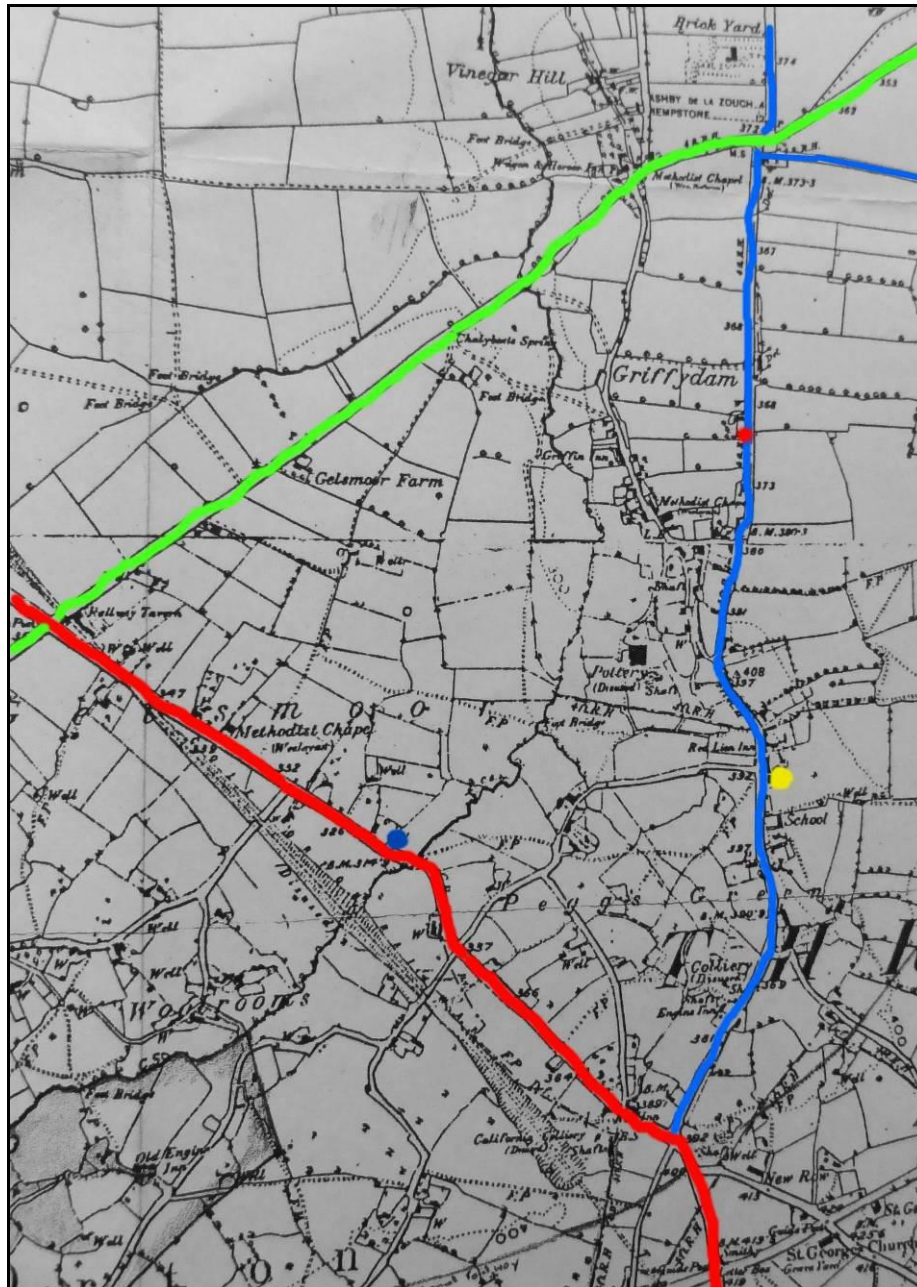


# TURNPIKE ROADS ENCLOSING GRIFFYDAM, AND PARTS OF PEGGS GREEN AND GELSMOOR



BY SAMUEL T STEWART JANUARY 2021  
*Second Draft*

## **PREFACE**

The publication has been posted as a draft document, with the hope that readers may be able to provide further information which can then be added to it at a later date. Unfortunately, due to the era of the turnpikes and toll house coming to an end c.1880, it is unlikely that any local photographs have survived, but if any are in possession of our readers, these would be gratefully received and added to the publication. Fortunately, photographs of the hexagonal toll house at Lount have survived and are appended at the end of this publication for interest.

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## INTRODUCTION

**HIGHWAYS ACT 1555** – This was the first legislation of any importance which affected roads. It transferred responsibility for the upkeep of the King's highways to the parishes. Each parishioner owning a plowland in tillage, or keeping a draught or plough, was liable to supply a cart for four days a year for use in road repair. Each able bodied house holder or tenant was required to give four days 'Statute labour a year' (increased in 1691 to six). It was possible to pay a fine to commute this, or else provide a substitute (LRFHS Journal 145 2011).

The takeover of major roads by the turnpike trusts had begun in the country in 1726, with the main London road through Harborough via Leicester to Loughborough. In 1753-4, the roads from Hinckley, Coventry, Uppingham, Narborough and Ashby were turnpiked, and a number of other roads were added. In the 1760's, toll bars, gates and chains at which the finance for the maintenance of the roads was collected from travelers were established.

Following the introduction of maintained Turnpike Roads, the local areas of Griffydam, Pegg's Green, Gelsmoor, Swannington, Coleorton, Newbold and Lount were fortunate in being well served by a network of these, which made the transportation of goods such as coal, lime and pottery etc, to outlying places much more efficient. In former times, horse drawn wagons and carriages had to use unmaintained cart tracks where particularly during inclement weather, horse and carts and carriages would have become stuck and broken down in the muddy and deep ruts which would have formed. Waggon's with loads of up to 7 tons and being pulled by up to 8 horses were not unusual when hauling lime or coal.

Turnpike trusts were set up by individual acts of Parliament, with powers to collect road tolls for maintaining the principal roads in Britain from the 17th century, but especially during the 18th and 19th centuries. At their peak, in the 1830s, over 1,000 trusts administered around 30,000 miles (48,000 km) of turnpike roads in England and Wales, taking tolls at almost 8,000 toll-gates and side-bars. They declined with the coming of the canals and railways and then the Local Government Act of 1888 gave responsibility for maintaining main roads to county councils and county borough councils. From the 1880's, Toll Houses and Gates were being sold off and many were demolished.

The Trusts were empowered to construct metalled (broken stone and cinders) roads along the lengths of which were strategically sited toll bars, gates or chains, which were opened to allow passage on payment of a toll. Tolls were fixed according to a scale, depending upon the type of vehicle, animal or travelers passing the point; the tolls being advertised on a Toll Board on a pole or adjacent building (see the appended photographs at the end with details of tolls payable at Lount toll gate).

The tolls were collected at strategically placed Toll Gates, and Toll Bars and where possible, at the junction with other roads. For example, the toll gate and house built on Lount cross-roads replaced three toll bars. These were at Newbold, one to the east of the hamlet of Lount, and one on the Melbourne road. Toll houses were often built in a hexagonal shape, so that views of the traffic would not be impeded at junctions. See the appended photographs at the end of the hexagonal Lount cross-roads Toll Gate House, also referred to as the "Round House", which was sadly demolished in 1930 by instruction from Parliament following a serious car accident there.

The following provides an explanation for the various toll houses, gates, bars and chains on the Hinckley to Melbourne turnpike road and its branch road along Froggatt's Lane to Rempstone cross roads and along the Top Brand to Redwood Gate. There were no Toll gates / bars on the section of the Ashby to Rempstone turnpike road shown.

## **EXPLANATION OF THE TURNPIKE ROAD ROUTES AS SHOWN ON THE FRONT COVER MAP**

This 1881/2 surveyed O/S map has been used to indicate the paths of the various turnpike roads in the area covered as follows:-

Part of the Ashby to Rempstone turnpike (coloured green) ran along the North West side of Griffydam and approximately formed the boundary of the village on that side. The author has found no evidence of there being a Toll house, toll-gate, bar or chain on that stretch of the road.

The main Hinckley to Melbourne turnpike (coloured red) headed North West after Swannington, by-passing Pegg's Green and on through Gelsmoor, where it crossed the Rempstone turnpike (coloured green). It then went through to Lount and on to Melbourne after crossing the Tamworth to Sawley turnpike in the area of what is now Lount cross roads.

The road coloured blue (now Nottingham Road), was recorded as Froggatt's Lane on the 1807 Thringstone and Peggs Green enclosure map. Froggatt's Lane was an extension of the Hinckley to Melbourne turnpike and intersected with it at Tugby's Lane, Peggs Green. An extension of this also carried on north from Rempstone cross roads, along the Top Brand till it reached Redwood Gate as shown on the following maps.

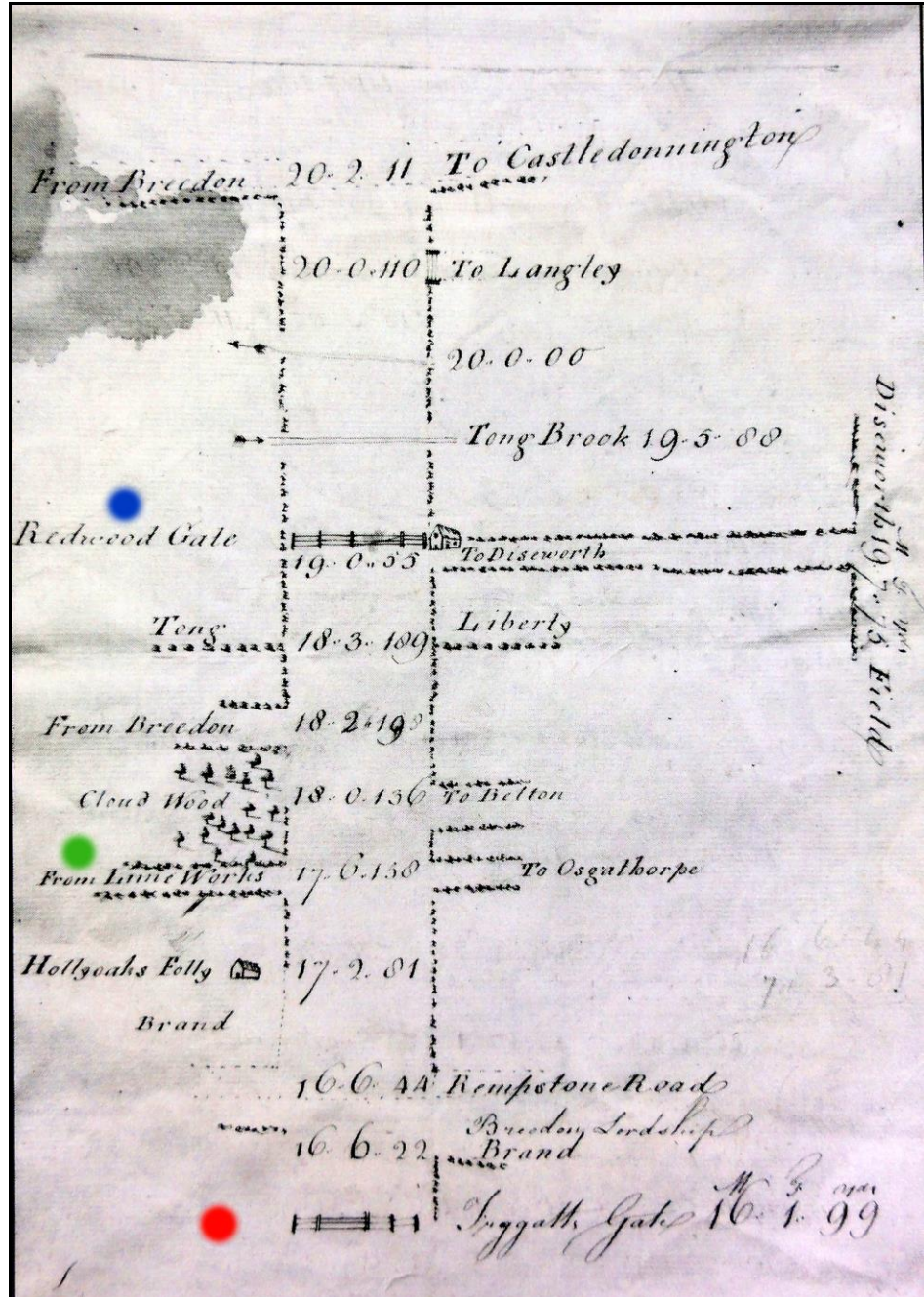
Just to the south of Rempstone cross roads, a further extension of Froggatt's Lane (coloured blue) turned east and carried on via Osgathorpe till it intersected with the Ashby to Loughborough turnpike.

From Page 7 to page 14, each of the individual toll houses / gates / bars starting with Redwood toll house and gate are featured.



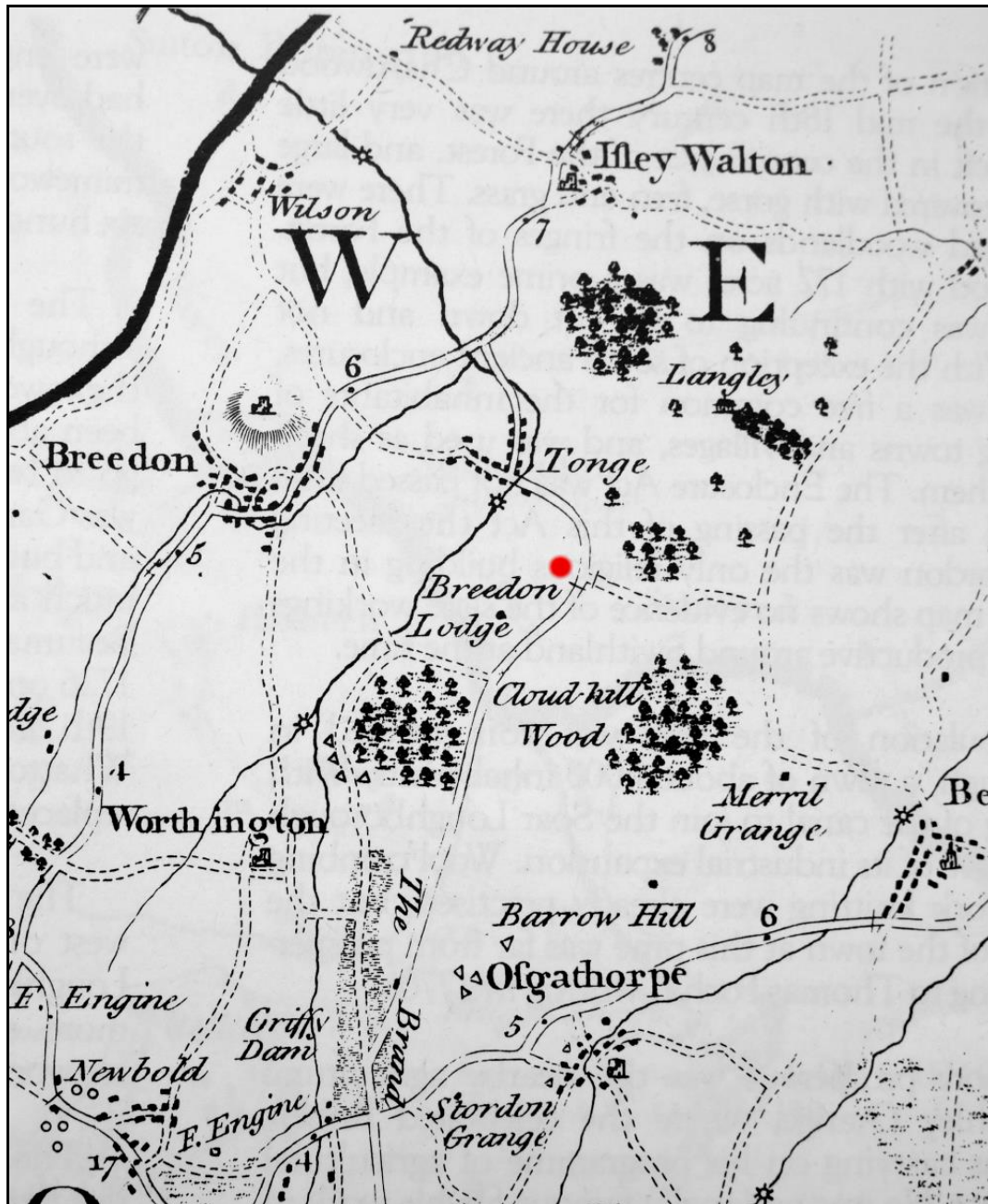
## OLD MAPS

c.1807 MAP FROM FROGGATT'S LANE TOLL HOUSE AND GATE AT PEGG'S GREEN TO THE REDWOOD GATE ON THE TOP BRAND



- Red dot - Froggatt's Lane Gate at Pegg's Green (see page 10)
- Green dot - From Cloud Wood Gate / Bar (see page 8)
- Blue Dot - Redwood Gate (see page 7)

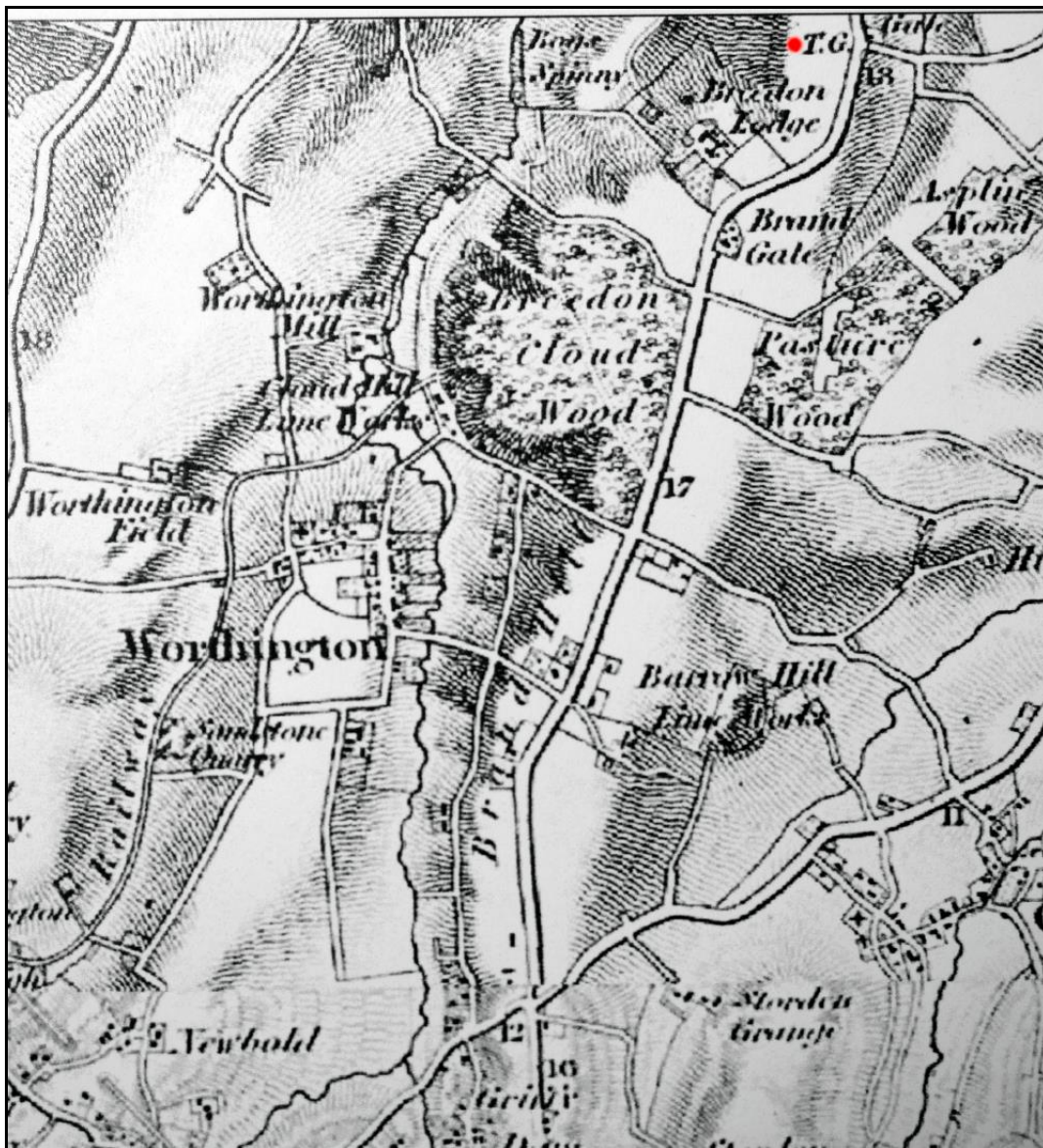
EXTRACT FROM JOHN PRIOR'S 1777 MAPS OF LEICESTERSHIRE



The above is an extract from John Prior's 1777 maps of Leicestershire. This indicates a line across the Top Brand road at the red dot where the Redwood Gate was established, but also shows a bar at right angles to it across the track which splits off to Belton. These presumably controlled the traffic going to and from the lime works. He also shows a bar on the Ashby to Rempstone turnpike road, approaching Belton, which, bearing in mind the inaccuracies in the maps, this could well have been where the "Gate Inn" was established. The only other bar shown on this map is the one at Newbold.



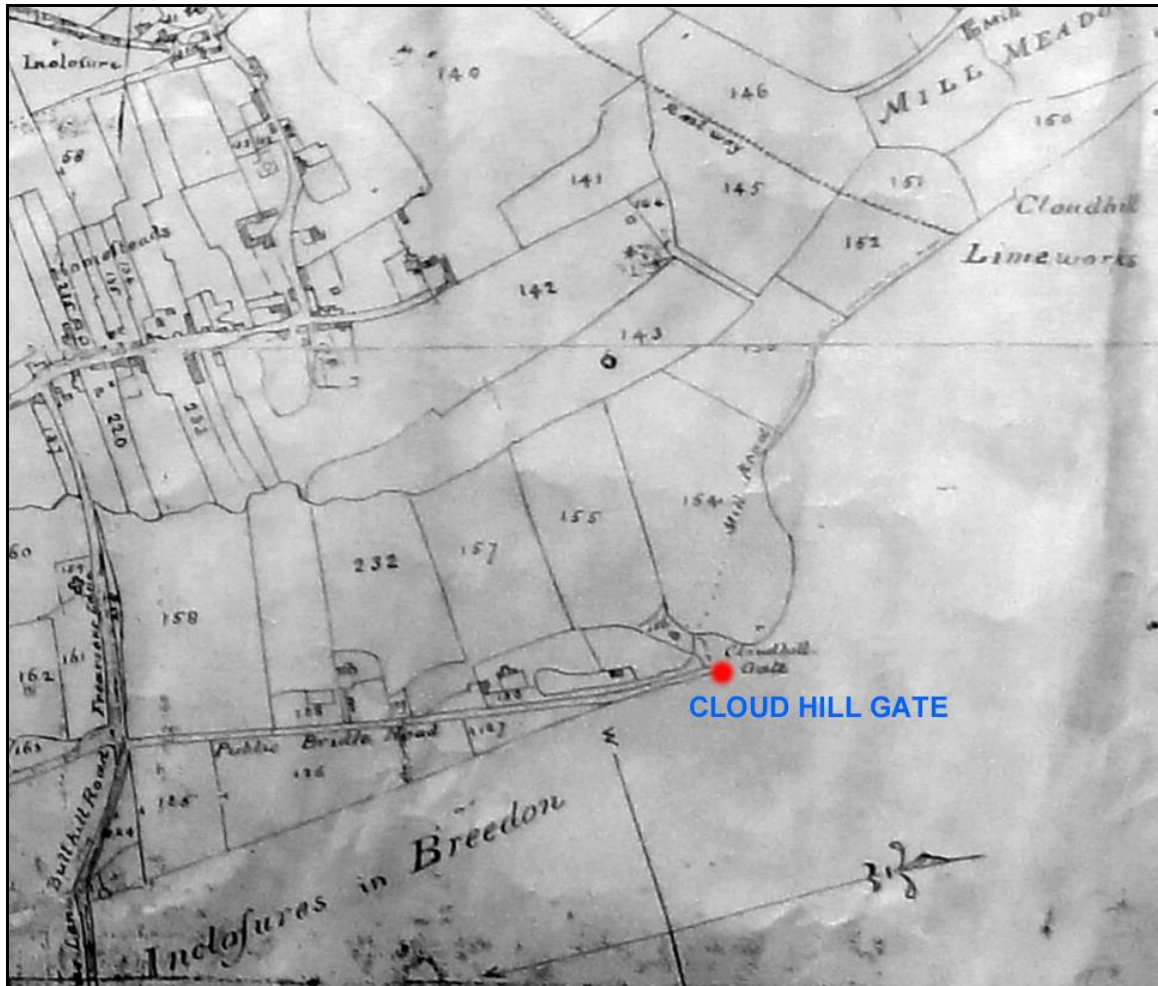
## REDWOOD GATE



1836 O/S published map showing the location of Redwood Gate on the Top Brand road identified by the letters T.G. and the red dot.

The document on page 17 records that there was a toll house here in addition to the toll gate.

## CLOUD WOOD GATE / BAR



The above is an extract from the 1806 enclosure map which depicts "Cloudhill gate" at the entrance to Cloud Hill lime works.

There was also a toll bar recorded as being at Cloud Wood which was operated from a hut as confirmed by both the toll ticket and the toll house and gate sale document on pages 15 and 17 respectively.

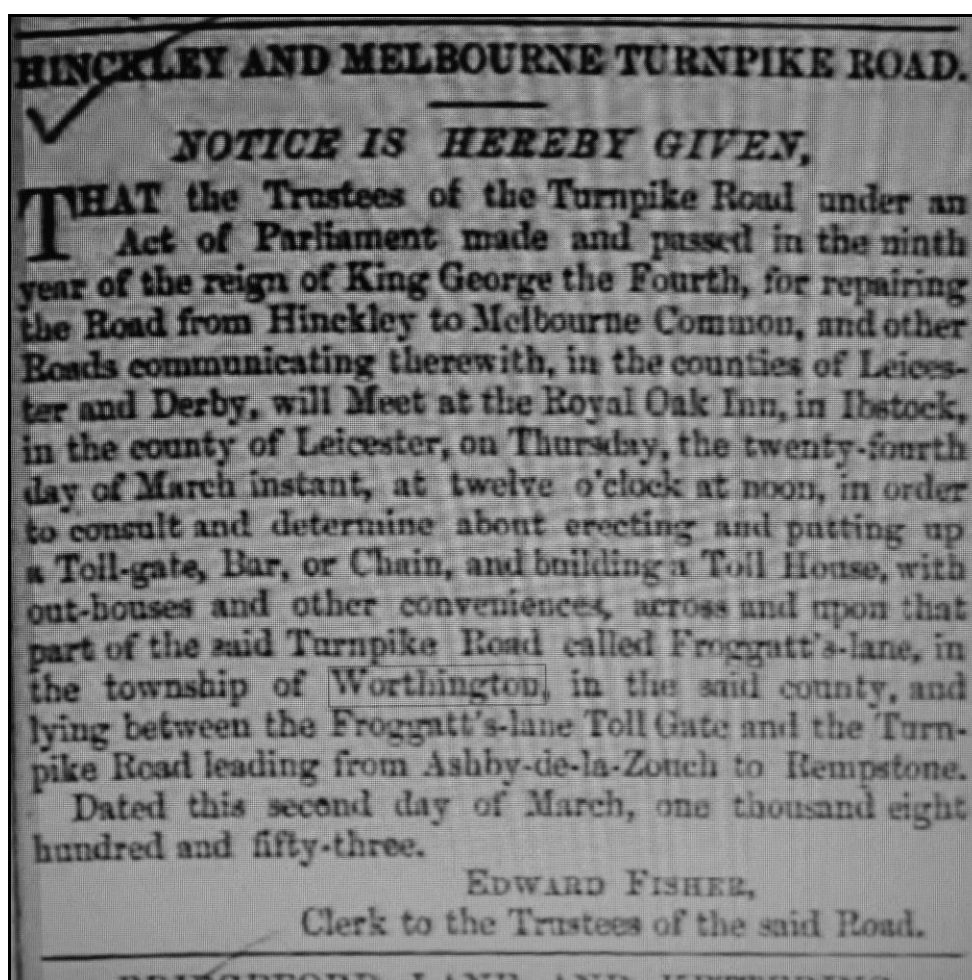
**The author believes that they were most likely both one and the same.**



## GRIFFYDAM TOLL HOUSE WITH TOLL GATE, BAR OR CHAIN

Post 1853 a new tollgate house and bar was built at Griffydam confirmed by the following newspaper insert and census records. The following entry was recorded in the 1871 Griffydam census, showing Fanny Bacon (Widow) as being the toll collector at Griffydam Toll house. This is shown on the front cover map as a red dot but it is not possible to define the exact location or property at the time of writing.

Griffydam Toll house	Fanny	Bacon	Head	45	Widow	Toll collection	Thringstone, Leics
	John	Bacon	Son	16	Unm	Clerk at Colliery	Thringstone, Leics
	Lewis	Bacon	Son	12		Banksman at colliery	Swannington, Leics



The above, dated March 2<sup>nd</sup> 1853, is a record of the meeting of the turnpike trustees at the "Royal Oak Inn", Ibstock, to decide on a toll house to be built at Griffydam. The article refers to the toll house being built in the Township of Worthington (of which Griffydam was a hamlet at this time). Worthington did not become a parish in its own right till much later and was a Township and Chapelry of Breedon parish at that time. This would mean that the toll house would have been on the west side of Froggatt's Lane, as the opposite side was in the Township of Thringstone.

**FROGGATT'S LANE TOLL HOUSE AND TOLL GATE.**

The 1836 published O/S map below, plus the map on page 5 and census and auction / to let documents confirm an early tollgate on Froggats' Lane, at the position marked by a yellow dot on the front cover map. This was located just within the Pegg's Green boundary, close to where the "Red Lion" public house was built. It is indicated by the Letters T.G. on the map below, north of where Pegg's Green Colliery is written. Pegg's Green was enclosed as part of the Township of Thringstone (part of the ecclesiastical parish of Whitwick) in 1807. In 1884 it became part of Coleorton parish, hence the census for Pegg's Green being under the Township of Thringstone at this time.



138	Invits Same	1	William Camp	Inv	1	2	10 <sup>00</sup>	10 <sup>00</sup>	Kingston
			Matthew Parkman	Head	140		At the Cal. Mines	10 <sup>00</sup>	10 <sup>00</sup>
139		1	William Parkman	Wife	34		At Gate Keeper	10 <sup>00</sup>	Kingston

The above extract from the Township of Thringstone 1861 census shows Patience Bakewell, wife of Matthew Bakewell (coalminer) as "Toll gate keeper"

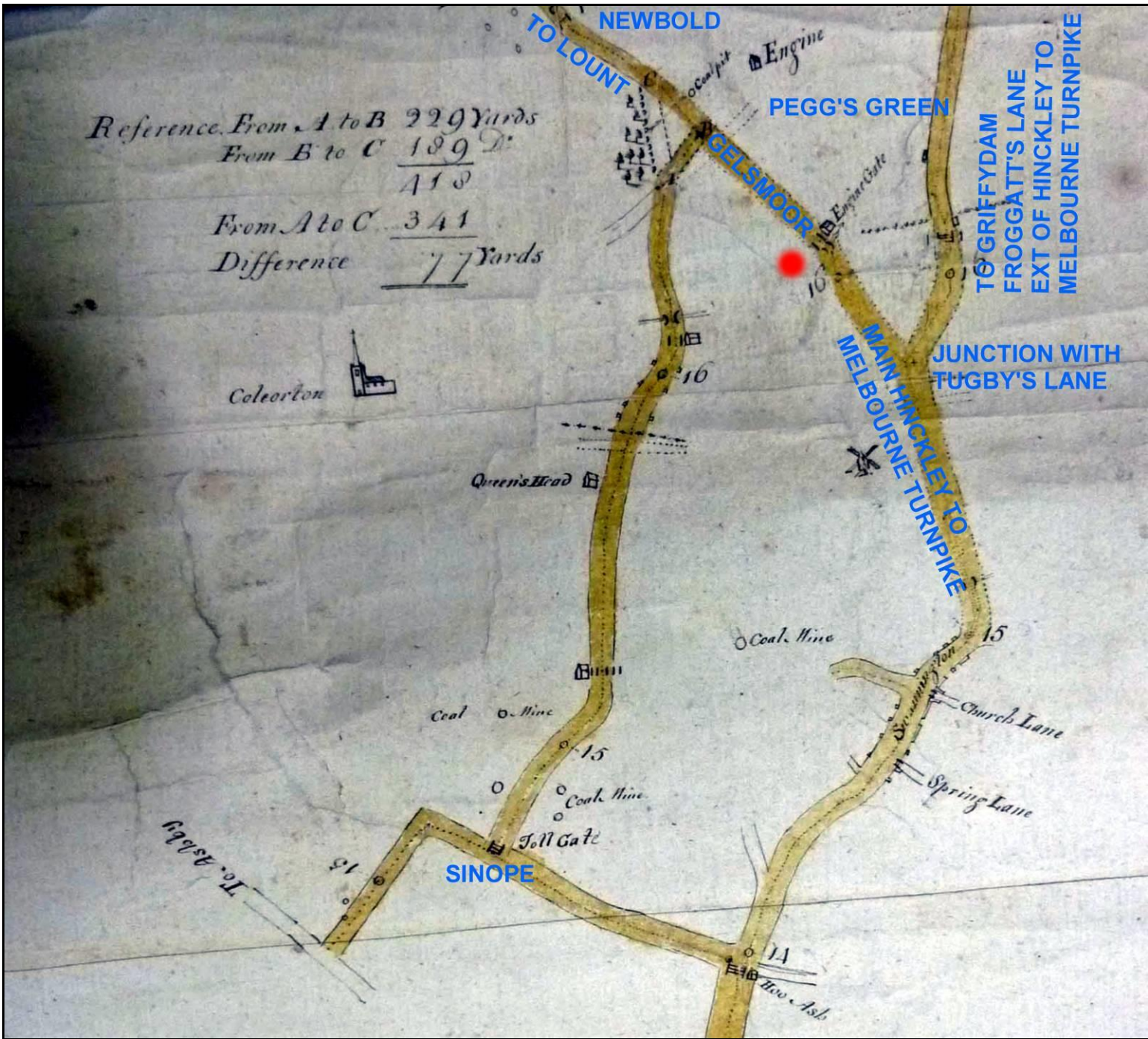
27	Ersgatt Lane Toll Gate	1	William Do Jard Wood Head Hassie Weyman Do William Do Blay Weyman Do	Do Head Do Do Do	High Do Do Do Do	7 60 39 52 10	Toll Gate Keeper Worthington Scholar	Do Do Do
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The above extract from the Township of Thringstone 1861 census shows Sarah Wood (Widow) as "Toll gate keeper".

**Trade Directory** – The History, Gazetteer & Directory of Leicestershire & Rutland, 1877, records Banber Rowland and Mrs. Sarah ?? as toll collectors, Froggatt's lane gate, Thringstone.

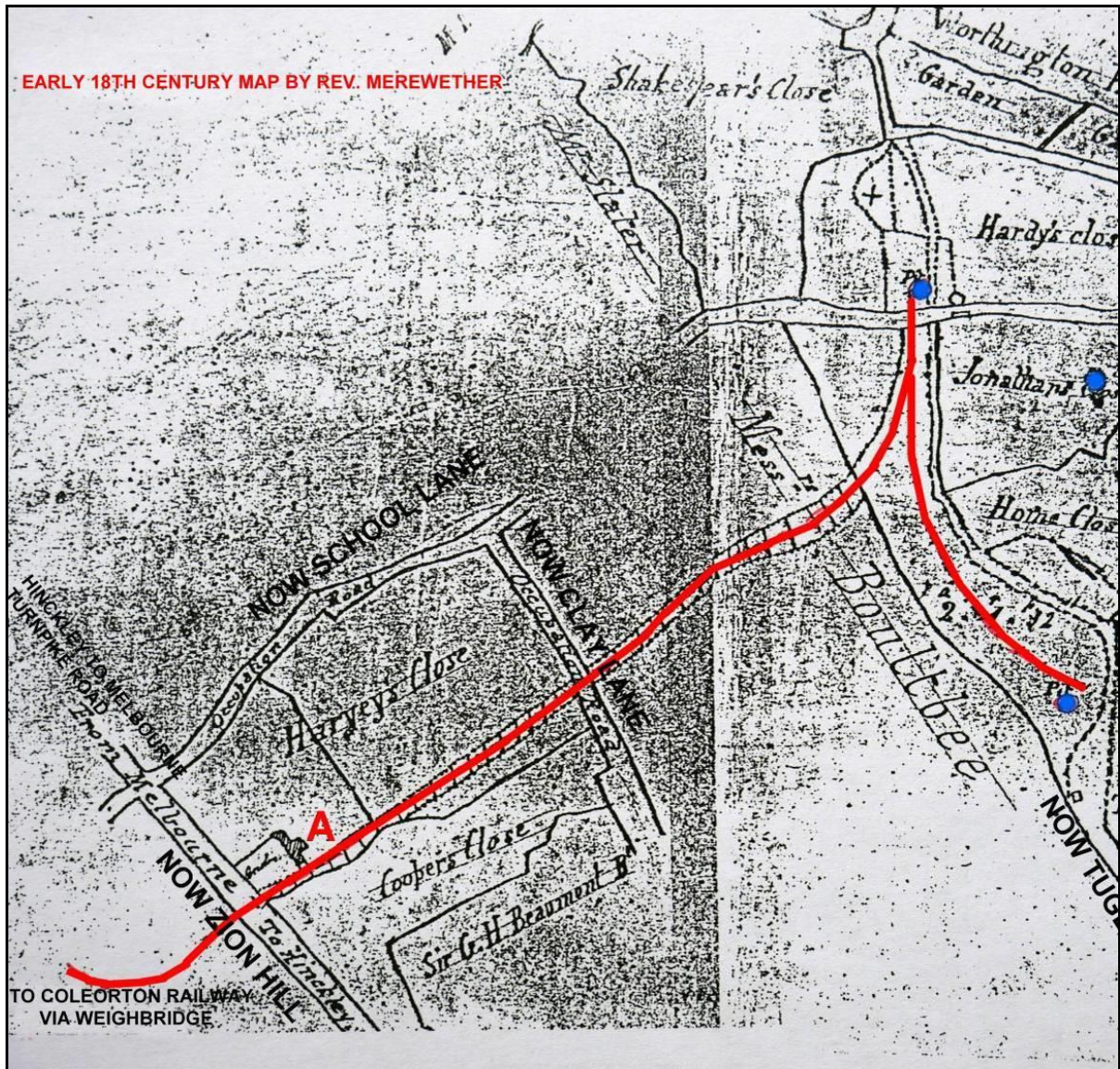


## ENGINE GATE - TOLL HOUSE AND GATE



The above c.1807 map depicts the “Engine Gate” toll house and gate, identified by the red dot. This was in the area of Zion Hill, Pegg’s Green but it is not possible to identify exactly where. However, it was most likely adjacent to the weighbridge associated with early 19<sup>th</sup> century coal mining in the manor of Pegg’s Green (please see the publication on the website entitled “A History of Early 19<sup>th</sup> century Coal Mining in the Manor of Pegg’s Green”). The map on the following page is taken from this.





The above early 18<sup>th</sup> century map drawn by the Rev. Merewether shows the tramway in red coming from the early coal shafts at Pegg's Green to the weighbridge on Zion Hill (a property named "Weighbridge Cottage" on Zion Hill defines the location) from where it would have been transshipped into horse drawn wagons for transporting on the Hinckley to Melbourne turnpike.

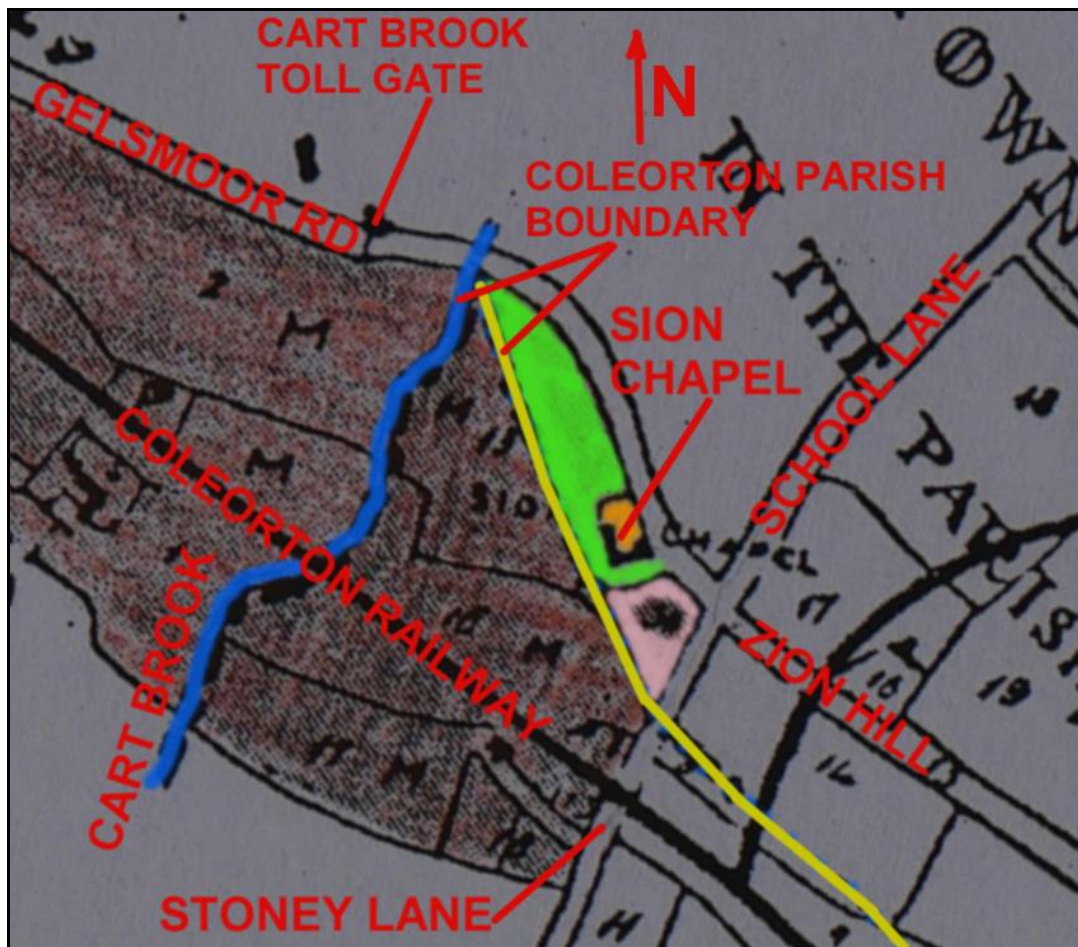
It would have made sense for the Engine tollgate to have been to the south east of the weighbridge as depending in which direction the coal was transported on the turnpike it would have had to pay a toll at engine gate or cart brook.

After 1833, coal could have been transshipped onto the Coleorton Railway, but after Pegg's Green Colliery opened in 1830 whether much colliery was being transported via this route is difficult to say.



## CART BROOK TOLL HOUSE AND BAR.

*Cartbrook* toll house and bar is recorded in examples of auction and tolls to let documents which follow. Research evidence suggests this was located just north of *Cartbrook*, and is shown as a [blue dot](#) on the front page map. *Cart brook* formed the boundary between Pegg's Green and Gelsmoor in that area according to the 1807 Thringstone and Pegg's Green enclosure map. Its location was physically indicated on the following annotated extract from the Coleorton Railway proposal map dated 1833.



## **PEGG'S GREEN TOLL BAR**

All the following Letting / Auctioning and Sales documents identify a tollbar at Pegg's Green but the author has not been able to identify where that actually was located at the time of writing.



## EXAMPLES OF UNUSED TOLL GATE AND TOLL BAR TICKETS



The above are a selection of unused tollgate and tollbar tickets, five of which are for *Froggatt's Lane Gate*, *Cartbrook Bar*, *Engine Gate*, *Cloudwood Bar* and *Redwood gate* all of which feature earlier.

## EXAMPLES OF THE LETTING /AUCTIONING OF TURNPIKE TOLLS

*In 1809, the following was recorded in the "Leicester Journal and Midland counties Advertiser" Volume LV111 iss:2961 dated 20.10.1809 and 17.11.1809. regarding the auctioning / letting of Turnpike Tolls:-*

**TURN PIKE TOLLS TO LET** - Notice is herewith given that the tolls arising at the several toll gates and Bars under-mentioned, erected upon the Turnpike Road leading from Hinckley to Melbourne, coming in the County of Leics, and the several branches thereof, will be let by auction to the best bidder or bidders, at the Bull's Head in Market Bosworth on Wednesday the 22nd of November next, between the hours of 2 and 6, in the manner directed by the Act passed in the thirteenth year of the Reign of his present Majesty, for "regulating turnpike roads", which tolls let the last year for the following sums, and will be put at the same sums - "Hinckley and Stapleton Gates" £121; "Osbaston Gate and 4 Bars" £120; "Heather and Swepstone" £116; "Hoo Ash, Old Lane, **Froggatt's Lane**, Etigene (Engine?) Cartbrook, Newbold and Swannington >£386; Staunton £53, Redwood £50. Whoever happens to be the takers of the said tolls, must at the same time pay a deposit of ten per cent of the rent agreed for, and be prepared to take yearly.

**HINCKLEY AND MELBOURNE TURNPIKE ROAD.**

**NOTICE IS HEREBY GIVEN,**

**THAT** the Tolls arising at the several Toll Gates and Bars hereafter-mentioned, erected upon the Turnpike-road between Hinckley and Melbourne Common, the several Branches thereof, in the Counties of Leicester and Derby,

**WILL BE LET BY AUCTION,**

To the Best Bidder, at the House of Mr. Trivett, the Dir's Arms Inn, in Market Bosworth, in the County of Leicester, on Friday, the 21st day of November, 1856, between the Hours of Eleven and Two, for the Term of One Year, commencing the First Day of January next, in the manner directed by the Acts passed in the third and fourth years of his Majesty King George the Fourth, for regulating Turnpike Roads, which Tolls produced the last year the several sums hereafter mentioned, clear of the expenses of collecting them, and will be put up at such sums and in such lots as the Trustees present shall think fit.

	£.	s.	d.
Hinckley Gate and Stapleton Gate and Bar...	98	0	0
Cadeby Machine, Gate, and Bar ...	82	0	0
Osbaston Gate and Bars ...	98	0	0
Swepstone Gate and Bar ...	51	0	0
Pisc Lane Gate and Bar, and Heather Mill Bar ...	76	0	0
Hoo Ash Lane and Old Lane Gates, and Swannington Bar ...	42	0	0
Froggatt's Lane Gate, Pegg's Green Bar, Engine Gate and Cartbrook Bar, and Newbold Gate and Bar ...	204	0	0
Redwood Gate and Bar ...	55	0	0
Staunton Gate and Bar ...	44	0	0

Whoever happens to be the best Bidder, must at the same time pay One Month's Rent in advance of the rent at which such Tolls may be Let, and give security with sufficient sureties to the satisfaction of the Trustees of the said Turnpike Roads, for the payment of the rest of the Money Monthly.

The Renters of Gates that stand in arrears will not be allowed to bid.

EDWARD FISHER,  
Clerk to the Trustees.

Ashby-de-la-Zouch,  
16th October, 1856.

**1856 Newspaper advertisement for auction and letting of Toll Gates and Toll Bars**

# TURNPIKE TRUST.

Expiration of the Local Act of Parliament and Sale  
of the Toll Houses and Gates.

## NOTICE IS HEREBY GIVEN

That in consequence of the Abolition of the Tolls on this Road on the  
1st day of November, 1880, the

## MATERIALS OF THE TOLL HOUSES

AND THE TURNPIKE GATES,

WILL BE SOLD BY PUBLIC AUCTION,

For removal immediately after that day, by

**MESSRS. GERMAN, GERMAN, AND LOWE,**

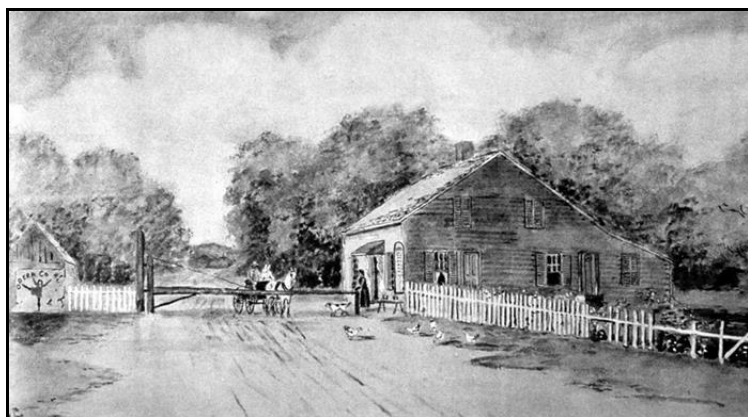
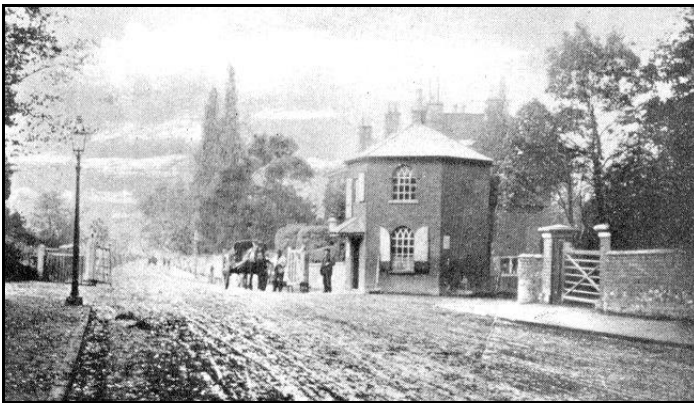
Subject to such Conditions as will be read at the Time of Sale, and at the following times and places:

- LOT 1.—THE HINCKLEY GATE TOLL HOUSE and Gate, on *Thursday, the 28th day of October, 1880, at 11 o'clock* in the Forenoon precisely, at the Hinckley Gate.
- LOT 2.—THE STAPLETON GATE TOLL HOUSE and Gate, on *the same day, at 11.30 o'clock* in the Forenoon precisely, at the Stapleton Gate.
- LOT 3.—THE CADEBY MACHINE GATE TOLL HOUSE and Gate, on *the same day, at 12 o'clock* in the Afternoon precisely, at the Cadeby Machine Gate.
- LOT 4.—THE OSBASTON BAR TOLL HOUSE and Gate, on *the same day, at 12.30 o'clock* in the Afternoon precisely, at the Osbaston Bar.
- LOT 5.—THE OSBASTON GATE TOLL HOUSE and Gate, on *the same day at 12.45 o'clock* in the Afternoon precisely at the Osbaston Gate Toll House.
- LOT 6.—THE BELCHER'S BAR TOLL HOUSE and Gate, on *the same day, at 3 o'clock* in the Afternoon precisely, at the Belcher's Bar.
- LOT 7.—THE PISCA LANE BAR TOLL HOUSE and Gate, on *the same day, at 3.30 o'clock* in the Afternoon, at Pisca Lane Bar.
- LOT 8.—THE HEATHER MILL BAR TOLL HOUSE and Bar, on *the same day at 4 o'clock* in the Afternoon precisely, at the Heather Mill Bar.
- LOT 9.—THE SWEPSTONE BAR TOLL HOUSE and Bar, on *the same day, at 4.30 o'clock* in the Afternoon precisely, at the Swebstone Bar.
- LOT 10.—THE OLD LANE GATE TOLL HOUSE and Gate, on *Friday, the 29th day of October, 1880, at 10.30 o'clock* in the Forenoon precisely, at the Old Lane Gate.
- LOT 11.—THE SWANNINGTON BAR TOLL HOUSE and Gate, on *the same day, at 11 o'clock* in the Forenoon at Swannington Bar.
- LOT 12.—THE FROGGATT'S LANE TOLL HOUSE and Gate, on *the same day at 11.30 o'clock* in the Forenoon precisely, at the Froggatt's Lane Gate.
- LOT 13.—THE FROGGATT'S LANE BAR TOLL HOUSE and Bar on *the same day at 11.45 o'clock* in the Forenoon precisely, at the Froggatt's Lane Bar.
- LOT 14.—THE CLOUDWOOD BAR TOLL HUT and Bar, on *the same day, at 12.30 o'clock* in the Afternoon precisely, at the Redwood Gate.
- LOT 15.—THE REDWOOD GATE TOLL HOUSE and Gate, on *the same day at 12.39 o'clock* in the Afternoon precisely, at the Redwood Gate.
- LOT 16.—THE ENGINE GATE TOLL HOUSE and Gate, on *the same day, at 2 o'clock* in the Afternoon precisely, at the Engine Gate.
- LOT 17.—THE CARTBROOK BAR TOLL HOUSE and Bar, on *the same day at 2.30 o'clock* in the Afternoon precisely, at the Cartbrook Bar.





Toll Houses built in the early 19th century often had a distinctive bay front to give the pikeman a clear view of the road, and to provide a display area for the Toll Board. In 1840, according to the Turnpike Returns in Parliamentary Papers, there were over 5,000 toll houses operating in England. These were sold off in the 1880s when the turnpikes were closed. Many were demolished but several hundred have survived as domestic houses, with distinctive features of the old tollhouse still visible. The notice on the wall of this Toll House states "for sale by auction" and the photograph was c.1880.



## SUPPLEMENTARY INFORMATION

### LOUNT CROSS ROADS HEXAGONAL TOLL HOUSE



**Lount hexagonal toll house pre 1930**

Photograph taken from the Breedon side of the main Breedon to Ashby Road. This was originally at the junction of the Hinckley to Melbourne and Tamworth to Sawley turnpikes and became commonly known as the "Round House" as was usual with this type of toll house. It was thought to have been built in 1836 which was the date on the toll tariff board. It was demolished c.1930.

#### **EXTRACT FROM HANSARD – DECEMBER 11TH 1929**

Mr. WINTERTON asked the Minister of Transport why no progress has been made with the removal of the toll house at Lount cross-roads, Ashby-De-La-Zouch, where a motorist was burnt to death after a collision in July last; whether he is aware that there have been several narrow escapes of accidents at this spot since his attention was last called to the matter; and what steps he proposes to take to bring about the removal of the building, which is an obstruction and a danger to the community.

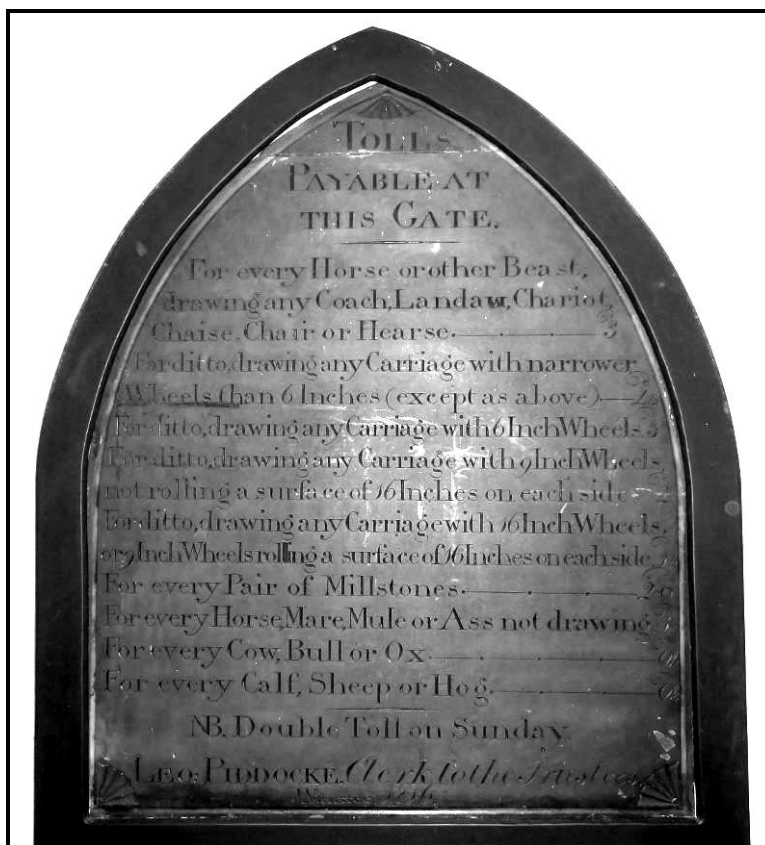
Mr. HERBERT MORRISON. I am informed that the Leicestershire County Council have been in negotiation with the owner of the Lount tollgate, Ashby-De-La-Zouch, for the acquisition of the toll-gate cottage at Lount cross-roads, and it is hoped that a settlement will be reached at an early date. As soon as that property has been acquired, the county council will arrange for its demolition.



The people in the above photograph are recorded in Ashby Museum as being William Baker, who lived at "Rose Cottage", Lount, and was a coal higler, together with his wife seated and daughter Mary Johnson and her son Walter Johnson. At the doorway is thought to be Joseph Chester, who was the toll collector, possibly following the Griffons.

In this photograph, the toll tariff slate board shown on the next page is mounted above the front door but in the later dated photograph on the previous page, it had been replaced by a window.





**Slate toll tariff board dated 1836**

### **TARRIF BOARD TOLLS**

For every horse or other beast drawing any Coach, Landau, Chariot, Chaise, Chair or Hearse	- 3d
For ditto drawing any carriage with narrower wheels than 6 inches (except as above)	- 4½d
For ditto, drawing any carriage with 6 inches wheels	- 3d
For ditto, drawing any carriage with 9 inch wheels, not rolling a surface of 16 inches on either side	- 2d
For ditto, drawing any carriage with 16 inches wheels or 9 inches wheels, rolling a surface of 16 inches on either side	- 3½d
For every pair of millstones	- 2s. 6d
For every Horse, Mare, Mule or Ass not drawing	- 1d
For every Cow, Bull, or Ox	- ½d
For every Calf, Sheep or Hog	- ¼d

### **NB. DOUBLE TOLL ON SUNDAYS**

## LOUNT TOLL HOUSE

### 1841 CENSUS

Joseph Smith and his wife Jane, both aged about 35 are living at the tollgate house. Joseph was born in Leicestershire and his occupation is given as an Agricultural Labourer.

**LEICESTER CHRONICLE – FEBRUARY 8<sup>TH</sup> 1845**.....John Gostilow was keeper of Lount tollgate from 1843 – 1845.

### LEICESTER MERCURY – MAY 4<sup>TH</sup> 1850

**ASHBY PETTY SESSIONS** - Thomas Walker of Lount, was charged by William Hough of Ashby with going off a turnpike road to evade the payment of the toll at Lount gate on March 16<sup>th</sup> last. Convicted and fines 1s. and costs.

### LEICESTER MERCURY – MAY 18<sup>TH</sup> 1850

**A CONSTABLE IN A MESS** – A correspondent says that the constable of a village near Lount partook too freely of the “Barley Bree” while on a visit to a friendly tollgate keeper, that he quite lost the command of his own person – performed feats that cannot be described – and had to be taken home on a dog cart. The ungrateful dog Berry then refused to pay the dog cart driver for his trouble.

### 1851 CENSUS

Joseph Fairbrother, a widower, aged 50 is listed as living at the tollgate house. He was born in Staunton Harold, and his occupation was listed as an Agricultural Labourer. He has two daughters living with him, Elizabeth aged 17 and Mary aged 8. His daughters were born in Staunton Harold

### 1861 CENSUS

David Wardle, who was born in Thringstone and is aged about 78, is living at the tollgate house with his granddaughter Ann Wardle, aged 15, who was born in Whitwick. David Wardle's occupation is given as an Agricultural Labourer.

### 1871 CENSUS

There is no mention of the Toll Gate / House in the Staunton Harold returns. However, there is a “Toll Collector” listed. His name was George / Joseph Griffon or Griffin. He was aged about 78 and was born in Sheepshead (now named Shepshed). His wife's name was Rebecca L Griffon, aged 77.

It is recorded in “The History Gazetteer & Directory of Leics & Rutland 1877 and the Post Office Directory for Leics and Rutland 1876 that William Watson was the toll collector. He is given in the toll records as being born in Staunton Harold in 1795. The toll road closed in 1878 so he was probably the last collector of tolls at Lount. He was shown as a retired toll contractor in the 1891 census

The people in the second of the preceding three photographs, have been recorded in Ashby Museum as being William Baker (who lived at Rose Cottage, Lount & was a coal higgler), his daughter Mary Johnson and her son Walter Johnson, together with Joseph Chester, who ran the tollgate possibly after the Griffon's.