

TURNPIKE ROADS OF BUCKINGHAMSHIRE

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This study of the physical aspects of Buckinghamshire's turnpike* roads stems from the notes of many years' research by the late Dr. P. A. Gimson. It has not proved possible in every case to recheck Dr. Gimson's research, as not all his sources have been traced; references are then given to his files which will be deposited at the County Record Office. In some areas, additional research has been necessary.

The following maps have been consulted for all roads:

Thomas Jefferies	Surveyed 1768,	Published 1788	1 mile to 1 inch.
Arthur Bryant	Surveyed 1824,	Published 1825	1 mile to 1 1/2 inch.
Ordnance Survey	Surveyed c.1833,	Published 1835	1 mile to 1 inch.

Where an exact location for a turnpike has been established a precise grid reference has been given. In other cases the grid reference is approximate.

Any further information on the turnpike roads in Buckinghamshire would be welcome at the Buckinghamshire County Museum.

Development of turnpike roads

The state of English roads in the sixteenth century was such that an act of 1555¹ imposed an obligation on parishioners to do four, later six, consecutive days' unpaid work per annum repairing the parish roads – known as statute duty and particularly unpopular where local roads were heavily used by through traffic. Even after roads were turnpiked parishioners were still liable to provide statute labour – an obligation which remained until 1835.²

*The term 'turnpike' has its origin in the fiction that the road was barred by a man with a pike, which on payment of a toll was 'turned' aside to allow passage. In fact the place of the pike was from the outset taken by a gate.

The increase in traffic eventually, in 1663, forced the justices of the peace, who were at that time responsible for maintaining the roads, to put forward a bill establishing the first three toll gates – on the Great North Road. Between 1695 and 1706 several acts of Parliament empowered the justices to set up administrative bodies for further turnpike roads: these bodies became known as justice trusts. From 1706 a new form of trust began to take over; control was widened to include local landowners and others of position and substance. The first turnpike trust administered the road from Fornhill to Stony Stratford (road A, Fig. 1) and was controlled by 32 trustees. Growth was slow at first but new turnpike trusts increased dramatically in the second half of the eighteenth century. Thereafter the numbers of setting-up acts fluctuated.

Main routes from London were turnpiked early in the eighteenth century. Other roads developed haphazardly, frequently in isolation, and only gradually became a countrywide network of roads. The new turnpike trusts were responsible for the maintenance of particular stretches of road. They were funded by the levying of tolls on certain kinds of traffic – particularly wheeled vehicles, horses, and cattle going to market. Exemptions could include such items as mail, carriage of road materials, attending divine service, and funerals in the same parish.

Besides the trustees, who were honorary, paid officials might include a Clerk to the Trustees, a Treasurer and a Surveyor. Toll collectors (or pikemen) were employed but were often illiterate and unable to keep accounts.

There were in any case many opportunities for sharp practice. This being so, some trusts from the

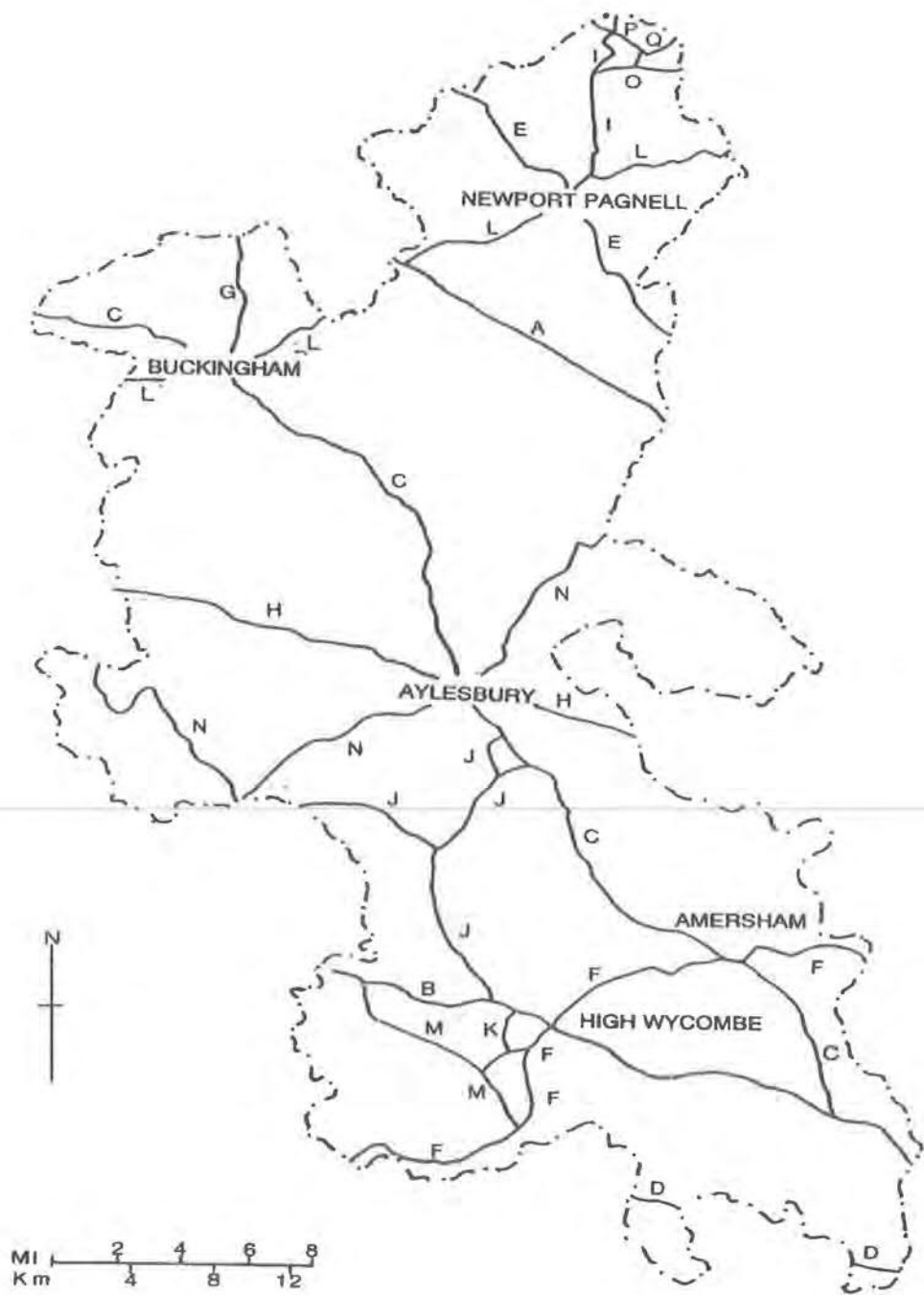


Fig. 1 Turnpike roads of Buckinghamshire.

beginning leased gates for an annual sum, and eventually it was made compulsory to accept the highest bid at auction. In time a specialist body of professional toll farmers arose who relieved the trustees of the day-to-day problems of toll collection. Many of these men operated over a wide area and some became extremely wealthy; they in their turn were notorious for malpractice.

Long-term capital was needed for such things as road repairs, making new stretches of road, building toll houses and setting up gates. Trustees often had to mortgage tolls or, less frequently, issue bonds or sell annuities. The cost of obtaining a private act of Parliament was itself considerable. Each setting-up act gave the trustees powers for 21 years, at the end of which period they had to obtain a renewal act. In 1831 the Turnpike Renewal Act³ relieved individual trusts of the necessity to seek renewal, and further such acts were passed annually.

The countrywide development of the railways led to dramatic decreases in the revenue of many turnpike trusts, which ceased to function in increasing numbers, the roads being taken over by the local authority. The last stretch of turnpike road (through Anglesey to Holyhead) closed in 1895, being the furthest section of the Fornhill to Stony Stratford road (road A) – the earliest to be controlled by trustees.

State of the roads

The system of using unpaid statute labour, directed by unpaid, amateur surveyors, resulted in roads in appalling condition, as instanced by this typical excerpt from the setting-up act of the Wendover to Buckingham Turnpike Trust in 1721 (road C):

"Whereas the Highway or Road leading from Wendover to Buckingham, in the County of Bucks, by reason of the many heavy Carriages frequently passing through the same, is become so ruinous and bad, that in the Winter Season the said road is very dangerous to Travellers, and cannot by the ordinary Course appointed by the Laws and Statutes of this Realm be repaired: Wherefore and to the intent the said Highway or Road may with convenient Speed be effectually amended, and hereafter kept in good and sufficient repair, so as that all Persons may travel through the same with Safety; may it please Your

Majesty that it may be enacted . . ."

Toll money was intended to ease the movement of the increasing volume of trade by improving the roads. Nevertheless, methods of repair remained crude and haphazard, using locally available materials for filling in and resurfacing piecemeal.

In the 1720s Daniel Defoe described the atrocious conditions in the north of the county aggravated by the widespread clay of the region (road E):

"Suppose you take the other northern road, namely, by St. Albans, Dunstable, Hockley, Newport Pagnel, Northampton, Leicester, and Nottingham, or Darby: On this road, after you are pass'd Dunstable, which . . . is about 30 miles, you enter the deep clays, which are so surprisingly soft, that it is perfectly frightful to travellers, and it has been the wonder of foreigners, how, considering the great numbers of carriages which are continually passing with heavy loads, those ways have been made practicable; indeed the great number of horses every year kill'd by the excess of labour in those heavy ways, has been such a charge to the country, that new building of causeways, as the Romans did of old, seems to me to be a much easier expence: From Hockley to Northampton, thence to Harborough, and Leicester, and thence to the very bank of Trent these terrible clays continue. . .".⁴

Even well into the turnpike era, in 1810, the Rev. St. John Priest could say –

"In riding from Risborough to Bledlow, I turned my chaise out of the road, to avoid a waggon, and my horse fell into a bog up to his chest."⁵

It was not until after the advent of John McAdam (1756/1836) and Thomas Telford (1757/1834) – at their most influential in the second and third decades of the nineteenth century – that more scientific methods of road construction gradually became widespread. The only detailed information on the building of a newly-turnpiked stretch of road in Bucks. is in the minutes of the Risborough Turnpike Road Trust, and relates to the road from Princes Risborough via Longwick to Thame. (Bucks R.O., T. Ms-T/5/1)

Toll Houses, Gates and Side Bars

Toll houses provided accommodation for the gate keepers who were responsible for toll collection. Even the few surviving toll houses show a great diversity of design, built with local materials,

by local craftsmen. They were invariably small, with side windows angled to give views of approaching traffic from both directions. A board attached in a prominent position displayed the table of tolls.

The following estimate⁶ gives details of a house and gates for the turnpike N.E. of Aylesbury on the road to Hockliffe (road N):

"The House to be 24 foot long . . . and 13 foot wide . . . and 7½ foot high from floor to the ceiling with a chimney at each end with a Lean to behind 5 foot wide.

The House to be divided into 2 rooms . . . with 9 inch brick walls and slated, with fine timber and deal ledged doors and floors including glazing and painting, 3 coats with best white lead paint, the Lean to timber built and boarded.

The posts and gates to be oak with deal bars to the Gates, 4 posts to be 11 foot long, 11 inches by 11 inches, the other posts to be 9 foot long 8 inches by 8 inches. The rails to be 2½ inches by 4 inches including iron work to the Gates and fastenings to ditto and a single rail bar across the road leading to Broughton with post to ditto 8 foot long and 7 inches by 7 inches, the rails to be 3 inches by 4 ½ inch Oak will amount to £160. To be completed within one month and the House 2 months from the present date and to be paid for as soon as completed.

Rafters 2½ by 3, Purlines 4 by 5, the Beam 6 by 6

R. GURNEY

July 9 1810".

Where necessary to prevent evasion of tolls, side bars were set up across minor roads in the vicinity of turnpikes. Some are marked on Bryant as "S.T.B." (presumably "side toll bar").

Weighing Engines and Wheel Widths

Narrow wheels contributed largely to the appalling state of the highways. Starting in 1662, various acts of Parliament regulated the widths of wagon wheels, e.g. in 1755⁷ wagons with nine-inch wheels were granted three years' toll-free passage.⁸

The introduction of weighing engines was another attempt to protect roads from the effects of overloaded wagons. Any excess above a specified weight incurred an additional toll. These cumber-

some engines hoisted vehicles and their contents off the ground, and there was a complicated tariff for the assessment of charges payable.

The following is a specification by William Sheppard in 1812 for proposed weighing engines at Aylesbury (N.E.) and Hockliffe gates:

"Should it be the intention of the Trustees to have the Weighing Engine attached to the present Toll House I will undertake to erect an Engine at each of the Turnpike Houses mentioned capable of weighing 10 Tons with brickwork and all other parts complete and Patent Index to the same in the manner of a clock to decide the weight without scales or weights for the sum of £280. Or an engine at each of the above mentioned places with proper scales and without Patent Index for £240.

. . . The Weighing Engines will be made of strong iron levers with steeled centres and strong oak timbers throughout and the Weighbridge or Platform to be strong oak plank well ironed on the top with bars and large nails."⁹

As may be imagined, there was a great deal of scope for evasion of charges (perhaps by unloading beforehand), or bribery of the collector, and arguments about the accuracy of the machine and the honesty of the keeper.

Milestones

The provision of milestones on turnpike roads was originally discretionary but became mandatory under the General Turnpike Act of 1766.¹⁰ The location of milestones and iron mileposts has been shown only on the strip map illustrating road C. (Fig.4) Many still survive road widening and other alterations.

Bridges

Some information about bridges has been included under individual roads, but much fuller details (including materials, specification, landscaping, etc.) are available in the trustee minutes in the B.R.O., e.g. Padbury and Hardwick bridges (road C, Fig. 3)

Restrictions on free passage resulting from the introduction of turnpike roads were naturally highly unpopular. The following passage¹¹ gives an idea of the frustrations of living in a place like

Aylesbury where several turnpike roads converged:

“Summer Drives

There is in every town a class of inhabitants, to whom a frequent drive for a few miles is essential to their general health; there must be but few of this class in Aylesbury, for the plain reason that no drives are to be had without being daily fleeced by the toll-collector. The town is as securely barricaded as if under siege, and go to N.E.W.S. PAY is the only pass word by which you can escape the ramparts. . . . *FOR A CHEAP DRIVE OUT OF AYLESBURY* – through Bierton toll-gate, pay 3d. and take ticket to clear Wing gate, and you meet with no other toll gate for a great many miles. *AN EXTREMELY PRETTY DRIVE* – leave the town by the Buckinghamshire toll-gate, and take the turn through Weedon village, keep directly on over ‘High Heavens’ and you reach Aston Abbots, bear to the left to Cublington and again to the left for Whitchurch brick-kiln and then home. *A DIGESTIVE DRIVE* – up and down Walton Street; and if the case is desperate try Whitehall Street.”

The improvement in roads which followed the introduction of tolls led gradually to faster and easier travel. Coaching inns provided fresh horses, accommodation and food for increasing numbers of travellers throughout the year. Mail coaches meant better postal services, as well as being popular with passengers on account of their greater speed.

The turnpike roads were busiest and most prosperous in the first 40 years of the nineteenth century, after which the expansion of the railways brought about the eventual demise of the turnpike system.

GAZETTEER

For convenience, each turnpike road has been identified by a letter of the alphabet, commencing with five main routes radiating from London – of which “A” represents the old Roman road from London to Holyhead, now the A5. (Fig. 1)

Most of the routes commenced and/or terminated outside the county and this has been indicated in the headings. Only the sections within Bucks have been described in any detail.

List of turnpike roads

Road A From the county boundary south east of

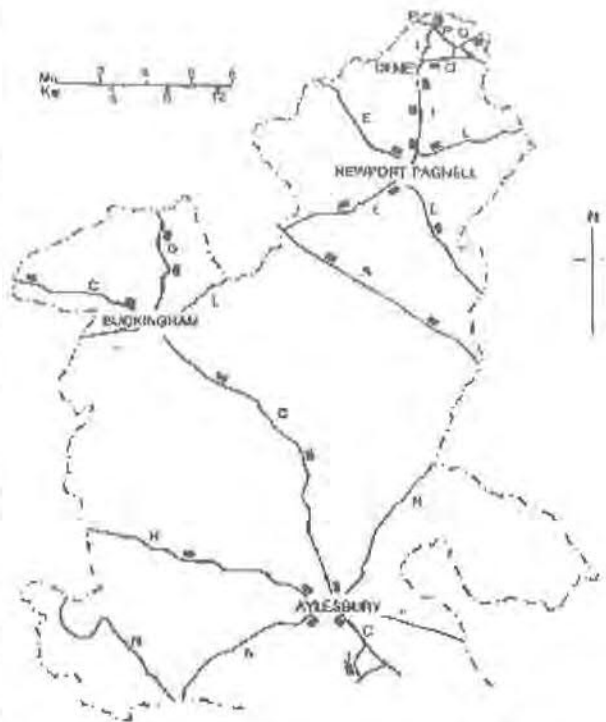


Fig. 2 North Buckinghamshire; turnpike roads, toll houses shown as rectangles.

Little Brickhill to the county boundary west of Stony Stratford.

Road B From the county boundary (River Colne) north west of Uxbridge to the county boundary west of Stokenchurch.

Road C From the county boundary (River Colne) north west of Uxbridge to the county boundary south east of Brackley (Northamptonshire).

Road D From the county boundary east of Colnbrook to Maidenhead Bridge.

Road E From the county boundary at Woburn Sands in the south east via Newport Pagnell to the county boundary 2 miles north west of Stoke Goldington.

Road F From the county boundary a mile east of Chenies via Amersham, High Wycombe and Marlow, and thence to the county boundary a mile north of Henley-on-Thames.

Road G From Buckingham north to Towcester (Northants.).

Road H From the county boundary west of Tring, via Aylesbury and Waddesdon to the county boundary east of Bicester.

Road I From Newport Pagnell north via Sherington and Olney, crossing the county boundary into Northants on the Wellingborough road (A509).

Road J From West Wycombe to Princes Risborough, Little Kimble and Terrick (A4010), and from there (via B4009) to the main Wendover to Aylesbury road at World's End.

Road K From the Oxford road (A40) down Chapel Lane and New Road to the junction with Cressex Road (commonly called "The Turnpike") and thence to Handy Cross; also from The Turnpike south west along Cressex Road to Clay Lane Farm and the Stokenchurch – Marlow Road (B482), near Red Barn Farm.

Road L From the county boundary with Oxfordshire, at Finmere, via Tingewick (A421) and Buckingham, across part of Northants. to Old Stratford (A422), south east down the A5 to Stony Stratford, then continuing north east on the A422 to Newport Pagnell, Sherington Bridge and Chicheley, and into Bedfordshire at Astwood.

Road M Great Marlow to the county boundary west of Stokenchurch.

Road N From the county boundary north east of Thame via Aylesbury and Wing to the county boundary at Ascott (A418); also from the county boundary north east of Thame via Long Crendon and Oakley to the county boundary north east of Boarstall (B4011).

Road O From the county boundary east of Cold Brayfield to Olney; later extended to join the Newport Pagnell – Stoke Goldington turnpike road.

Road P From Cold Brayfield to Lavendon via

Warrington crossroads to the county boundary at Warrington Lodge (A428).

Road Q From Lavendon to the county boundary near the entrance to Harrold Lodge Farm (2m. south west of Harrold, Beds.).

In the gazetteer the information is discussed in the following order:

Description, brief history, setting-up acts, etc.

Deviations.

Road materials.

Toll gates, side bars, toll houses.

Weighing engines.

Bridges.

ROAD A: FROM THE COUNTY BOUNDARY S.E. OF LITTLE BRICKHILL TO THE COUNTY BOUNDARY W. OF STONY STRATFORD

This forms part of the London – Holyhead road, taking the line of the old Roman road, Watling Street.

The road from Fornhill (Beds.) to Stony Stratford was the earliest turnpike road in England to be controlled by a body of trustees.¹² The Fornhill to Stony Stratford Turnpike Trust was set up in 1706¹³ and later extended S.E. to Hockliffe.¹⁴ Nowadays it is the A5 and still follows closely the Roman road.

In 1755 the trustees authorised their surveyor to "pick and gather stone in Bradwell fields for the repair and mending of the turnpike road". In 1771 gravel was to be carried from private land, payment being made for any damage caused. Nevertheless, the road from Fenny Stratford to Stony Stratford was described as "miserable indeed" by James William and Jacob Malcolm in 1794.¹⁵

In the Bucks section of the road there were two toll gates. That at *Fenny Stratford* was by the 44th mile post, on the S.W. corner of the crossroads leading N. to Walton and S. to Great Brickhill (SP 893 334).¹⁶ At *Two Mile Ash* a house by the 50th mile post (SP 817 383) which served as a toll house was "still" being rented from Lord Salisbury in 1744 and 1755.¹⁷ *Two Mile Ash Turnpike* has been exhaustively researched by G.K. Tull in *The Hockliffe – Two Mile Ash Turnpike 1790–1807* taken from a Treasurer's Account Book. Both gates were still in use and up for tender for a year in 1866.¹⁸

The trustees agreed to the erection of a weighing engine at *Two Mile Ash* in 1774, to be kept in repair at a cost of two guineas per annum. The gate keeper was to be given an additional payment for operating it.¹⁹ The engine was still in use in 1805.²⁰

The trustees minutes for 1746 refer to the rebuilding of *Hertford* bridge;²¹ although this has not been traced by name it appears possible that it was the bridge over the River Ouse at Old Stratford.

ROAD B: FROM THE COUNTY BOUNDARY (RIVER COLNE) N.W. OF UXBRIDGE TO THE COUNTY BOUNDARY W. OF STOKENCHURCH

When originally turnpiked in 1719,²² the stretch from Beaconsfield to Stokenchurch (now A40) was part of the road from London to Oxford, Birmingham and Worcester. The section from the River Colne to Beaconsfield was turnpiked in 1751;²³ it was added to the Wendover to Buckingham Turnpike Trust²⁴ and remained part of that trust until 1852 when the Beaconsfield and Red Hill Trust was formed and took over the road as far as the River Colne.²⁵

There were five toll gates along the road (*Stokenchurch* being in Oxon. until transferred to Bucks. in 1896).²⁶ The *Denham* gate, opposite the "Dog and Duck" (TQ 048 851), was taken over from the Wendover and Oak Lane Trust in 1852 (Road C) and demolished in 1931.²⁷ The *Red Hill* gate (also taken over from the Wendover and Oak Lane Trust) was near the 18th milestone (TQ 020 872).²⁸ The toll house was demolished for road widening in 1929.²⁹ The *Holtspur* gate was at the north end of the road from Hedsor and W. of Over Farm, between milestones 24 and 25 (SU 924 898).³⁰ The gate in *High Wycombe* was by the 29th milestone (SU 874 927).³¹ It was pulled down in 1826 and replaced by a new toll bar.³² The toll house was dismantled in 1978 and re-erected in 1983/84 at the Chiltern Open Air Museum, complete with toll board. The *West Wycombe* gate was at the junction with the road to Princes Risborough (SU 834 947).³³ On Bryant's map a gate is shown across both the Oxford road and the Princes Risborough road at this junction; presumably it came into being after 1795 when the road to Princes Risborough was turnpiked.

There was a weighing engine at the "Wycombe" gate, almost certainly High Wycombe, at least from 1831.³⁴ It was still there in 1867, when the trust ceased to exist, but was considered unnecessary for the town in future.³⁵

ROAD C: FROM THE COUNTY BOUNDARY (RIVER COLNE) N.W. OF UXBRIDGE TO THE COUNTY BOUNDARY S.E. OF BRACKLEY (NORTHANTS.)

A map of this road is given as Fig. 3.

The Wendover to Buckingham Trust was set up in 1721.^{36,37} The Uxbridge to Wendover road was added in 1751³⁸ under the Wendover and Oak Lane Trust. Finally, in 1791 the turnpike was extended from Buckingham to Banbury via Brackley³⁹ under the Buckingham and Brackley Turnpike Trust. It closed on 31st October, 1878. Today it is the A4020 from Uxbridge for a mile until it joins the A40: from the top of Red Hill as far as Buckingham it is the A413 and the continuation towards Brackley is the A422.

There have been several notable deviations from the original route. Coming from London, the first is a modern alteration: from the A40 at Tatling End (TQ 023 870) a dual carriageway runs alongside the old route, by-passing Chalfont St. Peter and rejoining the old road N. of "The Greyhound". The Chalfont St. Peter by-pass was completed in 1966, and the southern section as far as Tatling End in 1970.⁴⁰

In July 1824 the *Bucks Chronicle* announced plans for a new road at Little Missenden, between the 28th and 29th milestones, saving a furlong in length as well as straightening the road. The

improvement was said to be very great. The most recent deviation in this area is the Great Missenden by-pass of approximately two miles (SU 904 998 to SP 890 023), completed in 1960.⁴¹

In 1826 the trustees approved the straightening of the road S of Winslow between the 48th and 49th milestones, through Holcombe Farm (Oakham Farm on 1984 O.S. 1:50,000) and Bucklow Farm to the east of the old road. A total of £1,076 was expended on the new road.⁴² In June that year the trustees took note of a letter from William Inwood, owner of the Neptune Public House at Holcombe Gutter in the Parish of Swanbourne, complaining of "... the ruinous loss in consequence of the new line of the Road through the Parish of Swanbourne and that it will be the means of depriving his house of nearly all its custom", and begging the trustees for adequate compensation.⁴³ It seems possible that the Neptune was later re-sited by the turn to Swanbourne (SP 797 250).⁴⁴

In 1827 the trustees accepted a tender of £770⁴⁵ for a new section of road to run from the Padbury Brook for just over half a mile, straightening and shortening the road. The previous turnpike road turned W. for a 1/4 mile at the 55th milestone to a crossroads now obliterated, before turning to rejoin the original route near the 56th milestone. The abandoned section remains as a footpath.

The pre-turnpike Ogilby strip map of 1657 shows the route from Aylesbury to Buckingham leaving the present A41 just after Stone Bridge (SP 792 153), turning N.W. through Berryfield and continuing along the old Roman road past Stonehill Farm, on the course of the present bridleway, for one mile. Where the bridleway joins the Granborough to Botolph Claydon road, the old pre-turnpike route turns N.W. to Lower Farm, then branches N. across the fields on part of the North Bucks Way leading to East Claydon. It continues on the road past Sandhill, across White Bridge, and joins the present A413 immediately N. of Padbury Bridge.

Gravel for the repair of the road was obtained from pits in nearby parishes. In 1835 the trust bought flints from the Chiltern Hills; these had to be collected from the depots by means of statute labour. From 1843 onwards flint was increasingly used instead of gravel, as it was cheaper.

Each year from 1851 to 1878 tenders were obtained for supplying flints for the various parishes. The 1851 tender was recorded as follows:

Wendover	50 heaps	2s 6d per heap
Weston Turville	60 "	2s 9d " "
Stoke Mandeville	30 "	3s " "
Aylesbury	100 "	3s 3d " "
Weedon	100 "	3s 6d " "
Hardwick	50 "	3s 9d " "
Whitchurch	60 "	3s 10d " "
Hogstone	50 "	4s 6d " "
Swanbourne	50 "	5s " "
Winslow	50 "	5s 9d " "

In 1878 the minutes recorded the purchase of gravel from the pit near Buckingham Railway Station 'at 2s 6d per yard - equal to a heap and a half of flints - equal to 1 ton'.

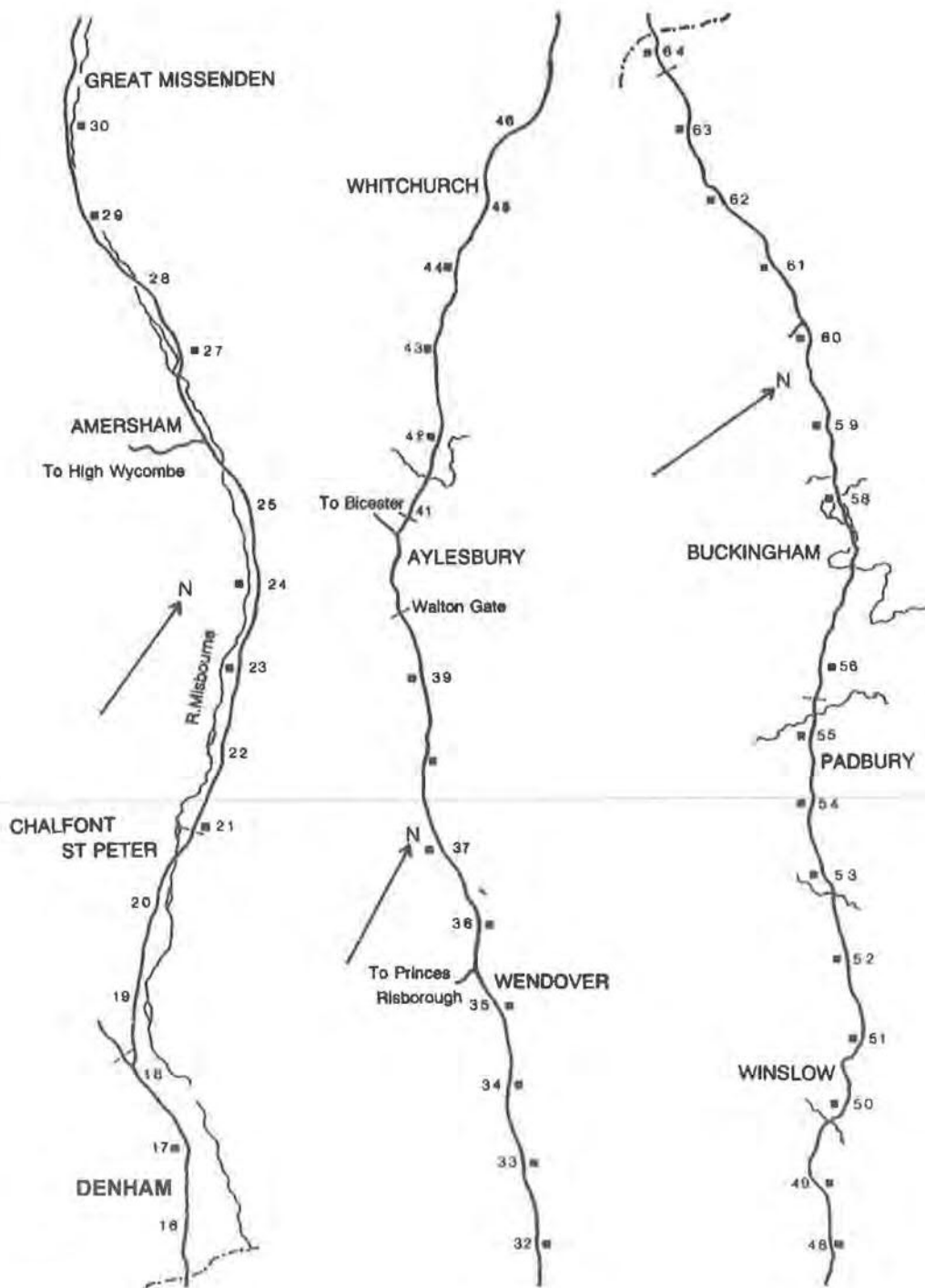


Fig. 3 Strip map of the turnpike road from Denham to Buckingham, (road C) showing location of milestones (from 1835 1" OS map). Those surviving are shown as squares.

In 1840 300 tons of Hartshill stone were delivered at Buckingham Wharf, for repairing the road, at 7s. 6d. per ton. Hartshill stone was quarried near Nuncaton and must have been carried direct by canal. Thereafter, Hartshill stone chippings were used continually, either separately or combined with flint – whichever proved to be cheaper.

The setting-up of the *Denham* gate was authorised in 1833⁴⁶ but the first reference to receipts of toll in the treasurer's accounts is in June 1848. This and the *Red Hill* gate at Tatling End (TQ 019 872) passed to the new Beaconsfield and Red Hill Trust in 1852 (see road B).⁴⁷ The *Chalfont St. Peter* gate is first mentioned in 1814; it stood opposite milestone 21, at the bottom of Gravel Hill (TQ 001 914).⁴⁸ The toll house was removed in 1828, the site being sold for £70 and materials for £30.⁴⁹ This coincided with a reference in the treasurer's accounts to the erection of a toll gate and (presumably) house at *Oak End* for the sum of £88.⁵⁰

In 1842 two further toll gates were proposed: one on or near *Joiners Lane* (Chalfont St. Peter), the other near *Wendover*.⁵¹ July 1844 saw the removal of the Joiners Lane gate to yet another site in the Chalfont St. Peter area.⁵² In August 1865 a local paper was protesting at the injustice of having a toll gate erected in the village '... in about the centre of the hotel' (the 'Greyhound') (TQ 001 909), especially '... in these days of demolition of turnpike barriers'.⁵³

The *Oak End* gate does not appear on the Jefferies, Bryant or O.S. maps and its exact location has not been determined. There are references to lessees of this gate from 1828 to 1844.⁵⁴ Toll was being paid here in 1865.⁵⁵ In September 1866 the toll house and garden at Oak End were sold for £65.⁵⁶ The gate at *Great Missenden* was N. of the 32nd milestone (SP 884 031).⁵⁷ A new toll house, side gate and side bar were erected at the end of 1827 "at the west end of the town".⁵⁸ The *Hampden Lane* side gate, added in 1829,⁵⁹ seems to have been across the road to Hampden (SP 892 016). The toll house and garden were sold in September 1866.⁶⁰ There is a small house, still occupied, on this site, until recently called "Toll Cottage".

The only evidence for the *Wendover* gate is in two leases, the first ordering the erection of "additional toll gates... one in Wendover at or near the Old Gravel Pits in the Parish of Wendover", the second leasing the Wendover gate to John Temple for three years from 1844.⁶¹

The 1721 act⁶² empowered the trustees to set up turnpikes between Wendover and Buckingham, and the 1742 act⁶³ referred to two toll gates built on this road, without giving their location. The first reference to *Walton* gate is in 1791 when the tolls were let to Charles Gough for £542 p.a.⁶⁴ Three years later the gate, with a weighing engine, was let to Noel King for £715 p.a. for three years.⁶⁵ An order for a new toll house, gates and weighing engine was put in hand by the trustees in 1797. The gate was removed from the Walton parish boundary to a position near Court Farm, Walton, by the 40th milestone, opposite Croft Road.⁶⁶ In August 1831 the trustees accepted a tender for £148. 14s. for building yet another new toll house and gate at Walton at the Stoke Mandeville turning (or Old Stoke Road).⁶⁷ The toll house (now much altered) still forms part of the terrace of houses at the S. end of the 'gyratory system' (SP 825 129). The house, gates and materials were put up for auction in October 1878 on the closure of the trust.

The *Holman's Bridge* gate is first attested in April 1791.⁶⁸ The

gate was by the 41st milestone and the lane east to Dunsham Farm (SP 818 153).⁶⁹ The house was included in the sale of materials on 30th October 1878.

Hogstone gate (nowadays Hoggston) was first proposed in 1855 but "negatived" by 10 votes to 4.⁷⁰ It was not until August 1864 that the trustees ordered the erection of a toll house and gate across the road between the turn to 'Hogstone' and the Neptune Public House (opposite the turn to Swanbourne) as soon as possible. In January 1877 the lessee was required to repair the toll house himself.⁷¹ It closed in 1878 with the rest of the gates belonging to the trust.

Throughout the minutes there are references to both *Buckingham* gate and *Padbury* gate by name, but never at the same meeting. Only one gate is shown on both Jefferies and the O.S. maps; on the latter it is slightly further east after road straightening (1828) (SP 711 317). In addition, there are no references to both names in any one list of lessees. It seems safe to conclude that there was only one gate in question, which it is proposed to call *Buckingham* gate.

The earliest references to this gate are in 1787 but reveal that no tenders had been received for it.⁷² However, there is an unbroken record of named lessees of tolls from 1789 until the closure of the trust in 1878. In 1825 the new gatekeeper was assaulted by three men who tied him up and chained him by one leg to the gate. They entered the house, broke open the till and took the day's receipts and some other money. The gatekeeper was found by the driver of the Buckingham Mail Cart, who was prohibited from leaving his vehicle. He therefore returned towards Buckingham and met "a medical gentleman of the neighbourhood who lost no time in going to the poor man's succour". Happily the gatekeeper, despite a blow to the temple, was able to return to duty at 10 the next morning.⁷³

In 1791 the road was turnpiked from Buckingham to Brackley through the parishes of Radclive, Water Stratford and Shalstone.⁷⁴ Buckingham Toll Cottage (SP 693 340) survives in a derelict state in West Street and presumably dates from this period. On 15th March 1851 a local paper⁷⁵ reported that the Buckingham and Brackley Road Turnpike Removal Bill had passed a reading in the House of Commons and that "ere long, the abominable nuisance at the entrance to this town [Buckingham] will be removed a proper distance off". A toll bar in the parish of *Radclive* (SP 675 349)⁷⁶ probably replaced the one at West Street.

Turweston gate was at SP 600 368.⁷⁷ The toll board is still displayed in Turweston Village Hall. It refers to the Bufflers Holt and Radclive gates, from which it appears that there must have been a side gate at the Bufflers Holt junction.

The *Walton* weighing engine is recorded in June 1794⁷⁸ when Joe King became lessee of the tolls. Less than two years later a Mr. Barker was claiming it was inaccurate and showing at least 220 lbs. too much in every 60 cwt. The engine was ordered to be examined and found to be so inaccurate that in April 1796 the trustees ordered a new weighing engine to be built with all convenient speed.⁷⁹ This was built when the gate was removed to Court Farm in 1797,⁸⁰ where it remained until 1831. In that year the trustees ordered its removal to the vicinity of the *Holman's Bridge* gate.⁸¹ Subsequently the weighing engine needed repairs in 1844, 1852 and 1861.⁸² In 1876 it was decided not to repair it again, in view of the anticipated closure of the turnpike in 1878, but to dismantle it forthwith.⁸³

In April 1792 the trustees ordered the erection of a weighing engine "between the bridge at the end of Buckingham town and the gate leading to the turnpike road to Hogston". In May this was amended to a site "opposite Thomas Read's farmyard [now called Shipton Farm (SP 776 271)] between his house and the lane turning on left to Little Horwood"; a proper house was also to be built for the caretaker.⁸⁴

There is no mention of this weighing engine in the handbill advertising the sale of materials from "Padbury" gate in 1876, nor is it clear why there should have been two weighing engines on this stretch of road after the removal of one from Walton to Holman's Bridge in 1831. It is to be assumed that this minute was never put into effect.

The bridge between *Walton and Aylesbury* was described by the Surveyor of the Highways as ruinous in April 1800. It was ordered that the bridge should be rebuilt and widened, the trustees having to pay a quarter of the cost.⁸⁵ In March 1842 the Clerk of the Peace issued a notice inviting tenders for "taking down and rebuilding the bridge called *Holman's Bridge* . . . over a stream dividing the Parish of Aylesbury and the Parish of Weedon". In June the *Bucks Chronicle* carried a description of the proposed new bridge of five arches, which appears to be structurally the same as the present-day bridge.⁸⁶

Starting in July 1836, the trustees considered several plans for building a new bridge at *Hardwick*, for levelling and raising the road, and for altering its line.⁸⁷ In 1838 Lord Nugent, whose estate at Lilies bordered the road at this point, made the first of a long series of objections to the structure of the bridge, levelling the hill, and the new line of the road. However, the stone for the new bridge was dug in 1839, from pits at Hurdlestone Hill and the bridge was completed by October that year. The *Aylesbury News and Advertiser* reported in October 1839 that the new road was "raised 8 or 10 feet above the level of the old one and the public will therefore at all times be able to pass over the new bridge dry shod, which was not the case previous to the alteration". In February 1840 it was further reported that the farmers of the village had "addressed a memorial to the Trustees, praying for the continuance of the ford, which they declared to be extremely serviceable to cattle passing along the road in hot weather". In September the minutes recorded that a new fordway was to be made below the new bridge, the width to be "24 feet and . . . pitched with stone".⁸⁸ The new bridge and ford are clearly shown on the O.S.^{6"} map of 1885. This bridge has been widened by about 1m. each side in modern times. The approaches to the ford on the west side are very overgrown but still visible.

It was reported in March 1836 that *Shipton* bridge had fallen in.⁸⁹ The cost of repair was shared with the Court of Quarter Sessions.⁹⁰ The A413 now goes over a modern bridge, leaving the old bridge and its approaches as part of a lay-by.

In 1795 the Trustees made plans for a new *Adstock* bridge to be built "between Adstock and Addington below the present bridge".⁹¹ In March 1836 it was suggested that the arch should be widened⁹² but only in 1843 was it finally agreed that the bridge should be rebuilt by the County at a cost of £175, the trustees to pay one third.⁹³ However, by February 1860 the foundations had given way, causing the parapet wall to break, and further repairs had to be authorised in April.⁹⁴ Adstock bridge is on the boundary between the parishes of Addington and Padbury and has recently been widened to main road

standard.⁹⁵

An act of 1742⁹⁶ ordered the trustees to build a bridge at *Padbury*. The act stated that there was a ford there which at times "overflows and becomes so deep and rapid that Carriages are not able to pass or repass". The trustees were to spend up to £100 out of the tolls to build a "fair large Stone Bridge", to be kept in repair by the County.

In April 1795 the trustees called for an estimate for a wooden bridge on the west end of Padbury Bridge "sufficient for the passage of sheep and small cattle in time of flood".⁹⁷ Less than two months later they ordered that "two arches be built between old Padbury Bridge and the two arches built there by the Commissioners [of the Peace] some years ago". The work was to be paid for at the rate of 30s. per rod, and the Commissioners were to find all the materials.⁹⁸

When it was decided to straighten the road between the 55th and 56th milestones, it became necessary to build a new bridge. Several tenders were submitted: a Mr. Slingo's, for £1,329. 15s. 3d., was accepted, though not the lowest.⁹⁹ His contract specified "hard stone from Headington [Oxon.] of the best quality" but for reasons not mentioned Padbury stone was used instead in certain portions of the bridge. This led to a great deal of argument, complicated by other unauthorised deviations from the specifications. Slingo eventually agreed to a reduction in the payment due to him on account of the lower value of Padbury stone and the lesser cost of transportation. The trustees had been anxious to avoid the "heavy expense of attending an arbitration", and it was ordered that the "Treasurer do settle the accounts with Mr. Slingo as soon as he has sufficient funds".¹⁰⁰

Slingo's bridge has recently been widened each side by approximately 2.7m., to bring it up to main road width. The old stone bridge is visible underneath.

Bourton bridge spanned a tributary of the River Ouse (SP 701 332) on the S.E. approach to Buckingham.¹⁰¹ The old brick bridge has been widened by about 3m. on the N.E. side with a concrete addition faced with brick. The old structure can be seen best on the S.W. side.

In June 1852 the trustees wrote to the Clerk of the Peace at Buckingham, requesting the repair of *Balmer Spring* bridge.¹⁰² Three months later they offered a reward of £5 for information about the wilful damage to the bridge at Balmer Spring.¹⁰³ The last reference to this bridge was in 1869, recording its repair.¹⁰⁴ It has not been possible to find its location.

ROAD D: FROM THE COUNTY BOUNDARY E. OF COLNBROOK TO MAIDENHEAD BRIDGE IN THE W.

Known as the Bath Road, this is now the A4. Through traffic in Slough is now re-routed N. of the old High Street.

The S. boundary of Bucks followed the River Thames until 1973, when an area including Slough was transferred to Berkshire. As a result, only two short stretches of the Bath Road are still within Bucks. – from Colnbrook W. for a little over half a mile (TQ 027 771 to TQ 020 774) and from W. of Huntercombe Lane to Maidenhead Bridge (SU 930 811 to SU 902 813).

The Colnbrook Turnpike Trust was set up in 1727¹⁰⁵ to manage the road from Cranford Bridge (Middlesex) to Maidenhead Bridge. In 1767 a continuing act¹⁰⁶ was passed, which took in the roads from Slough S. to Eton, and from Langley Broom

S.W. to Datchet Bridge.

As might be expected in the Thames Valley, quantities of gravel were taken for maintaining the road. From 1853 to 1856, between 3,000 and 3,750 loads of gravel were ordered each year, at 4d a load.¹⁰⁷

There does not appear to have been a toll gate on the Bath Road between Colnbrook (Middx.) and Maidenhead Bridge.

Despite extensions authorised in 1767, the first references to *Datchet* gate and the *Slough Road* gate are for 1842 and 1844 when the Trustees sought tenders.¹⁰⁸ Surprisingly neither gate appears on Jefferies, Bryant or the O.S. maps. However, according to Osborn¹⁰⁹ the *Datchet* gate and toll house stood on the green "... on the Manor House side of the main road, and on the Manor Hotel side of the foot-bridge." This was cleared away in 1863 [SU 987 768]. The last toll-gate keeper was a man named Green, an old soldier of the 10th Hussars, who brought up the rear guard at Corunna with Sir John Moore, and was present at Waterloo. He was a well-known character with his long clay pipe, and lived to the age of 93, and is buried in the Churchyard."

The *Slough Road* gate appears to have been on the west side of Windsor Road, S. of Ragstone Road (between Slough and Eton) (SU 972 789).

All three stretches of road administered by the trust led to the River Thames – at Maidenhead, Windsor and Datchet – but none of the bridges was controlled by the trust.

ROAD E: FROM THE COUNTY BOUNDARY AT WOBURN SANDS IN THE S.E. VIA NEWPORT PAGNELL TO THE COUNTY BOUNDARY 2 MILES N.W. OF STOKE GOLDINGTON

This was part of the main road from London to Manchester via Derby and is nowadays the A50.

The Woburn to Newport Pagnell stretch of road was set up in 1728,¹¹⁰ added to the Hockliffe to Woburn Trust and placed under trustee control (the latter having formerly been a justice trust formed in 1706).¹¹¹ The road from Newport Pagnell to Stoke Goldington had already been turnpiked in 1723¹¹² and that from Stoke Goldington to Northampton even earlier, in 1709.¹¹³ They later became the Northampton and Newport Pagnell Turnpike Trust. It was in existence until 1871.¹¹⁴

The *Broughton* gate was just N. of the turning to the village of Milton Keynes (SP 898 399).¹¹⁵ There were two gates at *Newport Pagnell*.¹¹⁶ The first was at the south end of the Iron Bridge, at Tickford End (SP 878 438 approx.), the second at the north end of the town immediately after crossing the Great Ouse, and before the road to Bedford branches N.E. (SP 878 442 approx.). *Lathbury* gate was less than a mile further N.:¹¹⁷ presumably it prevented evasion of tolls by those using the Bedford road (SP 877 453).

Lathbury bridge was built by the Rev. William Symes in 1740 of stone from Cambridgeshire and was owned by the family until 1757.¹¹⁸

ROAD F: FROM THE COUNTY BOUNDARY A MILE E. OF CHENIES VIA AMERSHAM, HIGH WYCOMBE AND MARLOW AND THENCE THE A4155 TO THE COUNTY BOUNDARY A MILE N. OF HENLEY-ON-THAMES

This was part of the road managed by the Reading and Hatfield Turnpike Trust set up in 1768.¹¹⁹ The trust did not expire until 1881 – the last in Bucks. to do so.¹²⁰

Jefferies shows a "turnpike" at the intersection of several lanes by *Bail Hall*, W. of Little Chalfont. A statement of income and expenditure for the trust dated 31st October 1829 does not include this gate,¹²¹ nor does it appear on Bryant or the O.S. Nevertheless, a much altered toll house survives on the corner of what was once a lane and is to-day a private drive. The house is called *Beel Lodge* and is on the S. side of White Lion Road, next to St. Aidan's Catholic Church (TQ 986 977). A *Whielden Lane* gate appears on the 1985 O.S.6" (SU 941 958) but not on the earlier maps. It stood opposite the "Queen's Head" and was demolished for road widening in 1929.¹²² Jefferies marks a "turnpike" west of Wycombe Heath, at the junction with the road S. to Penn (SU 891 955): it is named as *Terriers* gate on the Notice of Expiry of the trust in November 1881,¹²³ probably so called after *Terriers* House a mile to the W. *Wycombe* gate was about 1/4 mile S. of High Wycombe and N. of the junction with Dawes Hill Lane (SU 860 920 approx.).¹²⁴ The gate at *Great Marlow* was N.E. of the town at the junction of the roads to High Wycombe and Little Marlow (SU 852 869).¹²⁵ The *Bisham* gate was N. of the bridge at Great Marlow (SU 851 864 approx.).¹²⁶ The *Greenland* gate was opposite the Greenland estate (SU 775 856 approx.).¹²⁷ The O.S. alone marks a "turnpike" at *Medmenham* (SU 812 844 approx.); there seems to be no good reason for another gate at this point.

An interesting story about the origin of this turnpike road appears in Cecil Roberts' book, *And so to Bath*.¹²⁸ It is that the then Marquess of Salisbury, at Hatfield, and the Earl of Essex, at Cassiobury, Watford, both afflicted by gout, made yearly visits to Bath for treatment. In order to shorten the excruciating journey via London, their lordships promoted their own road from Hatfield crossing the Thames at Marlow and joining the Bath Road (A4) at Knowl Hill, thereby reducing the distance by about 20 miles.

The surviving mile posts on this road are all from an identical cast-iron mould and all show Reading but give the distance to Hatfield at the top. One still stands at St. Albans at the W. end of St. Stephen's Hill near the King Harry Public House (TQ 142 062). Others are at Chenies (TQ 016 979), Little Chalfont (TQ 001 977), Medmenham (SU 807 845) and Greenlands (SU 780 855). Two more have been found S. of Marlow at the entrance to Bisham Church (SU 849 854) and at Burchett's Green (SU 838 812). The prominence given to Hatfield lends credibility to Roberts' story.

ROAD G: FROM BUCKINGHAM NORTH TO TOWCESTER (NORTHANTS.)

The road was turnpiked in 1824,¹²⁹ in 1875¹³⁰ it was decided that it should continue to be turnpiked until the 1st November 1878.

There were two gates on this road in Bucks. One was 1/4 mile S.W. of *Akeley* (A413) at the junction with the side road to Stowe, marked with a separate side bar (SP 702 373).¹³¹ The

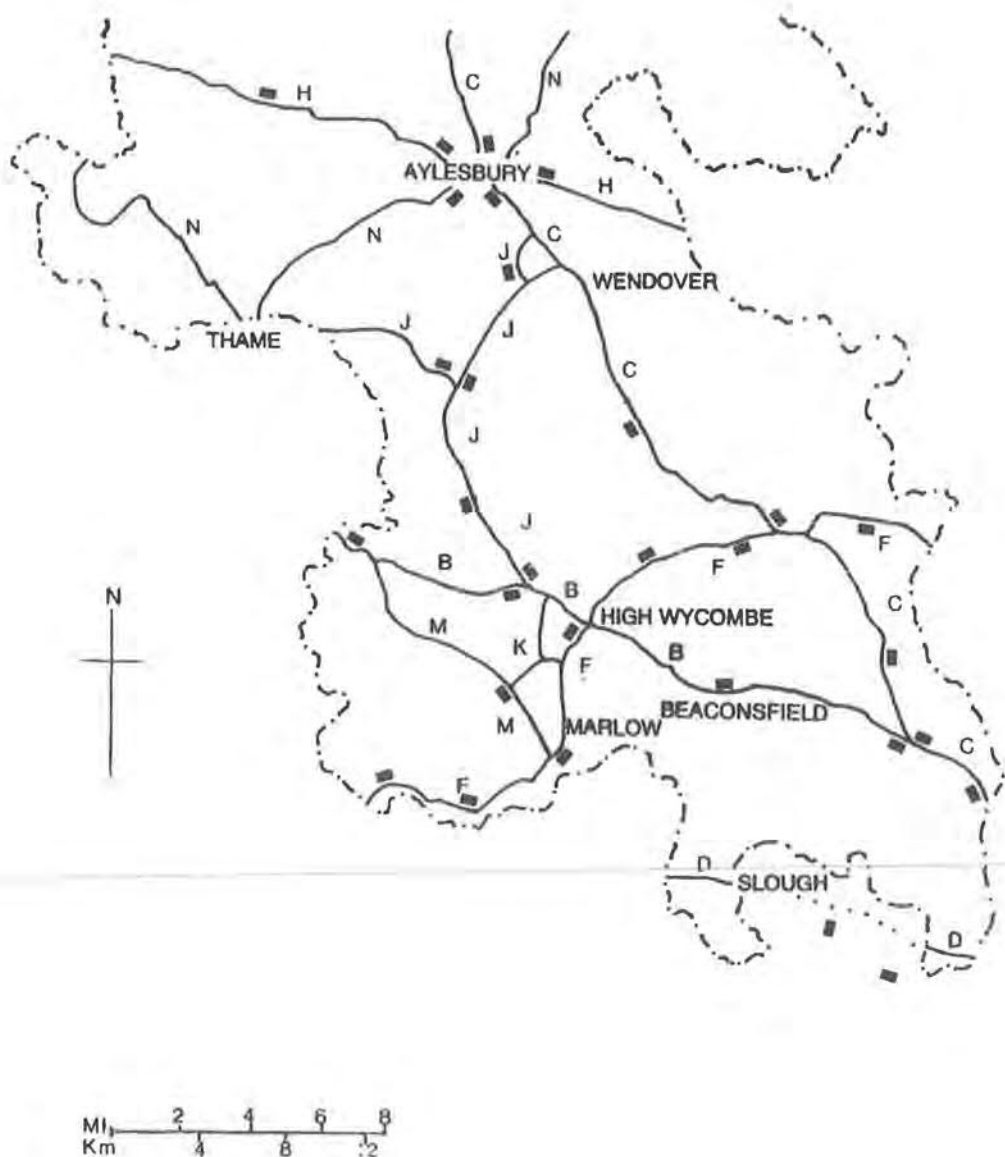


Fig. 4 South Buckinghamshire; turnpike roads; toll houses shown as rectangles.

Lillingstone Dayrell gate was at the junction of another side road in the direction of Stowe (SP 700 397).¹³² Notice of auction of tolls for both gates appeared in the *Bucks Herald* in July 1842 and August 1844.

ROAD H: FROM THE COUNTY BOUNDARY W. OF TRING, VIA AYLESBURY AND WADDESDON, TO THE COUNTY BOUNDARY E. OF BICESTER

In Bucks. the road follows the route of the Roman Akeman Street (now the A41).

The Sparrows Herne Turnpike Trust was set up in 1762¹³³ to administer the road from the S. end of Sparrows Herne on Bushey Heath, via Watford, Berkhamsted and Tring, in Hertfordshire, and thence into Bucks. as far as Aylesbury. In 1770 the continuation of the road from Aylesbury to Bicester was turnpiked.¹³⁴

An act of 1871 decreed that the trust was to close no later than 1st November 1873.¹³⁵

East of Aylesbury there was a gate at *Weston* by the turn to

Broughton (SP 846 133).¹⁵⁶ It is said to have been moved there from The Vatches (or Vetches Farm) by the 35th milestone, W. of Aston Clinton, in 1810.¹⁵⁷ In 1826 a new road was completed through what is now the Bedgrove Estate to join the Wendover to Buckingham turnpike road. At that time the gate was moved from Weston and is shown on the O.S. map at the Walton turn (now Hazell's Corner) (SP 827 135). It became known as the *Sparrows Herne* gate.

West of Aylesbury, *Stone Bridge* gate was at the turning to Haydon Mill (now Haydon Mill Farm) (SP 801 149).¹⁵⁸ *Westcott* gate was just W. of the turning to Westcott village, by New House Farm (SP 716 177).¹⁵⁹ *Stone Bridge* gate (with a weighing engine) and *Westcott* gate existed until 1873.¹⁶⁰

ROAD I: FROM NEWPORT PAGNELL N. VIA SHERINGTON AND OLNEY, CROSSING THE COUNTY BOUNDARY INTO NORTHANTS. ON THE WELLINGBOROUGH ROAD (A509)

The Kettering and Newport Pagnell Turnpike Trust was set up in 1754.¹⁶¹ It was to close no later than 1st November 1878.¹⁶²

There was a gate at *Sherington N.* of the junction with the Bedford road (SP 887 458 approx.).¹⁶³ In 1781¹⁶⁴ the trustees were granted permission to move the gate to the N. end of *Sherington Bridge* (SP 885 455 approx.) to take advantage of tolls from the Bedford road as well, to help to pay for repairs to the bridge, the Bedford road trust having closed by 1770 (road L).¹⁶⁵ Under an act of 1823 the gate was removed from the bridge to the top of *Emberton Hill*, N. of the junction with the lane to the S.E. (SP 889 478 approx.).¹⁶⁶

Jefferies shows a gate at *Northway House* at the county boundary with Northants. (SP 902 562); Bryant and the O.S. show one at the *Warrington* cross roads (SP 899 548).

The 1823 act also laid down the removal of a weighing engine together with the *Sherington Bridge* gate.

ROAD J: FROM WEST WYCOMBE TO PRINCES RISBOROUGH, LITTLE KIMBLE AND TERRICK (A4010), AND FROM THERE (VIA B4009) TO THE WENDOVER – AYLESBURY ROAD AT WORLD'S END

The Wycombe–Risborough section was set up in 1795.¹⁶⁷ There was a continuing act in 1817,¹⁶⁸ and in 1822¹⁶⁹ a new section was added from Terrick to Stoke Mandeville and from there to the Wendover – Aylesbury road. (This was not completed until 1827.¹⁵⁰) In 1825 another act¹⁵¹ added a branch from Princes Risborough via Longwick over the county boundary to Thame (A4129).

The history of this late additional stretch of road is very fully covered in the minutes of the Risborough Turnpike Road Trust between 1824 and 1826, when the road was opened.¹⁵² Additionally, in March 1830 the trustees ordered that "tenders . . . be received . . . for forming and making the road from the corner of the Lower Icknield Way to join the road at the upper end of Longwick – the road to be 30 ft. wide – the crown 16 ft. with 6 inches of rag and 12 inches of well-broken flints or gravel, with 7 ft. water table on each side".¹⁵³

There is only one volume of minutes for this road in the B.R.O.; it covers the years 1824 to 1841, and mentions each of the gates by name and the amounts of toll received.¹⁵⁴

There were gates at *West Wycombe* at the junction of the Oxford

and Princes Risborough roads (SU 834 947);¹⁵⁵ at *Monks Risborough* by the 9th milestone from High Wycombe (SP 813 043);¹⁵⁶ and at *Little Kimble* at the junction of the A4010 with the B4009, part of the Lower Icknield Way (SP 823 070).¹⁵⁷ In 1835 the trustees accepted a tender for a new toll house near Little Kimble church. Negotiations dragged on for four years, causing much irritation on all sides, and it was not until April 1839 that a new position was agreed.¹⁵⁸

In August 1827 the Trustees ordered the erection of a gate at *Terrick*, across the road from Terrick Lane to Butler's Cross (SP 840 082).¹⁵⁹

On the 26th December 1850 there was a "daring burglary" at Terrick toll gate. A "notorious character" broke into the bedroom and purloined the old toll keeper's breeches from under the pillow: in the ensuing scuffle four sovereigns fell out of the pocket in different directions, whereupon the villain beat a hasty retreat, and had not been heard of since. It was considered strange that he had not been detected by either of the two parish constables.¹⁶⁰

Longwick gate is first recorded in April 1826.¹⁶¹ It does not appear on the O.S. but in 1831 the trustees agreed to "erect a toll gate or side bar at or near the present toll gate at Longwick, across a certain highway leading to Owlswick" – currently called Bar Lane (SP 788 051 approx.).¹⁶²

In 1845 tolls were taken at *Kingsley* gate, and thereafter it was recorded together with the Longwick gate.¹⁶³ No map reference or further details have been found regarding this gate.

In 1871 all the gates and toll houses were sold by auction for a mere £108.10s.,¹⁶⁴ on the termination of the trust.¹⁶⁵

ROAD K: FROM THE OXFORD ROAD (A40) DOWN CHAPEL LANE AND NEW ROAD TO THE JUNCTION WITH CRESSEX ROAD (COMMONLY CALLED "THE TURNPIKE") AND THENCE TO HANDY CROSS; ALSO FROM THE TURNPIKE S.W. ALONG CRESSEX ROAD TO CLAY LANE FARM AND THE STOKENCHURCH – MARLOW ROAD (B482), NEAR RED BARN FARM

The road was set up in 1822¹⁶⁶ but, partly owing to the expansion of High Wycombe, it is difficult to trace it. A continuing act¹⁶⁷ in 1825 detailed the route as:

"... the Road leading from ... the said London and Oxford Turnpike Road, near the Thirty-one Milestone . . . by or near to a Place called Crispin's Chapel, to Bottom Farm House and Rowleaf Wood, in West Wycombe . . . and thence in a Direction Eastward of Booker Hill and Homer's Farm Houses, through a Part of the Parish of Chepping Wycombe, to Handy Cross in the Parish of Great Marlow and through a Garden . . . belonging to Sir William Clayton Baronet . . . also the Two Lanes diverging therefrom to Cressicks in the Parish of Chepping Wycombe, and Red Barn in the Parish of Great Marlow".

Bryant shows an "Intended line of New Road" from what is now the junction of Chapel Lane and Lane End Road to Cressex Farm; but this does not appear on the O.S.1" or the 1885 O.S.6" maps.

There was evidently a gate at *Creswick Lane* and an "S.T.B."¹⁵ (presumably a side toll bar) at The Turnpike (SU 844 916).¹⁶⁸

No further evidence relating to this stretch of road has been traced.

ROAD L: FROM THE COUNTY BOUNDARY WITH OXON., AT FINMERE, VIA TINGEWICK (A421) AND BUCKINGHAM, ACROSS PART OF NORTHANTS. TO OLD STRATFORD (A422), S.E. DOWN THE A5 TO STONY STRATFORD, THEN CONTINUING N.E. ON THE A422 TO NEWPORT PAGNELL, SHERINGTON BRIDGE AND CHICHELEY, AND INTO BEDS. AT ASTWOOD

The first section, from Buckingham W. to Warmington (Warwickshire) was set up in 1744.¹⁶⁹ The second stretch, from Buckingham to the Holyhead Road (A5) at Old Stratford, and from Stony Stratford to Newport Pagnell, was set up in 1815.¹⁷⁰ Another section, from Newport Pagnell to Bedford, had been set up in 1754¹⁷¹ but did not prosper and appears to have closed before 1770 (see road I), to be put into good repair by a new trust established in 1814.¹⁷²

The gate at *Dropshort*, (SP 678 335) in the earliest section of road, was authorised by the 1744 act.¹⁷³

The second section appears to have had several gates and side bars, as shown below. The accounts record that the three gates on this section (Hyde Lane, Passenham and Bradwell) were let continuously from 1828 to 1877.¹⁷⁴ The first, *Hyde Lane*, was at the Foscott turn (SP 723 354).¹⁷⁵

The *Passenham* gate (SP 774 400 approx.) and side bar (probable position a mile S.W. of Old Stratford) were in Northants.

E. of Stony Stratford, *Wolverton* gate (SP 821 413) was only an "S.T.B." (or side toll bar) according to Bryant, but see below. *Bradwell* gate (SP 830 415) was the subject of a special meeting in December 1853 to consider its removal and re-erection elsewhere:¹⁷⁶ it is not known whether this move ever took place. A gate at *Great Linford* does not appear on Bryant or the 1835 O.S.1" but unusually is shown on the 1968 O.S.1" (SP 855 428).

In the 1840s notices of letting of tolls for the Buckingham and Newport Pagnell Road¹⁷⁷ named the several gates and side bars as follows:

"Wolverton, Bradwell and Great Linford Gates, and Stantonbury Side Bar" and

"Passenham and Hyde Lane Gates, and Passenham Side Bar"

It will be seen that *Wolverton* was described here as a gate and not an "S.T.B." Nothing else is known of *Stantonbury Side Bar*: its probable position was at the turning N. to Stantonbury (SP 840 418 approx.).

The gate at the N. end of *Sherington Bridge* (SP 885 455 approx.) was only opened after the failure of the earlier Bedford to Newport Pagnell Trust. After a new trust was set up in 1814, the county was persuaded to have the bridge rebuilt and maintained.

The Kettering and Newport Pagnell trustees built a new gate at the top of Emberton Hill (see road I), and the Bedford trustees opened one at the top of *Chicheley Hill* (SP 897 457).¹⁷⁸

The gate set up E. of the junction of the Olney and Bedford roads, under the 1754 act (SP 888 456 approx.),¹⁷⁹ closed with the earlier trust and was never reopened.

A.C. Chibnall's *Sherington: Fiefs and Fields of a Buckinghamshire Village* (see Bibliography) contains a full account of the toll gates.

ROAD M: GREAT MARLOW TO THE COUNTY BOUNDARY W. OF STOKENCHURCH

The road was turnpiked in 1791;¹⁸⁰ the term was extended for 21 years in 1813.¹⁸¹

The only evidence for the existence of a toll bar at *Seymour Court* (SU 840 884 approx.) is a Notice of Auction of Tolls in July 1821.¹⁸² The other two gates N.W. to Stokenchurch on this road, mentioned in the same notice – *Penley Hollis* and *Well End* – were in Oxon, until the boundary change in 1896. The accounts record the leasing of tolls for the above three gates from 1828 but no mention is made of them after 1850.¹⁸³

ROAD N: FROM THE COUNTY BOUNDARY N.E. OF THAME VIA AYLESBURY AND WING TO THE COUNTY BOUNDARY AT ASCOTT (A418); ALSO FROM THE COUNTY BOUNDARY N.E. OF THAME VIA LONG CRENDON AND OAKLEY TO THE COUNTY BOUNDARY (B4011)

The first section of the road, from Little Milton (Oxon.) via Thame to Aylesbury, was set up in 1770.¹⁸⁴ The road from Aylesbury, via Wing to Hockliffe (Beds.) was turnpiked in 1810¹⁸⁵ under the control of the Aylesbury and Hockliffe Turnpike Trust. As late as 1833 an additional stretch of road was approved¹⁸⁶ from Thame via Long Crendon to the junction with the Bicester Road (A41) at Blackthorn (Oxon).

Sand, gravel and stones for repairing the Aylesbury to Hockliffe road were largely available locally.¹⁸⁷ Loads of flint were brought in from elsewhere.

There was a gate at Thame (Oxon.) known as *Thame Mill*, a short distance S. of the river. The next gate was S.W. of *Aylesbury* (SP 809 132 approx.),¹⁸⁸ where in 1823 there was a weighing machine.¹⁸⁹

A gate and side bar were set up N.E. of *Aylesbury* at the junction with Broughton Lane.¹⁹⁰ A detailed estimate for building a toll house was approved in July 1810, and in 1834 tenders were sought for building a new house (SP 829 147).¹⁹¹ The gate at *Wing* was set up at the same time, on the parish boundary with Linslade (now the county boundary) (SP 896 236).¹⁹² The "Tollgate House" at this point, shown on the 1982 O.S. 1:10,000, is a modern building. The third gate was at *Hockliffe* (Beds.). The accounts for Aylesbury (N.E.), Wing and Hockliffe show tolls leased between 1828 and 1868.¹⁹³

The 1833 Act referred to a turnpike at *Priest End* (Oxon.). It was at one time intended to remove this gate to the N. side of the Thame-Long Crendon bridge,¹⁹⁴ and "*Long Crendon T.P.*" is in fact shown on the 1885 O.S.6" at this location (SP 703 066).

In 1814 a weighing engine was erected at the *Aylesbury* gate (N.E.).¹⁹⁵ The gate, with its side bar and weighing engine, was leased in March 1821 for £209.¹⁹⁶

ROAD O: FROM THE COUNTY BOUNDARY E. OF COLD BRAYFIELD TO OLNEY, LATER EXTENDED TO JOIN THE NEWPORT PAGNELL – STOKE GOLDINGTON TURNPIKE ROAD

The road was set up in 1790¹⁹⁷ from Bromham (Beds.) via Cold Brayfield (A428), then branching west to Olney (B565). Tolls were still being leased in 1873.¹⁹⁸

A toll gate is shown by Bryant and the O.S. just N. of *Lavendon Mill* (SP 905 526 approx.). Additionally, both maps show a gate

Wendover

AYLESBURY & BUCKINGHAM TURNPIKE TRUST.

TO BUILDERS AND OTHERS.

MESSRS. READER AND SON

Have received instructions from the Trustees to SELL by AUCTION, at the BULL'S HEAD INN, AYLESBURY,

On WEDNESDAY, the 30th of OCTOBER, 1878,

At Three or Four o'Clock in the Afternoon punctually.—The whole of the

MATERIALS OF THE TOLL HOUSES

GATES, and FENCES, at WALTON, BUCKINGHAM ROAD, and HOGSTON.

PARTICULARS.

WALTON TURNPIKE HOUSE, GATES, AND MATERIALS.

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|---------|----|--|
| Lot | | |
| £1.1.- | 1 | The 11ft. Toll Board, &c., opposite the Three Pigeons |
| £1.12.6 | 2 | Sixty feet of Wood Fencing, in the Wendover Road, with the Gate and 86 feet of ditto in the Stoke Road, forming the garden fencing |
| £2.- | 3 | The 11ft. Gin. Turnpike Gate, with the hanging and shutting posts, lock and key, a piece of Fencing, and the Hand Gate and Posts |
| £1.15.- | 4 | The Ike in Stoke Road |
| -17.6 | 5 | The Porch in front of House and the two Toll Boards |
| £15.- | 6 | The whole of the Brick-work forming the Erection of the Octagon Toll House, Barn, Water Closet, &c. |
| £7.- | 7 | The whole of the Slates, Gutters, Spouting, and Lead, on the roof of same |
| £3.5.- | 8 | The whole of the Roofing, Joists, and Floors of the same |
| £2.- | 9 | Seven Doors and Frames |
| £3.- | 10 | Eight Window Sashes, Frames, and inside Shutters |
| £1.12.6 | 11 | Pump, Lead Pipe, Sink, and Water Fittings and Tap |
| £1.12.6 | 12 | Two Grates, Copper, Cupboard, and Gas Fittings |

BUCKINGHAM ROAD.

- | | | |
|---------|----|---|
| £7.15.- | 14 | Ninety-six feet of Iron Paling, including the two Swing Gates, the whole of the Stone Coping and Brick Underwork |
| £1.10.- | 15 | The Fencing, 27 feet long, comprising 7 Posts, with 5 stout Iron Bars, and the Swing Gate, 28 feet of Wood Fencing round the Cottage Garden, Posts and Gate, and the Boarded Fences at the back |
| £2.- | 16 | The 12ft. Turnpike Gate, with the hanging and shutting Posts, Collings' patent hinges, and the latches and fastening-open posts |
| £2.2.- | 17 | The ditto Weigh Bridge Gate adjoining, and 40 feet of Fencing and the foot-stile, comprising 12 Posts and the stout Iron Rails |
| £2.10.- | 18 | The Porch, in front of House, 4 Flag Stones and Scraper, and the Toll Boards |
| £18.- | 19 | The whole of the Erection and Materials forming the Stable, Chaise House (with Loft over), 2 Privies, Wood Barn and Pig Stye, brick-built and slated, being 26ft. long, by 18ft. wide |
| £2.7.6 | 20 | The Lead Pump and Pipe in yard, Flag Stone, Trap and Drain Pipes at the back door, and the Chilton Hills Water Fittings and Taps |
| £1.15.- | 21 | The Lead Cistern, with Pipe, Tap, and overflow pipe |
| £1.7.6 | 22 | The Copper, as fixed in the Toll House, the Stone Cistern in ditto, the Oven and Boiler Range, and the two Register Stoves |
| -17.6 | 23 | The Ike in the Cottage |
| £23.- | 24 | The whole of the Brick Work forming the Erection of the Toll House and Cottage, with the lean-to back houses, 34ft. long and 22ft. wide |
| £11.- | 25 | The whole of the Slates on the same and the Iron Spouting |
| £2.10.- | 26 | The whole of the Rafters, Joists, and Floors to the Toll House and Cottage |
| £1.15.- | 27 | Twelve Sash and Lead Lights, with the Window Frames and inside Shutters in ditto |
| £2.10.- | 28 | Fourteen Doors and Frames in ditto |

HOGSTON TOLL GATE AND HOUSE.

- | | | |
|--------|----|--|
| £30.- | 29 | The whole of the Materials of the Toll House, namely, the Bricks, Slates, Ridge Tiles, Gutters and Spouting, Wood-work, Doors and Frames, Sashes, Grates, &c., forming the recently-erected Toll House, Barn, and Water Closet, at Hogston |
| £2.- | 30 | The Turnpike Gate, two Posts, Foot Gate, two Toll Boards, and the Top, Chain, &c., to the Draw Well |
| £3.3.- | 31 | Iron Rail |

May be Viewed at any time prior to the Sale, and Particulars obtained of Messrs. Tindal and Baynes, Clerks to the Trustees, or of the Auctioneers, Temple Street, Aylesbury.

£156.18.6

DE FRANE, PRINTER, "BUCKS HERALD" OFFICE, WALTON-STREET, AYLESBURY.

Fig. 5 The end of an era: materials from a demolished toll house are offered for sale.

near Ravenstone Mill on the road branching S.W. from Olney (SP 852 487 approx.) and a *Ravenstone* gate is listed between 1828 and 1873.¹⁹⁹

ROAD P: FROM COLD BRAYFIELD TO LAVENDON, VIA WARRINGTON CROSSROADS TO THE COUNTY BOUNDARY AT WARRINGTON LODGE (A428)

The road was turnpiked from Northampton in 1827.²⁰⁰ The trustee minutes and accounts are held at Northampton Record Office and run from 1827 to 1881.

A toll gate stood at the *Warrington* crossroads (SP 898 548).²⁰¹ The gate shown by Jefferies a mile north at the county boundary

may have been moved thence by agreement with the trustees of the Kettering and Newport Pagnell Turnpike Trust (road I).

ROAD Q: FROM LAVENDON TO THE COUNTY BOUNDARY NEAR THE ENTRANCE TO HARROLD LODGE FARM (2M. S.W. OF HARROLD, BEDS.)

A short section of this turnpike in Bucks. was the S.W. end of a road from Great Staughton (Huntingdonshire) via Odell and Harrod (Beds.) to Lavendon; it was set up in 1802.²⁰²

A toll gate appears on both Bryant and the O.S. at the same place at the county boundary. On Bryant it is marked as "2 Mile Oak" (SP 934 547).

ACKNOWLEDGEMENTS

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