

Detailed Description

Sandy Beck Toll Bar and Dwelling House

1. Building Type/Purpose

Sandy Beck Toll bar is a single storey building designed to collect tolls from passing traffic. Storage and office space was provided for the toll collector (pikeman). A large window high up on the gable allowed good visibility to the north along the old road. An adjacent dwelling house, providing comfortable accommodation for the pikeman and his family with large windows giving clear views both up and down the toll road is sited close to the toll bar. The single skin walls of the dwelling have been rendered throughout externally to prevent damp penetrating through the walls. Most of this render is now loose and unstable.

2. Materials

The toll bar is constructed from uniform sandstone with tooled sandstone quoins. Both doorways are headed with a tooled sandstone lintel. There are two toll collection openings, the lower has a tooled sandstone surround, the upper is ragged where the surround has been removed. A window opening in the north east gable also has a tooled sandstone surround. There is a wooden plank door lying close to the doorway to the booth. The south west elevation has been rendered, part of which has fallen away in places. There are a few remaining softwood roofing timbers, and a small piece of sandstone roofing slate is still attached at one corner. The dwelling house is built from uniform sandstone. The tooled sandstone quoins have a plain outer margin and are similar to the quoins on Shede Barn Cracoe. This was a popular feature around the early to mid 19th century. All windows have cut sandstone surrounds with wooden window frames, some set within the surrounds, others scattered around. All the windows have or had a central stone mullion apart from the kitchen window. Both the current front and rear entrances have cut sandstone surrounds. There is a plank door still hanging within the rear entrance, another plank door lies close to the front entrance.

3. Exterior detail:

The Toll Bar

The south east elevation is in sound condition apart from the beginnings of a crack in the masonry running from the top of the wall to about half way down in the centre of the elevation. The surround to the upper toll collection opening is also missing. It is however, currently sound. There has been an adjustment to the arrangement of the quoins to the left of the doorway, possibly to accommodate the addition of a modern flush toilet. There is a clay pipe inserted into the wall to the left of the doorway to provide ventilation to the toilet.

The south west elevation is considerably narrower than its opposite end, this has been rendered, but most has now fallen away. The toilet building added to the toll bar, projects further back and abuts the main dwelling house. This section is built of the same materials and covered with render. Some of the render has fallen away to expose the stonework underneath. There is a small window opening in the wall with large sandstone roofing slates providing cover.

The north east elevation is in sound condition with a hole to the right of the booth entrance designed to ventilate the area under the loft, and another above the gable window ventilating the area above the loft.

The Dwelling House

The south east elevation is obscured by the toll bar. However, the wall is covered with render much of which has fallen away. There is a small window opening to one end of the scullery. There is an entrance door directly into the scullery which is easily accessed from the booth doorway. The corridor between the dwelling and the tollhouse also provides a passage to the privy.

The south west elevation is again covered with render part of which has fallen away. There is a central chimney stack with two pots serving a fire in each of the bedrooms. A ventilation grid is visible at ground level towards the rear of the building, this is to ventilate the space underneath the floor boards in the rear bedroom.

The north west elevation abuts the road, the face is rendered fully and covers an earlier central doorway, which was presumably the front door until the road was widened at a later date to pass directly by this elevation. Metal guttering is supported on stone corbels and the roofing timbers although incomplete, can still be seen. A photograph taken in the early 1940s suggests sandstone roofing slates (see The Times Past Magazine included with this report) and there is a chimney stack on each gable, both with two pots.

The north east elevation is also rendered, there is a porch attached to this elevation to provide cover to what appears to have been a later front entrance. A wooden frame provides support to a mono-pitched roof designed to shed water although this, and the stone walls of the porch have not been tied in to the existing building and are falling away from the main structure. There is no provision for a door from the porch, a plank door lying on the ground appears to belong to the opening into the living room.

4. Interior detail:

The Toll Bar

The toll collection booth accessed from the north east elevation is small and divided off from the rest of the interior with a stone wall about 150cms high. Corresponding with this are two holes in each of the end walls together with stone corbels protruding from the rear wall, designed to accommodate a wall plate. Floor boards laid across would have given a floor for an office space, accessed by steps directly from the toll booth. The window in the north east gable would have given light to this space and with the use of steps allowed a clear view of the old road. The two toll collection openings are accessed from this booth, the steps to the loft perhaps doubling up as a means of elevating the collector to the higher opening. The pedestrian collection opening has an inner timber lintel, the higher opening has an inner stone lintel and is no doubt the reason this remains stable even without its outer support. Nothing else remains in this section.

The storage area under the loft floor is accessed from the south east elevation. There are no windows, only a ventilation hole in the north east wall.

The privy is accessed from the rear of the tollhouse, there is a small window a ventilation hole and the remains of a hole where the toilet waste pipe entered the ground. There is no longer a door to the privy.

The Dwelling House

The Living Room: This room has brick interior dividing walls covered in plaster, some of which has fallen away. The north west wall has two large windows and a blocked up doorway. Above this doorway there is an arched detail. The wooden sash window frames are largely missing although there are enough left to determine each light had twelve individual panes. The window reveals are lined with timber and any shortfall between the window frame and the structure is made up with plaster laths. The north east wall has one large window, a fireplace and an external exit door out into the porch. The south east wall has access to the pantry and the kitchen, and the south west wall gives access to both the front and rear bedrooms.

The Front Bedroom: This room has a large window on the north west wall. On the south west wall is another large window and a fireplace. There are the remains of floor boards in this room with a shallow cavity underneath. Only small parts of the walls remain plastered.

The Rear Bedroom: This room has one large window in the south west wall with a small fireplace in the corner below the chimney. There are the remains of floorboards, with a similar shallow cavity below. Again much of the original plaster has fallen away from the walls.

The Kitchen: There is one large window in the north east wall, with a small window and the rear exit door on the south east wall. The chimney stack on the north east side of the dwelling house had two pots as seen on the photograph taken in the 1940s. One obviously served the living room, the purpose of the other is unclear, however, it is possible it served some kind of cooking facilities in the kitchen.

5. Plan Form

Sandy Beck Toll Bar has its own unique floor plan, designed to meet the needs of the pikeman providing storage and secure areas combined with easy access to the road. The dwelling house is a rectangle, divided to meet the needs of the family, while providing clear views from all rooms both up and down the toll road. The detail shows the living accommodation was of a high standard and highly desirable.

DATING

6. Identifying the oldest part of the building and date

The documentation relating to the building of the Skipton to Cracoe Turnpike, Sandy Beck Toll Bar and the dwelling house give accurate details of the plans prepared by surveyor, James Elwood Terry in 1851. The toll house was finished in July 1853 and built by Masons contractors at a cost of £128. 10s. 1d. The same records confirmed the tolls commenced on 26th August 1853. The dwelling house was built in 1853 prior to the opening of the turnpike. The privy may have been added later when mains water became available around 1926 and modern flush toilet became available. (WYAS Ref RT89) The new Turnpike would allow goods and merchandise to be easily transported both in and out of the dale, changing the way of life for many and opening up more business opportunities. The opening of the canal at Gargrave in the late 18th century had already started this process.

7. Major extensions or alterations

The new front entrance door on the north east side no doubt became necessary when more motor vehicles were using the B6265. A porch was added to protect this new front door. The exterior render hides the original front door which is now blocked.

SETTING

8 Orientation:

The toll house faces south east , the dwelling house is positioned to provide good visibility both up and down the toll road. Sandy Beck passes the north east of the buildings, running under the road continuing in a south easterly direction. The site is near to Scale House and Scale Hill Farm and sits adjacent to the ancient road from Skipton to Rylstone, Cracoe, Linton and Threshfield.

9. Relationship:

Initially the Toll bar and the dwelling house were positioned to serve the new Turnpike from Skipton to Cracoe. After responsibility of the road passed to the local authority the position Sandy Beck Toll bar and the related dwelling house would have offered accommodation for staff employed at Scale House or Scale Hill Farm.

OTHER INFORMATION

10. Initials/Datestones:

None

11. A Brief History of the Skipton to Cracoe Turnpike and the related buildings.

In 2009 Scale Hill Farm of which Sandy Beck Toll and Dwelling house was part was offered for sale. The toll house apart from being roofless was in relatively good condition, the dwelling house was in poor condition and recognized as unsafe. The Upper Wharfedale Field Society History and Vernacular Buildings Study Group aware that the buildings were at risk , sought permission to survey the site and record what was left of the buildings and to report on the history of the related Skipton to Cracoe Turnpike Road.

Two rolls, one a plan the other a section of the proposed turnpike are lodged at the West Yorkshire Archives in Wakefield Reference Number: QE20/1/1851/13 29th Nov 1851. There are also two boxes of paperwork relating to the period 1851 to 1875 when responsibility for the road was handed over to the local authorities. Reference Number RT89.

In 1851 a feasibility study was made to assess the potential income from tolls and also the related costs of building the new sections and improving the existing parts of the road to be retained. In February, May and August 1851, for a two week period a tally was taken of all road users from Skipton to Kettlewell at Rylstone and at Hetton presumably to gauge the usage to Gargrave and the canal. Why a tally was taken at both points is unclear but may have been to assess which route carried the most traffic, and which road was a priority. Estimates were tendered from contractors for the building of the new turnpike, investors were sought and land owners affected by the new road were consulted. A quarry in Rylstone owned by Mrs Chamberlain, earmarked for the quality of its limestone was to be used in the project.

The old road was to be diverted at Sandy Beck to an area just south of Rylstone avoiding the very boggy track with a steep incline to the east of Scale House which was the cause of much discontent and made movement of people and goods difficult, if not impossible in poor weather. The parts of the original route which were adopted were improved. There was also another proposed diversion from Mill Bridge Skipton parallel to the old road finishing at approximately grid reference SD9831 5273. Both these diversions went ahead. The return section to Skipton was useful for people traveling from Stirton and Thorby and in 1872 a chain was placed across the road known as Bog Lane leading from Stirton and a hut erected to collect tolls at this point. It appears from the records that each village served by the turnpike paid an annual fee to the Trust to help with maintenance. Although there is no mention in the records of the "common days work" commitment other turnpikes were partially maintained by rate payers who were bound to carry out six days unpaid labour per annum keeping the roads up to standard, and there is no reason to believe that this did not happen with the Skipton to Cracoe Turnpike.

Thomas Wright was the contractor for the Scale House section at a cost of £2,160 with Campbell Nicholson carrying out the work at the Skipton end at a cost of £601. Masons Contractors built the Toll House which must have included both the dwelling house and the toll bar as no building appears on the 1851 plans or the first edition OS map at the Sandy Beck junction. The Group have found this strange as the structure of the house and the toll bar are quite different and without the mapping evidence would be tempted to suggest the toll bar was older. The final payment for the buildings was made in July 1853 amounting to a total of £128. 10.1d. W.H. Strong painted the Toll House, Toll Board and Milestone for the sum of £4.16s.0d The first toll receipts are recorded in August 1853 with toll collector John Wilson being paid £12 for approximately one years work. The collector did however have a comfortable house which went with the job. William Petty was the collector from June 1854 to 1862, after which the tolls were farmed out to agents. The Times Past article by the Bordley, Cracoe, Hetton and Rylstone History Group is included with this report and offers a personal insight to the history of Sandy Beck Toll House.

The research on the Skipton to Cracoe Turnpike has thrown up some questions the group has been unable to answer by either documentary evidence or personal local knowledge. The road, which runs from Linton village to Catch-All Farm previously an inn, past Swinden Quarry, through the centre of Cracoe and down to Rylstone was a road improvement which happened prior to the opening of the Skipton to Cracoe Turnpike in 1853. Before the existence of this road the choices available to the traveler were little more than tracks by-passing Cracoe following high ground to avoid the tarn or ings which spanned from Linton to the west of Cracoe said to have been drained in Victorian times. Letters of complaints found in the archive show just how bad the roads were.

With regards to commercial use of this route, until circa 1800 the Duke of Devonshire used the road to Greenhow through Ripon to Milby near Boroughbridge using the River Ouse for transportation of lead from his mines. However, in 1826 the Duke leased the wharf at Ray Bridge (SD 93895.54666) from Mr Wilson at Eshton Hall. He was now using the canal which by 1774 had reached Gargrave, as a closer and more efficient means of transportation. This information tells us that the whole route through to Gargrave must have improved, giving some indication of the date of the road improvements. A fee was paid by the Duke for the use of the road. This begs the question, was there a toll on this earlier road? In J H Dixons, *Chronicles of the Yorkshire Dales* Simpkin, Marshal and Co, pp 142 -149 he tells us the road was repaired "by township benevolence". In 2002, John Standeven in his article concerning the history of Scale House refers to "the new public highway, which had been built when the old turnpike road running alongside Norton Towers was closed in 1851. "

Another possible indication of toll collection is the name of the building, known to have been an inn which now sits at the junction of the B6265 and the turn off to Linton Village called Catch-All Farm. The inn was called Railway Tavern in the 1851 and 1861 censuses – appearing as Catch All in 1871. It is also shown as Swinden End or Railway Tavern on the 1st Edition 1/10560 OS sheet. Is it possible that the name Catch-All could in some way be related to a toll collection site either on the earlier route or improvements relating to the later 1853 Turnpike?

The reason for the name Railway Tavern was in anticipation of the building of a railway from Skipton via Grassington and Bishopdale to connect with the east coast line at Catterick. Plans for this were mooted in 1845, as the Lancashire and North Riding Junction Railway. The Act of Parliament to go ahead was given in late 1846 but the scheme was abandoned in 1848 for various reasons.

None-go-by Farm, previously an inn, close to Bog Lane also has an interesting name and may indicate an earlier toll collection point, but unless other evidence becomes available, this can only be conjecture.

DOCUMENTS

[12 Documentation: maps, inventories, etc.](#)

Photographic record of Sandy Beck Toll bar

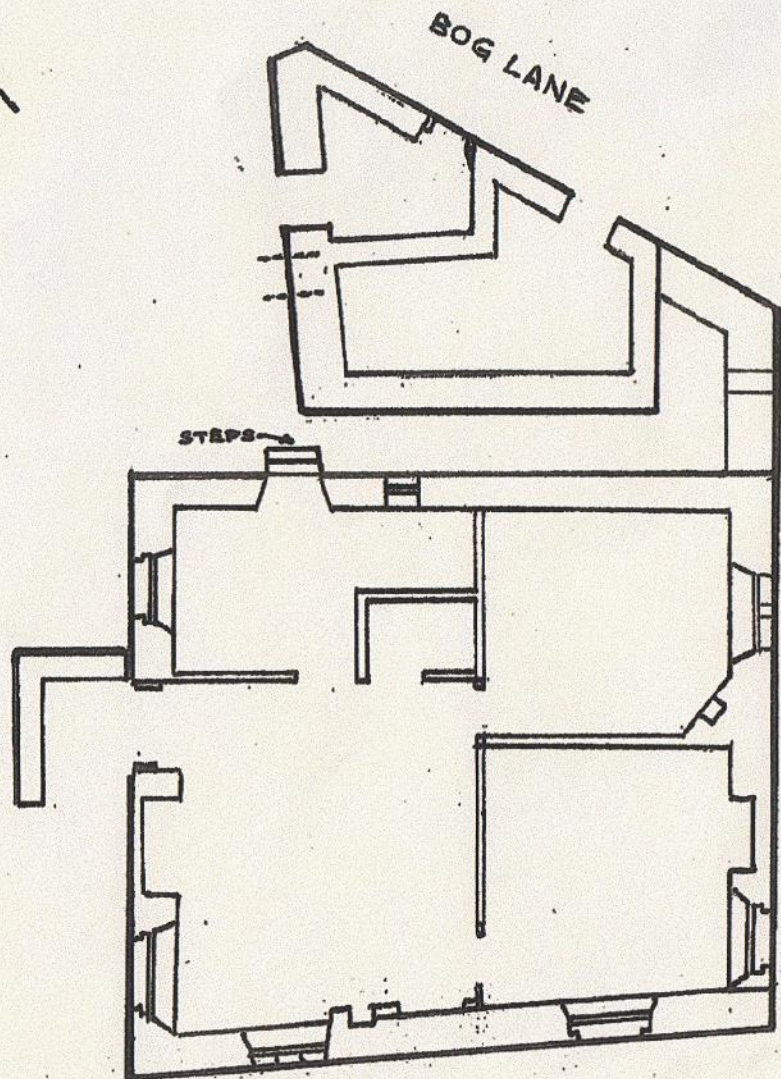
Photographic record of Sandy Beck Toll bar Dwelling House

Times Past, Spring 2009 (Our thanks again to Bordley, Cracoe, Hetton and Rylstone Local History Group)

The Upper Wharfedale Field Society, Vernacular Buildings Study Group thank the Bordley, Cracoe, Hetton and Rylstone History Group for their permission to include part of their local publication "Times Past" Spring 2009 with this report. The information in this publication provides a comprehensive and personal insight to the history of the Skipton to Cracoe Turnpike Road, Sandy Beck Tollbar and the related dwelling house

The Study Group would also like to thank Dr David Johnson for the information relating to the Lancashire and North Riding Junction Railway, and the land agents Strutt and Parker, Harrogate for obtaining the permission which allowed the team to carry out this survey.

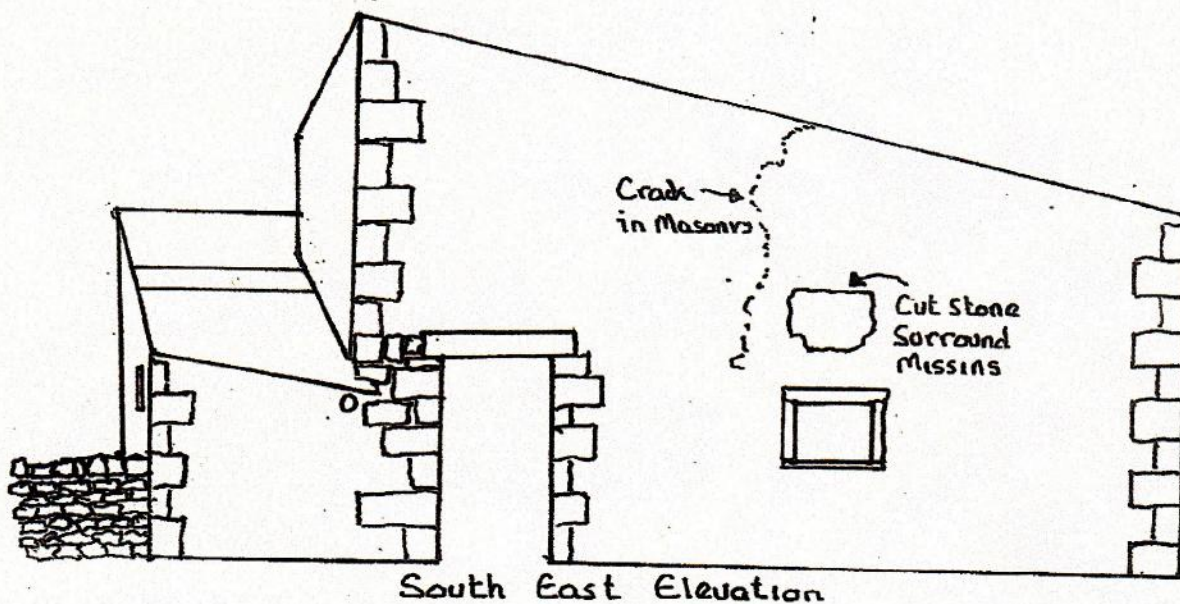
October 2009



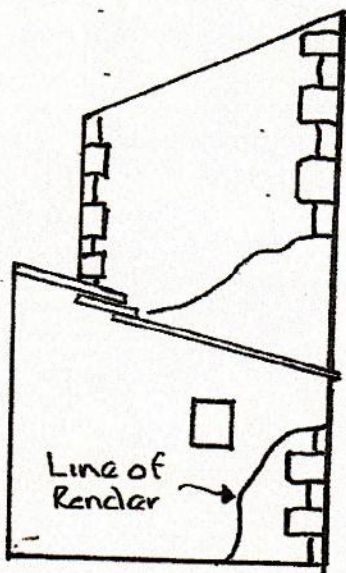
SKIPTON ROAD



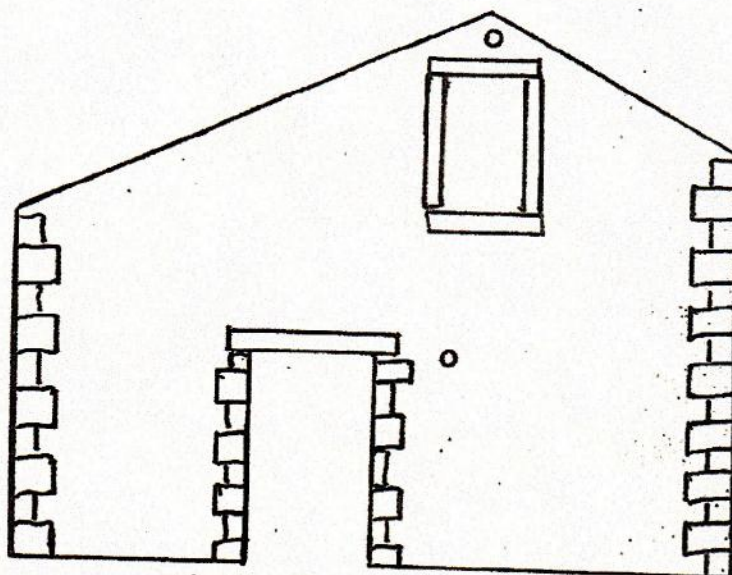
Sandy Beck Toll Bar
Grid Ref: SD9742 5568
Floor Plan of Booth and Dwelling
Recorded by: Ian Clark, Phyllida Oates
Sonia Wilkinson August 2009



South East Elevation



South West Elevation



North East Elevation



Sandy Beck Toll Bar
 Grid Ref: SD 9742 5568
 Toll Booth
 S/E, N/E and S/W Elevation
 Recorded: Ian Clark, Phyllida Oates
 Sonia Wilkinson August 2009