet and no mains water, the supply being provided by a spring which also fed a trough at the cottages up the hill.

In 1975 a car drove into the stone bay window and the car came to rest in the front room. The driver arranged to have the car extracted from the rubble but did not report the accident. A canny piece of sleuthing involving the family resulted in the discovery of both the damaged car and its driver. Unfortunately the house was made unsafe by the accident, its fate was sealed and eventually all but the north facing wall was demolished. The Walkers, the current owners, constructed a new building on the land up the hill to the east and part of the new house is on the footprint of the toll house. A nice touch is that all the stone and oak beams have been reused: stone from the pantry

was incorporated into a fireplace, one of the old doors is now in use in a bedroom and the meat hooks from the pantry are in the new kitchen.

Owners, toll collectors and other residents of the Cupola Toll Bar Cottage

Toll collection is likely to have started in 1816 and ended in 1880 but, like the Baslow Bridge Toll Bar, it has been quite difficult to find out the names of the many of the families who collected the tolls and opened the gate over this 64 year period.

The first record of a name relating to the cottage was in 1829 when the Sheffield Independent reported the death of Mr Matthew Waid, surgeon, of Cupola bar. I suspect, but cannot be sure, that he was not a resident but rather an unfortunate traveller who was taken ill on this stretch of road and the toll house was a convenient place to provide his final care. In the 1841 census four men are recorded at Cupola who are described as labourers. They were George Bowler, George Mottram, Jarvis Beswick and John Bettany. In census records at other toll bars it was common for the specific occupation of toll collector to go unrecorded and sometimes other evidence from the period can be found so that the toll collector can be named. Unfortunately no complementary evidence has been found on this occasion so the person working the bar cannot be identified.

At some time in the 1840s, the Brown family became the toll collectors at Cupola bar. In 1848 Mary daughter of William Brown died at Cupola Bar and in the 1851 census William Brown, invalid, and Hannah, his other daughter, were working the gate. This record makes this family to be the first recorded toll collectors.

By the 1861 census the Brown family had moved to keep the Robin Hood Bar but the census record is as uninformative as in 1841 concerning Cupola Bar. The only family noted living at Cupola was John and Esther Navin. John was from Ireland but had worked as an agricultural labourer first in Calver in 1841 and then at Cupola, until his death in 1884. The family lived in a cottage owned by the Duke of Rutland which was capable of "expanding" to accommodate several lodgers. The Navins may have collected tolls. However it is possible that by this time the Beswick family connection to the Cupola Bar was already in place. Jarvis Beswick was a turnpike labourer and his son John Beswick aged 24, who, in later censuses, was recorded as a toll collector, was living with the family on Baslow Hill. By the 1871 census John Beswick was listed as collecting tolls in Baslow and in 1875 his residence is given as Cupola Bar when his child, Kate was christened. Also Ward noted that John Beswick kept the Robin Hood bar from 1875 to 1877 but then returned to Cupola Bar until the road was disturnpiked. John Beswick's family were recorded as living in the top cottage at Cupola in the post turnpike era (Sheldon) and he worked as a road mender and labourer in the 1881-1911 censuses.

When toll collection ceased the cottage was then rented to William Woodiwiss senior by the Duke of Rutland until he sold it in 1927 to the next generation of the Woodiwiss family who owned it until 1974. Then ownership passed to the Walker family.

The Woodiwiss family occupied the toll bar cottage from at least 1891. William was a Baslow painter in the 1881 census and moved up Baslow Hill with his wife, Annie Maria, during this decade to become a tenant of the Duke of Rutland. She came from the Strutt family who ran a café restaurant at Nether End, Baslow at the turn of the century in the building which is Ivy House, the Pottery. There is a very indistinct picture of her, sitting in the Robin Hood Inn in the mid 1860s, to be seen in the 1934 Clarion Ramblers Handbook. In the 1891 census William Woodiwiss was living in Toll Bar cottage with Annie and five children, William junior, Anne, Elizabeth, Ernest and May. It was

at the old Cupola bar that Ernest was born in 1885, and where their infant son John Charles, was born and accidentally suffocated in 1893.

There seemed to be quite a number of Woodiwiss to occupy this little cottage so it is no surprise to find that in the censuses of 1901 and 1911 some of the children had taken up residence with their aunt, Elizabeth Strutt at Nether End (William junior, Elizabeth and Ernest in 1901 and William junior, Elisabeth and May, with baby Olive in 1911). The parents William and Anne Marie were still living at the old toll cottage when these censuses were taken. Eventually in 1927 the Duke sold the cottage to two of the local Woodiwiss children, William junior and May, and they raised a mortgage with surety from Elizabeth Strutt. Elizabeth herself died at the cottage in 1928 and it continued to be lived in by members the Woodiwiss family for many years with records existing for Annie Marie (died 1931) William junior (died 1946), May (Statham, Ingham nee Woodiwiss, died 1963) and her daughter Olive living there at various times. David Dalrymple-Smith records that Miss Woodiwiss provided refreshments to ramblers and cyclists from the cottage in the mid-1900s. In recent memory Jane Walker can recall Olive, who was a Baslow post woman, walking up and down the hill from Baslow to the cottage.

In 1972 Olive died and in 1974 the property was put up for auction and eventually it was bought by Jane Walker who has lived there with her family until the present day. They have altered and developed the site making a lovely spacious home named Toll Bar House.

4 Millstone Bridge and Robin Hood Toll Bars

History of the buildings

In approximately 1759 the Chesterfield to Hernstone Lane Head Turnpike road was built passing from Bleak House to the Robin Hood (the present B6050). In those days the road made a steep descent to the hamlet and then it passed over the Heathy Lea Brook at Millstone Bridge and from there through present day Chatsworth Park land to Baslow, entering the village at Nether End over the old bridge spanning Bar Brook.

The first toll collection in this area was at the Millstone Bridge Toll Bar. It was erected at an isolated spot on the south side of the course of the old turnpike. Ward believed that it came into use some time between 1770s and 1790s. There is no obvious road junction along this stretch of the turnpike but the explanation for its siting at this place may be the lucrative tolls to be collected from the movement of quarry traffic and coal carts from nearby sites which joined the road to travel down to the River Derwent crossing at Baslow.

A minor improvement to the Old Brampton road was made in approximately 1769 when its course was built to follow the present day B6050. The curved section was made to reduce the steepness of the approach road to the Robin Hood. This did not affect toll collection at Millstone Bridge Bar.

A second branch of the Turnpike from Chesterfield was built in 1812 via Wadshelf and passed to the south of Heathy Lea Brook at Sheepwash Bridge. It then joined the older turnpike from Brampton at the south side of the Millstone Bridge. An auction of tolls was advertised for Millstone Bridge Toll Bar in this year.

The exact siting of the toll house was described by Ward writing 80 years later. He believed that it was approximately 100 yards west of the bridge on the old turnpike road towards Baslow where the straight wall bounding the Brook becomes curved for about 5 yards. This bend is shown on the 6

inch OS, 1899. It was believed to be the place where foot passengers could pass around the toll gate. The distinctive holly tree noted by Ward on the south side of the road opposite this curved wall still acts as a landmark but the house was demolished and the stone was used by Marples when he was building the Baslow Hydro in 1880.

However between 1823 and 1827 a major rerouting of the Wadshelf branch of the turnpike took place so that it passed on the north side of the Heathy Lea Brook along its full length from Sheepwash Bridge, following the course of the present day A619 into Baslow. This improvement became necessary because the banks of the Heathy Lea Brook were often washed away by flash flooding from East Moor. Even large revetments along its course did not solve the problem. The rerouting also suited the Duke of Devonshire who extended Chatsworth Park to the south bank of Heathy Lea brook. The turnpike road which had reached Baslow through the Park was removed completely. The position of the Millstone Bridge Toll House on the old road made it redundant, so between 1827 and 1830 a new toll house was built just south of the Robin Hood Inn, at the point where the present day B6050 joins the A619. Newspaper reports of toll auctions, a Parish register christening record and a letter actually addressed to the Millstone Bridge Toll Bar make date of the opening of the new road and the closure of the old toll house as in the period 1828 to 1830. The previous toll collector, John Kay, and his family appeared to have moved to the new toll house before the birth of his son, registered as living at the Robin Hood in 1830.

The design for the Robin Hood Toll House still exists in the Derbyshire Records on paper dated 1827. It shows a single storey building with three rooms and a "lean to" extension on the back wall, divided into four spaces. It had a double central chimney stack and fine moulded stone surrounding the windows and front door. The first OS map surveyed in 1876-8 shows the house positioned on a traffic island (recently removed in 2015) where the B6050 and the A619 meet south of the Robin Hood Inn. It guarded two gates and there was a pedestrian access on the east side of the house. The front door overlooked the A619 but the side windows were larger than those at the front to improve monitoring of traffic passing up and down the roads.

The Surveyor of the Road, Matthew Frost, worked for both the Chesterfield to Hernstone Lane Turnpike Trust and the Edensor to Ashford Turnpike Trust as well as three other Trusts. He supervised the building and refurbishing of several toll houses around 1830 and it appears that he used the basic same design for a number of them. When the toll house at Hassop roundabout was refurbished in 1830 a note is made that it should be like the (Robin) Hood Bar. The Hassop building still exists today albeit masked by 20th century additions. I have established that the Robin Hood bar is likely to have looked very similar to the Hassop toll bar. Using the measurements and drawings of Robin Hood Bar from the archive plan, I compared them with those of the older windows and door of the Hassop Toll House. They are almost exactly the same.

The mystery of "Ye Old Baslow Toll Bar" window in Calver.

When the Turnpike trust was wound up in 1879 the house and garden was offered to the Duke of Rutland for £50 but he did not take on the ownership. The person who actually bought and then dismantled the Toll House at this time is not known.

The toll bar does not appear on any subsequent maps supporting the idea that it was demolished shortly after the roads were disturnpiked in 1879.

There is a mystery concerning an old sculptured stone window frame to be found in a modern building in Calver called Folds House. One of its windows has the frame with "Ye Toll House Baslow, demolished 1879" carved into it. There has been some discussion in the past about whether the

window was from the Baslow Bridge or the Robin Hood Toll House but most people now believe that the inscription was not referring to the Baslow Bridge building. On first inspection the window appears to be very similar to those shown on the archive drawing of the Robin Hood House. However measurements of the stone surround do not concur in several lengths and I am not sure if this window actually came from the demolished Bar at Robin Hood but had not been manufactured according to the plan. Alternatively it was manufactured as an “antique” at a later date.

The window first appears in the modern record in 1930 when an article and photo in the Derbyshire Times show the carved stone surround “recently erected by Mr Tumber” as a feature in his garden. It has been suggested that Mr Tumber had a family link with the Robin Hood toll house but I have been unable to find evidence of this. During the 1880s when the toll house was demolished Mr Tumber was working in Sheffield as a silversmith. His mother, Hannah Hartley, came from Sheffield but she had no Baslow connection. Later in life he was known to have many antiques, as a long list of his possessions were advertised for sale in 1905. Maybe he acquired the stone window surround while antique collecting?

I looked into two other possible explanations. In 1880 the previous occupier of the Calver plot was called William Eades, the brother of Joseph Eades, who was a toll collector and Trustee of the Turnpike Trust for many years. Did he receive the window stone surround from Joseph and keep it at the family plot in Calver? And did Mr Tumber, who lived in Hollyhock Cottage on the plot, decide to make a feature of the sculptured stone on his premises at a later date? Curiously the 1930 erection included part of a copper fire place which is not contemporary with the date of the toll house (1830-1879) suggesting Mr Tumber used miscellaneous items from his antique collection to make the garden feature.

Another explanation for the survival of stone from the Robin Hood toll house in a Calver garden was suggested by David Dalrymple-Smith. The Froggatt family, who have long associations with the Robin Hood, also had family connections to the plot in Calver. This is shown in the Hassop Estate sale particulars of 1918 when Jonathan Froggatt held the tenancy of the garden next to the cottage. Could the Froggatt family have acquired the stone window surround in 1879 and moved it to the Calver site?

The feature erected by Mr Tumber is remembered by Julia Beswick, a long term resident of Calver, from the 1940s period, as well as a prefabricated hut in the garden which eventually was used as living accommodation. The stone seems to have been buried in the garden because, in 1980s, it was unearthed when the “bungalow” was replaced by a stone cottage called Folds House. The window was incorporated into the new house as a feature by the front door. When the house was extended in 2002 the ornate window was repositioned in the kitchen and reglazed.

Toll collectors of Millstone Bridge and Robin Hood toll bars

As with other local toll bars it is difficult to be sure of many of the people associated with toll collecting especially because older records are less complete and any of the Trusts minutes, which do survive, did not record this information.

The only family with evidence of living at Millstone Bridge is John Kay (Key) and his family. Usually evidence like this is provided by the Parish Registers but in this case there is a unique survival. In 1826 his daughter Mary (Maria) wrote a letter addressed to John Key, Millstone Bridge Toll bar, which is kept in the Matlock Record Office. It is a delightful account, written with frequent spelling

mistakes, of the life of a young girl in service away from home in the big city of Manchester. The record of the birth of John Key's son, Charles, in 1830 seems to imply that the family had moved to collect tolls at the newly built Robin Hood bar by this event.

Census records provide more information about the Robin Hood toll collectors. In 1841 Obadiah (Elijah) Wheatcroft lived there with his wife Sidia (Lidia) and daughter Elizah. In 1844/5 Sarah Anderton died there and in 1848, at the time of the Tithe Award, Samuel Key was the toll collector and was paid between £4 and £5, as noted in the Turnpike accounts. He had a ten year association with the Toll Bar appearing in the 1851 census and on two occasions as a witness in court in 1857/8. In 1860 Joseph Greenwood, toll collector, was fined for taking illegal toll from a police constable and Hannah Brown also carried out the same offence. In the 1861 census William Brown, an invalid, and his assistant, Hannah, his daughter aged 17 were collecting tolls. In 1868 William Somerset, toll collector, summoned Samuel Cole for not paying his toll. By the 1871 census Andrew Beswick, and his wife Ellen, were toll collectors and his son John was born at the Bar. Both Andrew and John Beswick, at Cupola, were grandchildren of James Beswick of Baslow and it may have been that Andrew took the toll collection roll for a few years after John's recommendation. Another possible link with turnpike work arose because Ellen came from the Eades family of Calver and her brother Joseph was also a toll collector (at Owlter Bar Toll Gate in 1861 and Baslow Bridge in 1971 census).

Ward said that John Beswick from Cupola was one of the last toll collector at Robin Hood, possibly taking over from Andrew in about 1872, and that he returned to Cupola in 1875-77. Frederick Faulkes and Job Slack were working at Robin Hood when toll collection ceased in 1879 and they moved to Baslow Bridge toll Bar. A newspaper obituary on the death of Mrs Faulkes in 1933 suggests that the building was demolished almost immediately after disturnpiking.

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Appendix I

Career toll collector families

As I gathered together as much information as I could about the Baslow toll bars and their residents I began to wonder more about the families who carried out the toll collection. Were they people who came from local families? Were they people who made a career of toll collecting? Did they stay at one toll bar or move around the country? With these questions in mind I carried out further research and the following section gives some answers. In places it may seem quite overburdened with facts – apologies. This is done to provide evidence for my general comments.

The evidence for the dates is taken from Censuses, parish registers of births and deaths and from newspaper reports of incidents at the toll bar itself but the actual period that a person was actually toll collecting at a bar may have been longer. Also it is important to remember that the wife and older children were as likely to have been part of the team although it is very seldom that this was acknowledged.

Career toll collectors who were born locally

John Kay (1780-1865) who collected tolls at the Millstone Bridge (between at least 1826 and 1829) and Robin Hood (in 1830) was from a farming family based at Robin Hood and Clod Hall. His father William Kay (Key) (1757-1836) was the illegitimate son of Sarah Key and, reputedly, a gentleman called Mr Redmond or Redman. William cleared common land and built a house at Clod Hall on East Moor and later he moved to Robin Hood Farm. John was his eldest son and he worked the land at Clod Hall from at least 1806. John also collected tolls at Grange Bar, Holmesfield, three miles to the north east of Robin Hood on the B6050, between 1810 and 1818. The censuses of 1841, 1851 and 1861 record that he was a farmer and turnpike labourer. It seems that he was supplementing his farming income with working for the Turnpike Trust. He and his wife Charlotte were buried in Baslow churchyard.

Two of John Kay's children were connected to toll collection. His son, Samuel Kay (1825-1900) worked for at least twenty years collecting tolls. He was at Robin Hood between 1851 and 1859, at Stoney Middleton (today, the only Grade 2 listed fish and chip shop in the country) between 1860 and 1864. Three of his young children are buried during this period in Baslow churchyard. He collected tolls at Britannia Road Bar, Morley, Yorkshire between 1870-1. In the 1881 census he was a road labourer in Bierley, Yorkshire so it is possible that he was a toll collector until the roads were disturnpiked and then took up road mending work with the Council. He died in Yorkshire.

John Kay's daughter Mary (later known as Maria) (1810-1852) was born at Grange Toll Bar and it was she who wrote the touching letter from Manchester, to her parents at Millstone Bridge Toll Bar in 1826, which still survives. She married Jarvis Beswick who was part of another well-established local family living at Nether End and Cupola. She had only a short walk from Cupola, under Gardom's Edge to Robin Hood to visit her family. She was the mother of John Beswick, another local legendary toll collector. (Ward, without the benefit of internet access, was confused by a family riddle of two daughters, one called Mary and another called Maria. I have been able to clarify this relationship.

John had a daughter, Mary, born in 1807 who changed her name to Maria around the time that she married John Beswick. Mary had a cousin, Maria, born in 1797 at Moorside to Rebecca Key who was her father's sister. This is this cousin who is the "Mariah" who is mentioned in Mary's letter from Manchester).

John Beswick's father, Jarvis, was a turnpike labourer and with his mother, Maria, having toll collecting in the family, it is not surprising that John (1836-1924) was to be found in Toll Houses in the 1870s as the turnpike era came to a close. He is recorded as working at Baslow Bridge in 1871 and at Cupola Bar, with an 18 month period at Robin Hood between 1875-7. For the rest of his life he lived at Cupola Cottage, north of the Cupola Bar and for many years worked as a road labourer. Both John and Elizabeth, his wife, were buried in Baslow churchyard, close to his parents, Jarvis and Maria.

He must have been a very personable and interesting man because both Ward and Sheldon wrote eloquently about him. These are some of their comments about him. "He was a tall man for the 1800s standing at 5ft. 10 ½ in., sparsely build and a well preserved specimen of moorland manhood. He died in the same house that he had been born in, at 88 ½ years of age. He was one of Nature's gentlemen, with a sweet personality. His road mending extended to scything local footpaths to keep them open for walkers and to keeping clean the horse trough next to his house. He knew much about local plants and used their healing properties".

Joseph (1833-1924) and Ellen Eades (1835-1878) were from a Calver road mending family. In 1861 Joseph kept the Owler Bar and, between at least 1865 and 1874, kept the Baslow Bridge Bar. He extended his toll collecting duties to include game tending at Stone Low and being a mail gig contractor transporting parcels. These occupations both resulted in court cases where he appeared for the prosecution as he was shot at by the notorious game poacher named "Captain" in 1864 and was the victim of embezzlement by one of his gig drivers in 1870. Despite this his enterprises must have flourished because he became the tenant of the Wheatsheaf Inn, Baslow in 1874 and by 1891 was the tenant of the Peacock Hotel (Cavendish Hotel, today), both of which were successful coaching inns at the time. He also served on the Baslow and Bubnell Urban District Council in the surveyor role. Latterly he farmed at Bubnell, keeping race horses at Cross Farm and was possibly one of the few toll collectors I have researched who bettered their position in life. I have recently found a newspaper photo of him, standing outside the distinctive steps from the main road to the old Peacock Hotel. This portrait, along with one of Emily Faulkes, represent the only ones that I have been able to find of Baslow toll collectors.

His sister Ellen Eades married Andrew Beswick from Baslow, who was a lime burner in Calver and a cousin of John Beswick from Cupola (whose life is described above). In 1870-1 Ellen and Andrew kept the bar at Robin Hood but returned to Calver and had no further connection with toll collecting as far as I can discover.

John Wragge was a basket maker who was brought up living in the "old" Owler Bar toll cottage next to the "new" Owler Toll Bar where he may have started as a toll collector. There are records for him working at toll bars in Matlock (1851), possibly Calver (1855-6), Baslow (1858), Sheffield (1861), Stoney Ridge Bar (1869) and Owler Bar (1871) where he farmed until his death after the road was disturnpiked.

Career toll collectors who came from out of the area.

Jabez Asquith (1818- 1895) was from Thornhill, near Dewsbury and it was here that he started life as a shoemaker, where he married and had children. He arrived in Derbyshire in about 1850 and collected tolls locally between at least 1851 and 1874 (Nether Padley toll bar at Grindleford Bridge in 1851 to 1856, possibly Baslow bridge in 1860, Starkholmes, Burgin Lane in Matlock parish in 1861, Froggatt Toll Bar in 1865, Nether Padley for a second time in 1871 and Baslow Bridge in 1874). This occupation allowed him to continue shoe making (or sometimes recorded as cordwaining). He remained in Baslow as a shoemaker after the roads were disturnpiked and died there in 1895. He and several members of his family are buried or commemorated in the Baslow Churchyard.

The Brown family came from Yorkshire but several of its members collected tolls in the local area. The father William, who was an invalid, kept the bars at Cupola from 1848 to 1851 and at Robin Hood, aided by his daughter, Hannah in 1861. In this census his wife, also called Hannah, was helping to keep the Calver Bar with his son William, and another son, George, was keeping the Wardlow Mires bar. In 1865 William senior died and was buried in Baslow Churchyard. Hannah, his wife and Hannah, his daughter returned to Tickhill where they kept the bar by the bridge on Sunderland Road, with Thomas, his son, who worked as a highway labourer.

Josiah Roberts was a shoemaker who came from Kirk Burton and kept the Baslow Bar in the 1840s and 50s. By 1861 he moved to collect tolls on London Road, Stoke on Trent, again combining the occupation with shoemaking.

James Barnard from Pontefract collected tolls for nearly a decade and moved around the North Midlands. There are records for him at Mop Field, Longton (1861), Ingle Field, Longton (1862 and 1866) and Baslow (1869). By the 1871 census he kept a beer house in Sheffield where he remained until he died.

William Boden was born in Eckington and collected tolls at Baslow Bar (1855) and Renishaw (1861), and possibly Beauchief Bar in 1851. He returned to Eckington by 1871 and carried out labouring jobs until his death.

Summary

It seems that toll collecting families were drawn both from the local area as well as further afield within Derbyshire and Yorkshire.

Some families worked as collectors over two generations. Some families were road labourers for a Trust and their children became toll collectors.

Some families moved from one toll house to another and others spent much of their life in one toll house.

Some people were career toll collectors who spent most of their working life working for Turnpike Trusts. Some continued to be road labourers once the Trusts were dissolved.

Some families combined their toll collecting with other occupations, mostly labouring as well as shoemaking and basketry.

Appendix 2

List of names mentioned in the article

Key

1. The Watchman's Hut and Baslow Bridge Toll Bar
2. Baslow Bridge Toll Bar
3. Cupola Bar
4. Millstone Bridge and Robin Hood Toll Bars

Alcock 1

Allbrighton, Arthur and Marjery 2

Anderton, Sarah 4

Asquith, Jubes 2

Barnard, James, Margaret and Rhona 2

Bettany, John 3

Beswick, Andrew, Ellen and John 4

Beswick, Jarvis, John, Elizabeth, Kate, Maria 3 4

Beswick, James 4

Beswick, Julia 4

Birks, Charles 2

Boden, William, Ann and Mary 2

Boot, George, Sarah and Catherine 2

Bowler, George 3

Brady, Mary (Lynch, Mary) 1

Brown, William, Hannah senior, Hannah junior, Mary, William junior, Thomas and George 3 4

Cattell, John and Joan 2

Cole, Samuel 4

Dalrymple-Smith, David 4

Deakin, Anna Marie (also Goldby, Norman) 2

Devonshire, Duke of 2

Eades, Joseph, Amy, Mary Ellen and John Wass 2 4

Eades, Ellen (Beswick) 4

Eades, William 4

Evans, Hannah 2

Faulkes, Frederick, Emily and Grace 1 2 4

Froggatt, Johnathan 4

Frost, Matthew 4

Garner, James, Hannah and George 2

Greatpatch, Richard 2

Goldby, Anna Marie (also Deakin, Norman) 2

Goldby, Walter Philip 2

Greenwood, Joseph 4

Harrison, Thomes 1

Hartley, Hannah 4

Hodgkinson, Edmund 1

Kay, Rebecca and Mariah 4

Kay, John (Key), Charlotte, Charles and Mary (also Maria Beswick) 3 4

Kay, Samuel (Key) 4

Kay, William (Key) and Sarah 4

Lynch, Mary (Brady, Mary) 1

Lomas, John 2

Marples, John 4

Mottram, George 3

Navin, John and Esther 3

Nixon, Mrs 1

Norman, Anna Marie (also Deakin, Goldby) 2

Norman, Philip Andrew 2

Noton, Arthur and Hannah 2

Redmond, Mr. (Redman?) 4

Riley, Charlotte, Samuel and Joseph 2

Roberts, Josiah (James?) 2

Rutland, Duke of 3

Sharman, George 2

Sheldon, John 3

Shibles, Samuel (also Stubbs) 2

Slack, Job 2 4

Somerset, William 4

Strutt, Elizabeth 3

Thurgoland, William 2

Tumber, Thomas Henry 4

Waid, Matthew 3

Walker, Jane 3

Ward, GHB 3 4

Wheatcroft, Obadiah (Elijah), Sidia (Lidia) and Elizah 4

White, Samuel 2

Whiton, John 2

Woodiwiss, William senior, Anna Maria (nee Strutt), William junior, Anne, John, Charles, Elizabeth, Ernest, May (Woodiwiss, Statham, Ingham), Olive 3

Wragge, John, Mary and Frederick 2

Wrench, E.M. 3

Wyer, Ellen, Charles senior, Charles junior and Sarah Ann (also Weir or Wear) 2