

THE DUDLEY ESTATE:
ITS RISE AND DECLINE
BETWEEN 1774 AND 1947.

T. J. RAYBOULD

Presented as a Thesis for the Degree of Ph.D.
in the University of Kent, July, 1970.

Volume 2

BEST COPY

AVAILABLE

Variable print quality

PORTFOLIO

T. J. Raybould Ph.D. 1970 "The Dudley Estate: Its Rise
and Decline Between 1774 and
1947"

THE DUDLEY ESTATE

PHOTOGRAPHS

AND EXPLANATORY NOTES.

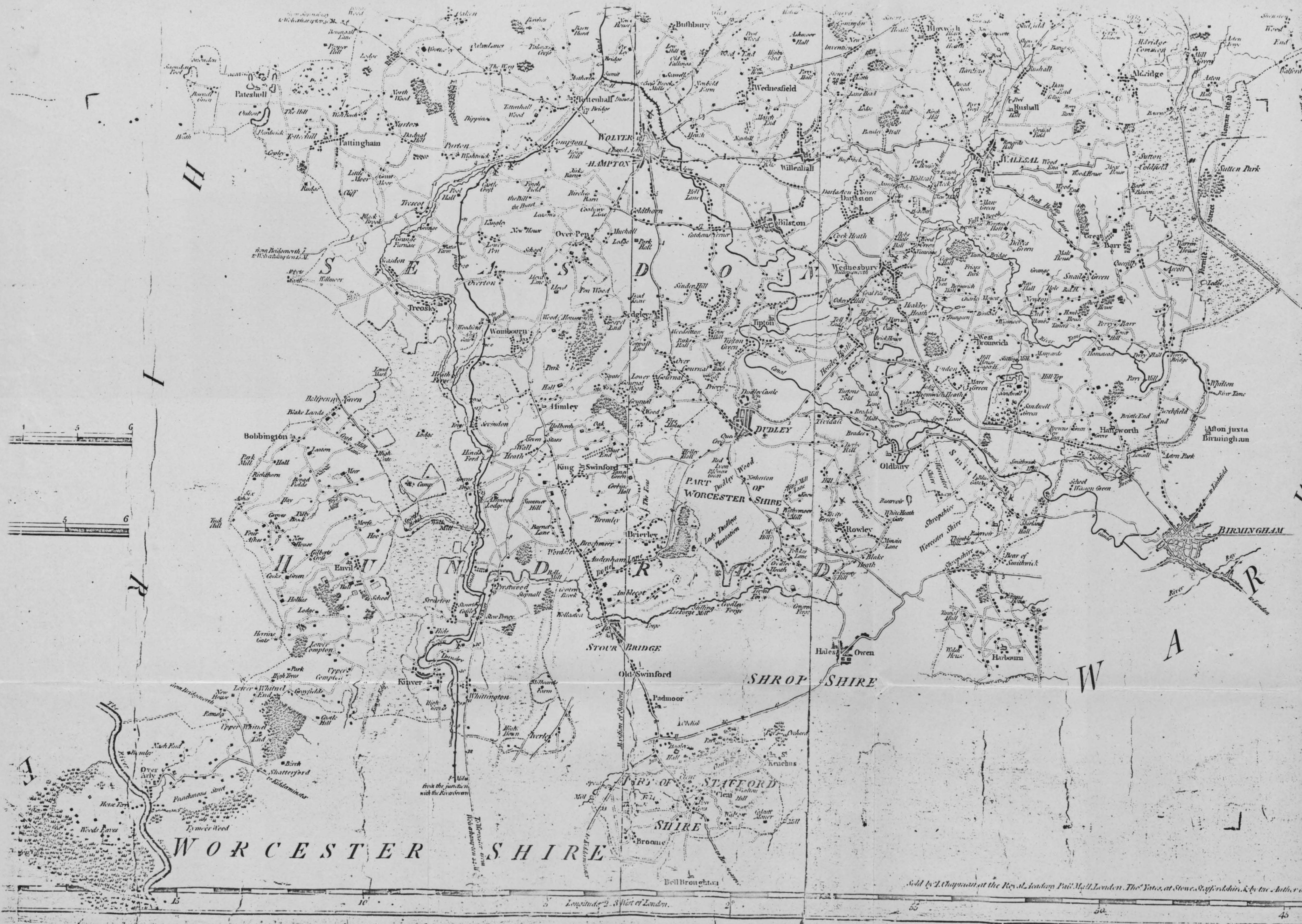
LIBRARY

OF THE
**UNIVERSITY
OF KENT
AT
CANTERBURY**

T. J. RAYBOULD.

MAP I.

W. YATES, 1775.



WORCESTER SHIRE

Longitude 2° 35' West of London.

Sold by T. Chapman at the Royal Academy, Pall Mall, London. The Yates, at Stone, Shropshire, & by the Author at

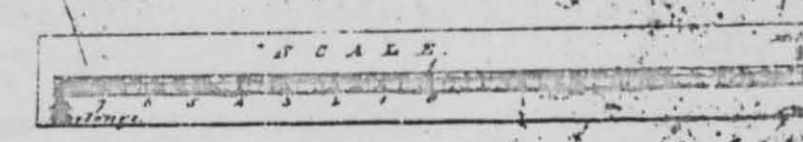
MAP 2.

J. SHERRIFF, 1812.



PLAN
of the
Mines of Lord Dudley,
and Others, situate in the
Parishes of Wolverhampton,
St. John, Wednesbury, Tipton,
Sedgley, King's Norton and Rowley,
in the County of Stafford, Dudley,
and Old Swinford, in the County of
Worcester, and Halesowen, in the
County of Salop.
1812.
Taken by James Sheriff.

Reference
Tunnels and Coal Mines are represented by
dashed lines.
Glasshouses, Windmills and Lighthouses
Churches and Chapels
Engines, Water Mills and Forges
Gentlemen's Seats, Town Houses &c.
Canals
Turnpike Roads are coloured



PHOTOGRAPHS

AND

EXPLANATORY NOTES

Maps

1. Map of South Staffordshire by William Yates, 1775.
S.C.R.O. D590/410.

Facsimile from a map of the whole county.
This shows southern Staffordshire and the area of the Dudley estate before the real expansion of the Black Country had begun. The existing canals, the Staffs-Worcs and the Birmingham Canal, are both shown.

2. Plan of the Mines of Lord Dudley and Others by
James Sheriff, 1812. D.P.L.

In contrast to Yates' map, this shows the extent to which mineral and industrial development had progressed. All canals are marked as well as the names of individual collieries.

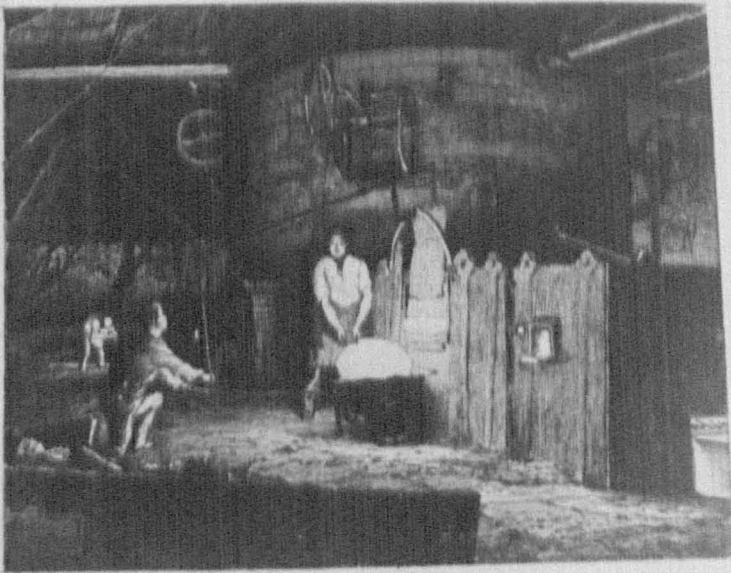
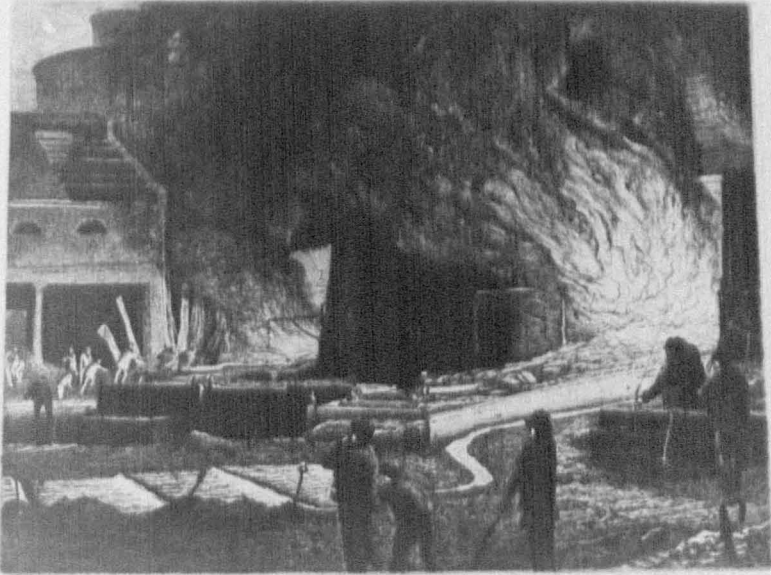
Photographs

Black Country Etchings by R. S. Chattock, 1872

1. Tapping a blast furnace. Molten iron is being tapped from the furnace and is run into moulds to form 'pigs'.

2. A puddling furnace. Pig iron was placed in the furnace and heated to a pasty consistency. It was then removed - as shown in the illustration, and the puddled ball was taken to be forged into wrought iron.

3. A forge hammer or helve. The traditional method of forging iron - originally the helve was powered by water wheel. Even after the development of drop forging, old-fashioned helves, driven by steam engines, remained in use in the Black Country until the late nineteenth century.



THE FORGE HAMMER.
 When the rolling is done, because the puddling furnace, it is

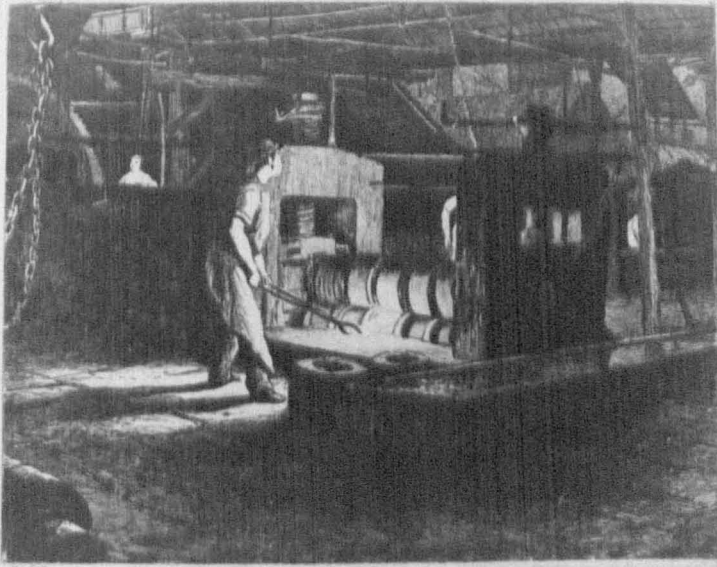
By EDWARD S. CHATTOCK.

4. Forge rolls. Cort first had commercial success with puddling and rolling iron to produce wrought iron in 1784. Metal bars were passed through the rolls until the required thickness had been obtained. These could be powered by either water or steam.

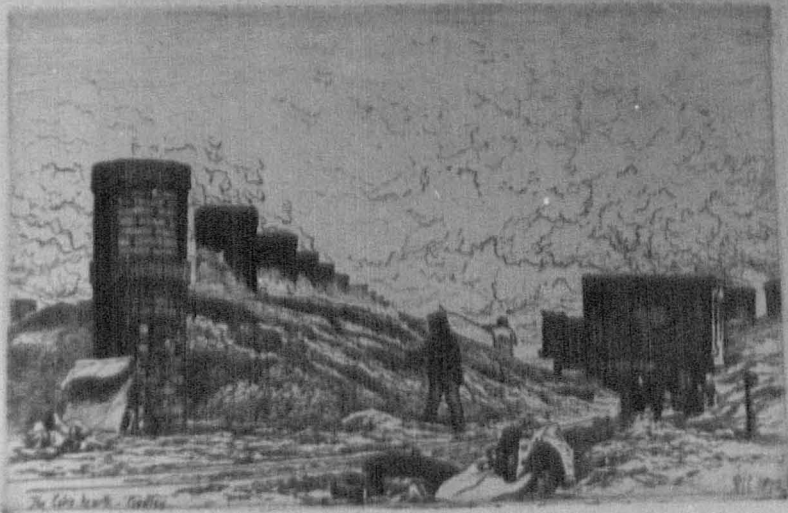
5. A coke oven, Cradley. Circular brick flues with air spaces were erected and coal was heaped around them. A steady, controlled draught was maintained to avoid firing the coal.

6. A glade oven. Small coal was coked in a glade oven. This was used in small forges requiring only a small fire - such as nail and small chain forges.

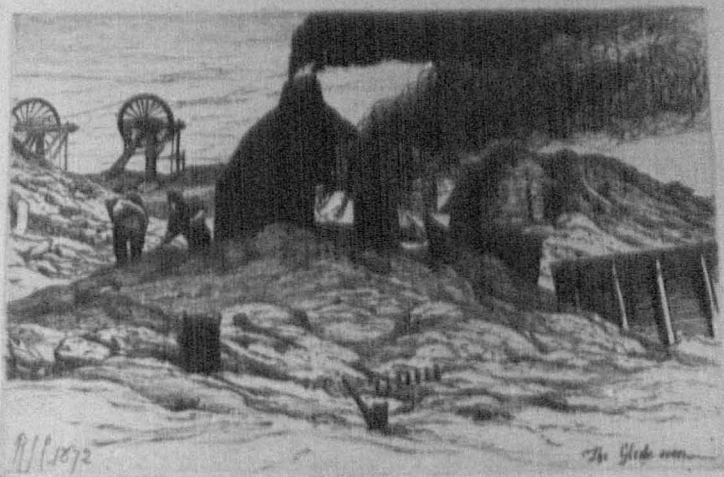
4



5



6



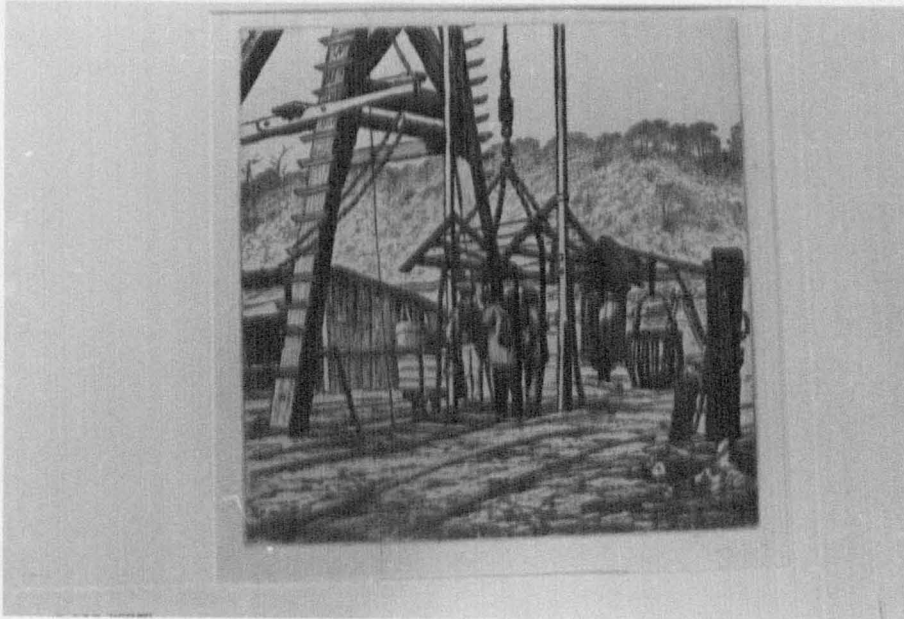
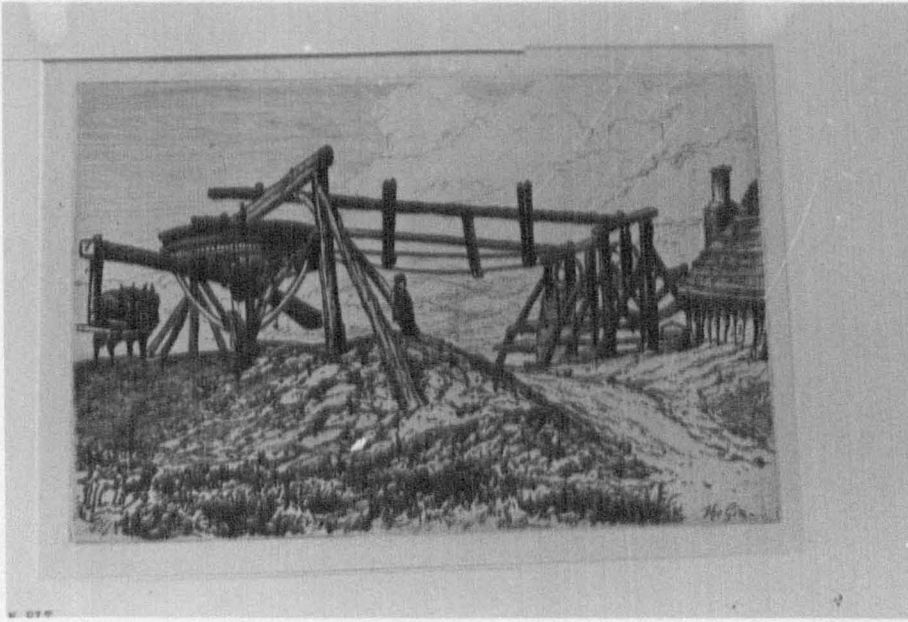
7. A gin pit. Numerous in the Black Country because of the shallowness of the seams and the limited scale of many enterprises. Some were still in operation as late as 1945.

8. The pit mouth. Typical of larger pits by the 1870s. The miners descend in an open cage although a cover was run over the open mouth of the pit when coal was raised, to avoid accidents while the coal tubs were rolled off. For the comfort of miners leaving the pit, a brazier was normally kept burning near the top of the shaft as temperatures were much higher below ground.

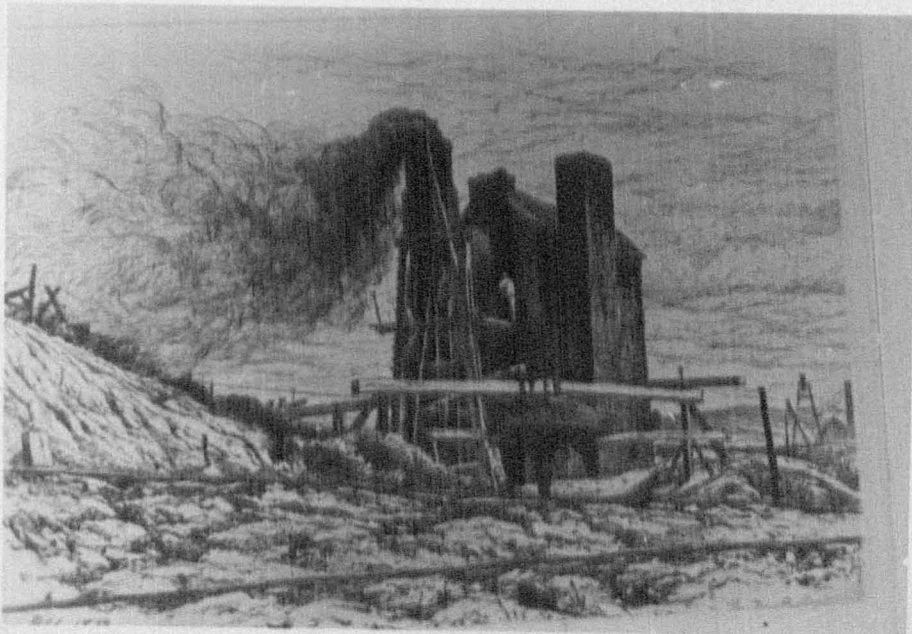
9. The Buffery pit pump. A typical beam engine installed to combat the growing problem of drainage. Mineral railways and a horse gin are also indicated.

The Chattock etchings catch the spirit of the Black Country and indicate the arduous, grimy, and dangerous nature of the iron and mineral trades on which the wealth of the area was based.

7



8



9

10. Mineral seams at The Thorns, Brierley Hill. Taken in 1965 shortly after opencast working had begun. Several seams of coal and clay can be seen including pillar and stall working in the seam nearest the surface.

11. Wren's Nest limestone workings: entrance.
The western mine at Wren's Nest. Pillars of the lower limestone seam have been left to support the roof. The angle of dip is clearly seen.

12. Wren's Nest limestone workings: the first underground working level. There were 13 levels in all before the private canal tunnel was reached - this connected with the Dudley Castle Canal Tunnel at Castle Mill. Pillars and stalls leading to the next level can be seen. Stone was brought out by horse mineral railways from this level: lower levels passed the stone down to the canal level and stone was also raised to canal level from workings lower down.

10



11



12

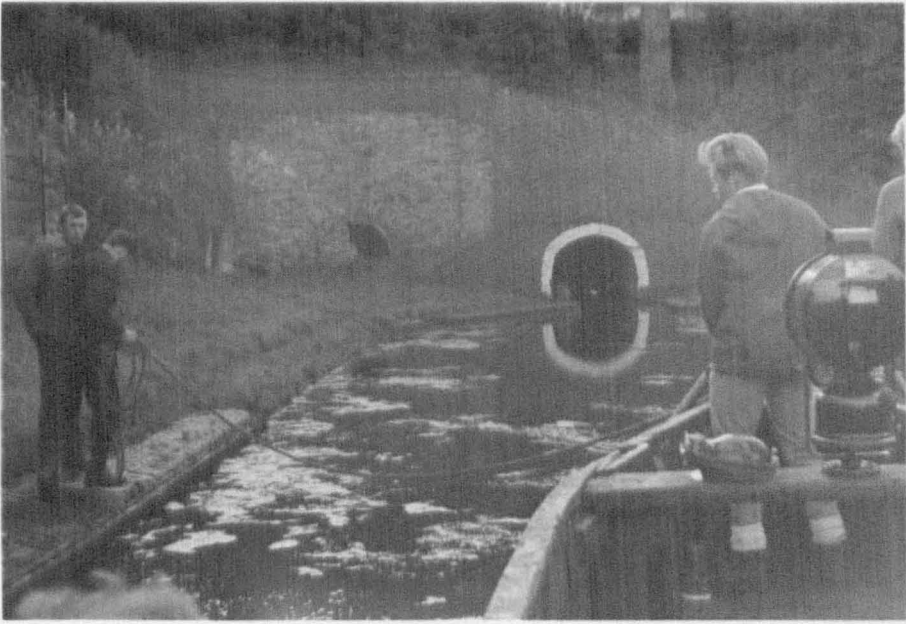


13. The Dudley Canal Tunnel and mine entrance: Castle Mill, Tipton. The tunnel is wide enough for one barge only - which has to be legged through. On the left is the entrance to one of the estate limestone workings. One of the bridge supports can be seen: this carried the Oxford, Worcester, and Wolverhampton Railway over the workings and canal.

14. The Dudley Canal: Park Head top lock. Here the canal splits into three branches: a short industrial and mineral branch - the Grazebrook branch, Lord Ward's Canal - to Round Oak, and the main canal which joins the Stourbridge Canal at the Nine Locks. This lock is very shallow and was the last one required to link the tunnel with the Dudley Canal.

15. The Nine Locks, Brierley Hill. The Stourbridge Canal, sponsored by Lord Dudley's bill in 1776, commences at the foot of the locks. This gives some indication of the problems of canal navigation in the area.

13



14



15



16. An engine house, Himley, 1878. The remains of a large pumping-engine house. Local Gornal sandstone has been used in the arch for the beam: the stone is inscribed to commemorate the Earl of Dudley: the smaller letters E.F.S. refer to Edward Fisher Smith, the mineral agent.
17. An iron lintel. In the same engine house: this was probably manufactured at the Castle Mill Engineering Works.
18. Baggeridge Colliery, 1912. The largest mineral enterprise with which the estate was connected: began operating, as a public company, in 1912. This photograph was taken in 1968, shortly after the N.C.B. closed the colliery.

16



17



18



19. Blackhills Sand and Gravel Quarry, c. 1935.
After 1923, all mineral working by the estate ceased - but, sand and gravel quarries were opened and worked until 1947. This enterprise, sold in 1947, is still active.
20. Round Oak Iron and Steel Works Ltd., 1897. This is a stylised illustration of the works showing the Pensnett Railway crossing the main line at right-angles, and steam tugs on the Dudley Canal. The well-known brand names established since 1856, together with international medals won, are also shown.
21. New Level Blast Furnaces. This photograph, taken before the furnaces were dismantled, in 1957, shows No. 1 and No. 2 furnaces. The bridge to the furnace top was a branch of the Pensnett Railway: the 1870 and 1900 blast engine houses are to the right, and the Dudley Canal and Round Oak Steel Works lie immediately behind.

19



THE EARL OF DUDLEY'S ROUND OAK IRON & STEEL WORKS LIMITED,
BRIERLEY HILL,
STAFFORDSHIRE.



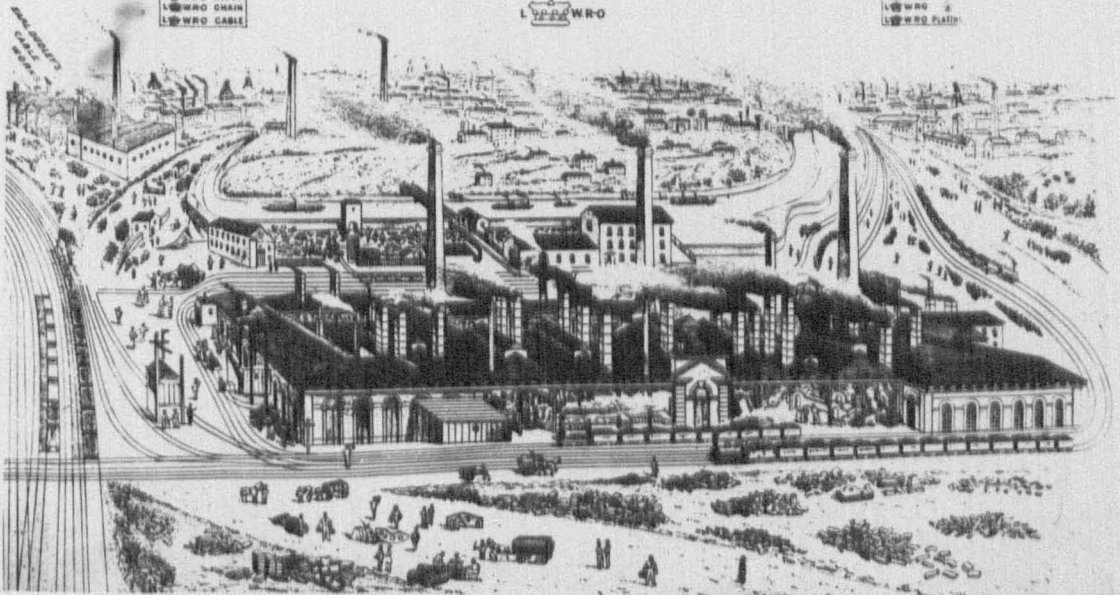
BRIDGE
L & W R O RIVET
L & W R O CHAIN
L & W R O CABLE



D
BRAND
L & W R O



BRIDGE
L & W R O RIVET
L & W R O CHAIN
L & W R O CABLE



21

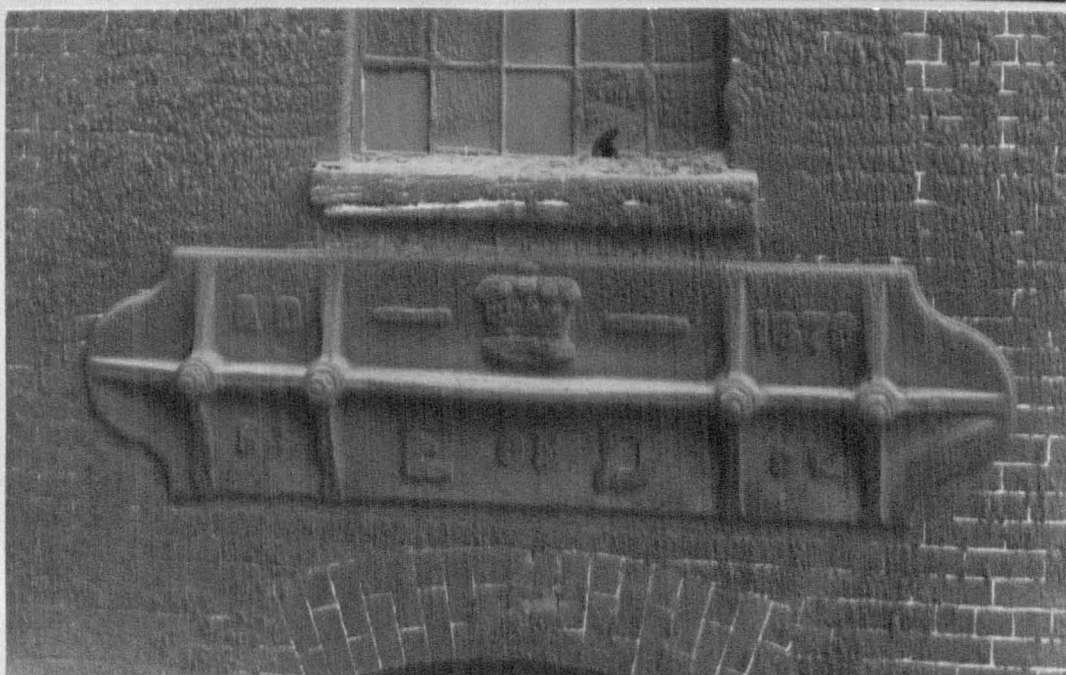


22. New Level Blast Furnaces: boilers and blast engine houses. This shows the arrangement of boilers supplying steam to the large blast engine. The furnaces lie to the right.
23. New Level Blast Furnaces: blast engine house, 1870. This iron plate records the Earl of Dudley: the letters F.S. refer to Frederick Smith, mineral agent 1864-70, and the letters C.M. refer to Castle Mill where the engine was made.
24. Blast engine, 1870. This beam was cast at Castle Mill and records the date and the Earl of Dudley. Iron lintels can be seen above the windows.

22



23



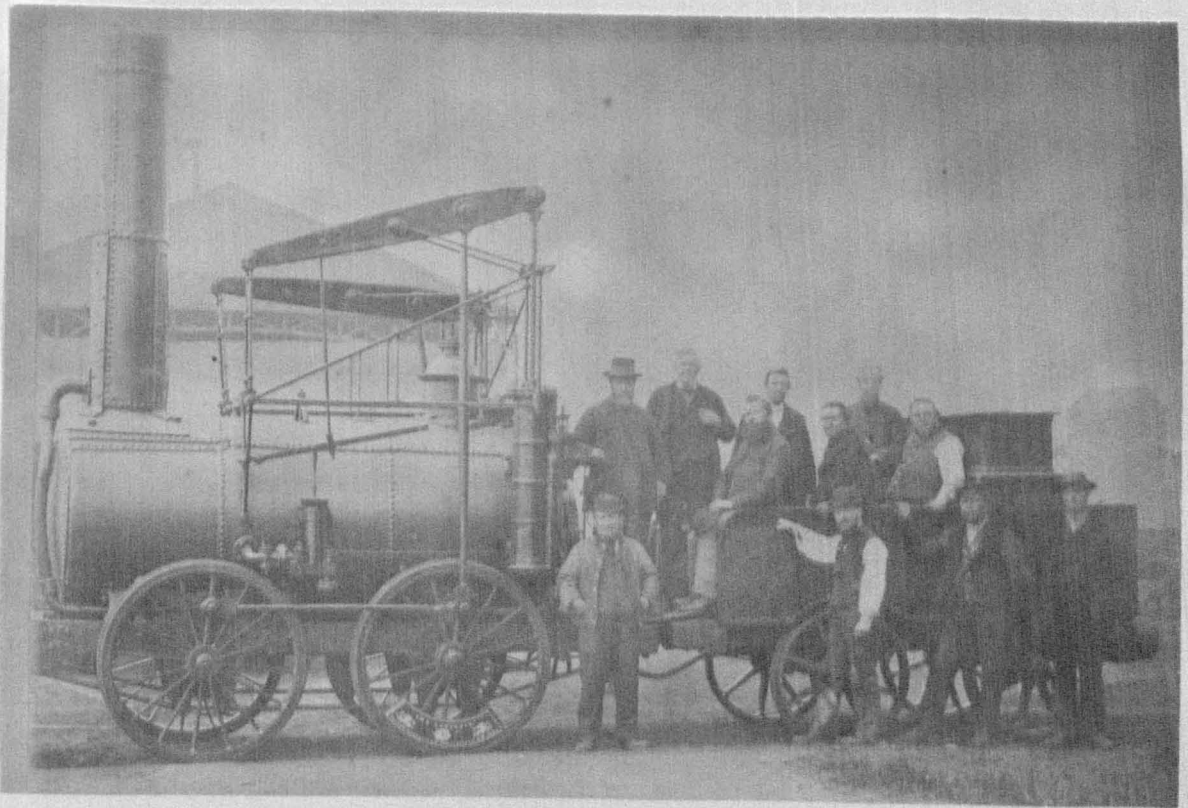
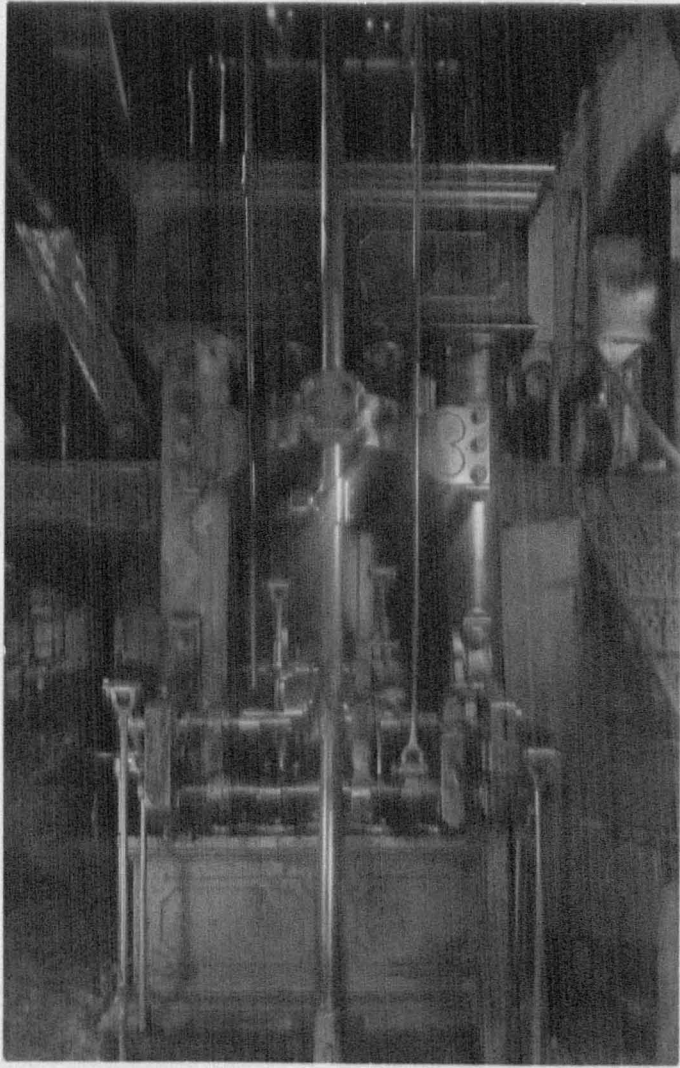
24



25. Blast engine, 1870: interior. Shows the commemorative plate and the ornate ironwork.

26. 'Agenoria' steam locomotive, 1829. The first steam locomotive in the Black Country: it ran on the estate's railway from Shut End to Ashwood canal basin. It was of beam engine construction and was made at the Stourbridge works of Foster Rastrick and Co. It is now at the York Railway Museum.

25



26

27. Pensnett Railway, bridge at Himley, 1882. The estate railway was extended to Himley as new pits were opened. This bridge was strengthened by adjustable iron trusses designed to counter the effects of mining subsidence. The plaque refers to the Earl of Dudley and to Edward Fisher Smith.
28. Pensnett Railway: line crossing the Oxford, Worcester, and Wolverhampton Railway at right-angles, Round Oak. This estate line was constructed when the New Level Furnaces were extended and modernised in 1845: the crossing was made when the main line was constructed 1846-54. This photograph shows one of the last steam locomotives crossing the main line to Round Oak Steel Works.
29. Himley Hall. Built in the 1780s by William Atkinson. It was repaired by the trustees 1833-45 and remained in the hands of the Dudley family until purchased by the National Coal Board in 1947.

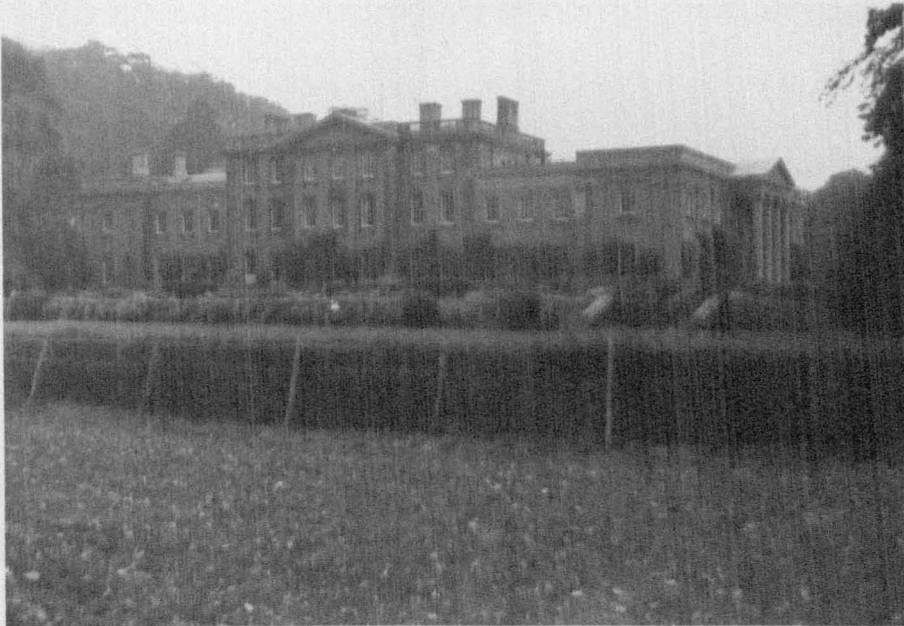
27



28



29



Statistics Relating to the Dudley Estate

1. As a result of the expansion in estate mining activity brought about by Charles Beaumont's policies in 1797-8, ten new steam engines were purchased by the Dudley estate. This account refers to the purchase of material for the engines. See Sec. I, Chap. 2, Part C v.
2. This account specifies the size and cost of other parts: John Wilkinson's Bradley Iron Works and the Dale Abbey Works are referred to.
3. Technical Details and Location of all Steam Engines on the Dudley Estate, 1839. A document compiled by Richard Smith. It records the specifications, type, and location of all estate engines at the collieries and limestone workings. Weighing machines are also recorded. See Sec. II, Chap. 3, Part B.
4. Details of Steam Engines at the Ironworks, 1844. This records the location and specifications of engines supplying blast to the furnaces and power to the rolls.
5. Data Presented to the Commission of Enquiry into the Proposed Oxford, Worcester, and Wolverhampton Railway, 1845. Richard Smith compiled these statistics which were submitted in evidence to show the movement of goods and materials within the Black Country and to distant markets. It is a valuable source of information concerning ironworks leased and worked by the Dudley estate. See Sec. II, Chap. 2, and Chap. 4, Part C ii.

STATISTICS RELATING TO

THE

DUDLEY ESTATE

STATISTICS RELATING TO

THE

DUDLEY ESTATE

Dr. Alexander Raby Esq. (Account with Lord V^{ts} Dudley Ward)

C

1798.		£	s	d	1802.		£	s	d
July 11.	To Cash — from Dixon & Imphlett	1200	—	—	Mar. 27.	By Sundries per Dr. side.	80	—	—
Jan ^{ry} 12.	To Cash — paid S. & J. Hallen for Boilers plates & for boring cylinders for the Whimsies	80	—	—			16	—	8
19.	To Cash — paid J. Wilkinson for Whimsy Boilers	138	8	6			26	2	—
Feb. 10.	To Cash	10	10	—			20	16	—
23.	To Cash	5	5	—			10	1	—
April 13.	To Cash — paid W ^o Johnson for making Whimsy Boilers	16	—	8			—	9	4
May 11.	To Cash — paid for boring Whimsy cylinders	26	2	—			138	8	6
July 12.	To Cash — paid for Whimsy Cylinders	20	16	—			178	11	8
Oct. 24.	To Cash	500	—	—			317	—	2
1800.		6	12	—			285	6	2
Jan. 11.	To Cash — paid Tho. Horton for Boring-rods	15	14	10			39	6	8
31.	To Cash — paid J. Wheeler for Boring Cylinders	10	1	—			285	6	2
Feb. 8.	To Cash — paid Zach. Parkes for castings for the Whimsies	21	14	7			30	3	—
	To Cash — paid Zach. Parkes for Boring-rods for S ^{rs} G. Young	16	4	—					
April 5.	To Cash — paid J. Horton for Boring-rods	—	0	4					
13.	To Cash — paid for assistance in bringing a Whimsy boiler from ^{Bradley}	4	11	2					
May 10.	To Cash — paid Zach. Parkes for castings for the Whimsies	4	10	2					
July 8.	To Cash — on acc^t of the Whimsies paid the Dale & Abbey company for castings for the Whimsies	4	10	2					
12.	To Cash — paid J. Wheeler for boring Whimsy cylinders	25	8	1					
Nov. 22.	To Cash — paid Zach. Parkes for castings for the Whimsies	6	10	7					
Dec. 27.	To Cash — paid Dale & Abbey Co. for castings for the Whimsies	30	0	8					
1801.		178	11	8					
Mar. 28.	To Cash — paid J ^o Wilkinson in full for 10 Boilers	30	3	—					
June 8.	To Dale & Abbey company for patterns for Whimsy castings	276	8	11					
1802.		2	1	10					
Jan. 10.	Millboard — 106 lb at 7 (sent to Sandy)	277	1	13					
		747	12	8					
	To Balance								

£ s d
138 8 6
178 11 8
to 317 .. 2 — Cost of 10 Whimsy boilers
(Deduct 31 14 .. Cost of 1 paid by A. Raby & Co
285 6 2

By Castings the full amount of all the castings had by Lord Dudley from A. Raby & Co (the Dale & Abbey Co) beside what have been paid for (to Christmas 1801.) as by acc^t
Balance

976 12 1
1047 8 9
747 12 8
2771 13 6

Account of Steam Engines belonging to the Trustees of the late East India

Company 1839, by William Harrison Engineer.

Smelter Mill and Dockworks Colliery.

Engine. Nine Engine 75 Inch Steam Cylinders - single power - working
the stroke with six pump condenser and Parallel motion at each end

Bottom size - in four lifts - namely

11 3/4 do 11 3/4 do 11 3/4 do 11 3/4 do = 45 3/4 inches 152 yards Deep

each meter given. Nine Engine 110 Inch Steam Cylinders - single power
working 6 1/2 stroke with six pump condenser and slides at each of the

Bottom size - in two lifts - namely

9 1/2 do 9 1/2 do = 19 inches 109 yards Deep.

Expansion Double power Boasting Engine 8 Inch Steam Cylinders
working 3 1/2 stroke with Parallel motion at each end of beam.

our worked by the Benjamin Gibbons

Expansion Double power Boasting Engine 7 Inch Steam Cylinders
working 3 1/2 stroke with slide at cylinder end of beam. Glass plane

South-West Colliery

Double power Nine Engine 72 Inch Steam Cylinders - single power
working 3 1/2 stroke with six pump condenser and slides at each of

Bottom size - in three lifts - namely

11 1/2 do 11 1/2 do 11 1/2 do = 34 1/2 inches 110 yards Deep

Expansion. Nine Engine 60 Inch Steam Cylinders - single power - working
the stroke with six pump condenser and Parallel motion at each end

Bottom size - in three lifts - namely

13 do 13 do 13 do = 39 inches 120 yards Deep

Expansion Double power Boasting Engine 16 Inch Steam Cylinders working
the stroke with six pump condenser and Parallel motion at each end

Bottom size - in two lifts - namely

12 1/2 do 12 1/2 do = 25 inches 120 yards Deep

Expansion Double power Boasting Engine 18 Inch Steam Cylinders working
the stroke with six pump condenser and Parallel motion at each end

Bottom size - in two lifts - namely

12 1/2 do 12 1/2 do = 25 inches 120 yards Deep

Park Head Colliery Continued.

One Expansive Double-power Coalwinding Engine 15 Inch Steam Cylinder.
Working 5 ft. Stroke with Parallel motion at Cylinder end of Beam. High Lane
One Double-power Coalwinding Engine 24 Inch Steam Cylinder working 5 ft. Stroke
with Airpump Condenser and Parallel Motion at Cylinder end of Beam
at High Lane.

Wingswinford Colliery.

One Double-power Coalwinding Engine 18 Inch Steam Cylinder working
4 ft. Stroke with Airpump Condenser and Parallel Motion at Cylinder end
of Beam. Standing still near the Incline.
One Double-power Coalwinding Engine 24 Inch Steam Cylinder working
5 ft. Stroke with Airpump Condenser and Parallel Motion at Cylinder
end of Beam. Barrow Hole.

Bull Field Colliery.

One Engine 50 Inch Steam Cylinder Single-power working 7 ft. Stroke
with Airpump Condenser and Arch-head Chains at each end of Beam
in four Lifts namely
Bottom Lift 16 1/2 Inches
Second do 10 1/4 do
Third do 10 do
Fourth do 9 1/4 do
} = 10 1/2 Inches 160 Yards Deep.

One Double-power Coalwinding Engine 30 Inch Steam Cylinder working
4 ft. Stroke with Airpump Condenser and Parallel motion at Cylinder
end of the Beam. Raven Pit.

One Atmospheric Coalwinding Engine 30 Inch Steam Cylinder working
4 ft. Stroke and Slide at Cylinder end of Beam. Lean Hold.

One Atmospheric Coalwinding Engine 30 Inch Steam Cylinder working
4 ft. Stroke and Slide at Cylinder end of Beam. Middle Pit.
One Old 24 Inch now a Skeleton near Windmill End.

Dixons Green.

One Expansive Double-power Coalwinding Engine 14 Inch Steam
Cylinder working 3 ft. Stroke with Parallel Motion at Cylinder
end of Beam.

Lipton Colliery.

Bloomfield Mine Engine 50 Inch Steam Cylinder Double-power 7 1/2 ft.
Stroke with Airpump Condenser and Parallel Motion at each end of
Beam in two Lifts namely Bottom Lift 16 3/4 Inches
Top do 16 3/4 do } = 16 3/4 Inches 112 Yards Deep.

Sipton Colliery Continued.

Princes end Mine Engine 72 Inch Steam Cylinder - Single power - working 3 ft Stroke with Airpump & Condenser and Parallel motion at Cylinder end of Beam & Slide at the Pit end in three Lifts - Namely -

Bottom Lift - 13½ Inches
 Second do 13¼ do } = 13¼ Inches 150 yards Deep
 Third Lift do 13 do }

Forgyards Mine Engine 36 Inch Steam Cylinder - Single power - working 6 ft Stroke with Airpump & Condenser and Slide at each end of Beam in two Lifts

Namely Bottom Lift - 8½ Inches
 Top do 8¼ do } = 8½ Inches 95 yards Deep

One Double-power Coalwinding Engine 20 Inch Steam Cylinder working 4 ft Stroke with Airpump & Condenser and Parallel motion at Cylinder end of Beam

One Double-power Coalwinding Engine 12 Inch Steam Cylinder working 3 ft Stroke with Airpump & Condenser and Parallel motion at Cylinder end of Beam

One Expansive Double-power Coalwinding Engine 7 Inch Steam Cylinder working 3 ft Stroke with Slide at Cylinder of Beam

One Expansive Double-power Coalwinding Engine 8 Inch Steam Cylinder working 3 ft Stroke with Parallel motion at Cylinder end of Beam

Castle Mill & Wrens-nest Hill Lineworks

One Double-power Limestone winding Engine 30 Inch Steam Cylinder working 3 ft Stroke with Airpump & Condenser and Parallel motion at Cylinder end of Beam - And Pumps in two Lifts - Namely -

Bottom Lift - 10 Inches
 Top do 9¾ do } = 9¾ Inch 110 yards Deep

Wrens-nest Double-power Limestone winding Engine 28 Inch Steam Cylinder working 5.5 Stroke with Airpump & Condenser and Parallel motion at Cylinder end of Beam - And Pumps in two Lifts

Namely Bottom Lift - 5¾ Inches
 Top do 5½ do } = 5¾ Inches 110 yards Deep

Wrens-nest Double-power Limestone winding Engine 18 Inch Steam Cylinder working 4 ft Stroke with Airpump & Condenser and Parallel motion at Cylinder end of Beam

South Castle Expansive Double-power Limestone winding Engine 8 Inch Steam Cylinder working 3 ft Stroke with Parallel motion at Cylinder end of Beam - And Pump in one Lift - Namely - 4 Inches - 30 yards Deep

Hurst Hill Lineworks

One Double-power Limestone winding Engine 24 Inch Steam Cylinder working 5 ft Stroke with Airpump & Condenser and Parallel motion at

Hurst Hill Lineworks Continued

Cylinder-end of Beam— And Pumps in two Lifts— Namely—

Bottom Lift — $5\frac{3}{4}$ Inches

Top do $5\frac{1}{2}$ do $5\frac{3}{4}$ Inches 90 yards Deep—

Near Wolverhampton—

One Expansive Double-power Coalwinding Engine 12 Inch Steam Cylinder working 5 ft Stroke with Parallel-motion at Cylinder-end of Beam Eight Lifts.

Near Bradley Ironworks—

One Atmospheric Coalwinding Engine 28 Inch Steam Cylinder working 4 ft Stroke with Slide at Cylinder-end of Beam—

Coneygre & Pinedale Colliery—

One Double-power Coalwinding Engine 30 Inch Steam Cylinder working 4 ft Stroke with Airpump & Condenser and Parallel motion at Cylinder-end of Beam— Trial-pit—

One Double-power Coalwinding Engine 30 Inch Steam Cylinder working 4 ft Stroke with Airpump & Condenser and Parallel motion at Cylinder-end of Beam— Sough-pit—

One Double-power Coalwinding Engine 18 Inch Steam Cylinder working 4 ft Stroke with Airpump & Condenser and Parallel motion at Cylinder-end of Beam—

One Atmospheric Coalwinding Engine 20 Inch Steam Cylinder working 4 ft Stroke and Slide at Cylinder-end of Beam—

One Atmospheric Coalwinding Engine 28 Inch Steam Cylinder working 4 ft Stroke and Slide at Cylinder-end of Beam—

One Double-power Coalwinding Engine 24 Inch Steam Cylinder working 4 ft Stroke with Airpump & Condenser and Parallel motion at Cylinder-end of Beam— Pinedale—

Deesfield Colliery—

Deesfield Mine Engine 72 Inch Steam Cylinder— Double-power— working 4 ft Stroke with Airpump & Condenser and Parallel motion at Cylinder-end of the Beam— in four Lifts— Namely—

Bottom Lift — $20\frac{3}{4}$ Inches

Second do $20\frac{1}{2}$ do

Third do $20\frac{1}{4}$ do

Fourth & Top do 20 do

$\left. \begin{array}{l} \text{Bottom Lift} \\ \text{Second do} \\ \text{Third do} \\ \text{Fourth \& Top do} \end{array} \right\} = 20\frac{3}{4} \text{ Inches } 160 \text{ yards Deep—}$

One Double-power Coalwinding Engine 12 Inch Steam Cylinder working 3 ft Stroke with Airpump & Condenser and Parallel motion at Cylinder-end of Beam— Whitehouses-pit—

Part of an Atmospheric Engine at Cottons Hill— 31 Inch Steam Cylinder
do do do at Lady Moors—

Steam Engines working at the Different Iron works

Mess^{rs} Irons & Co. The Old Level

One Blast Engine Double-power - 36 Inch Steam Cylinder working 8 ft Stroke with Airpump Condenser and Parallel motion at each end of the Beam

Mess^{rs} Gibbons's - Old Level

One Mill Engine Double-power - 38 Inch Steam Cylinder working 7 ft Stroke with Airpump Condenser and Parallel motion at Cylinder end of Beam

One Forge Engine Single-power - 30 Inch Steam Cylinder 6 ft Stroke with Airpump Condenser and Slide at Cylinder end of Beam

M^r Benjamin Gibbons - new Level

One Blast Engine Double-power - 42 Inch Steam Cylinder working 8 ft Stroke with Airpump Condenser and Parallel motion at each end of the Beam - 16 Inch Atmospheric Engine 3 ft Stroke for the Inclined plane

Mess^{rs} Evers & Martin Parkhead

One Blast Engine Single-power - 44 Inch Steam Cylinder working 7 ft Stroke with Airpump Condenser and Slide at Cylinder end of Beam

Cornal Wood

One Blast Engine Single-power - 40 Inch Steam Cylinder working 6 ft Stroke with Airpump Condenser and Arch head chains at each end of Beam

British Iron Company - Netherston

One Blast Engine Double-power - 33 Inch Steam Cylinder working 8 ft Stroke with Airpump Condenser and Parallel motion at each end of the Beam

One Atmospheric Engine for the Inclined plane 18 Inch Steam Cylinder working 4 ft Stroke with Slide at Cylinder end of Beam

Coneygre Ironworks

One Blast Engine Double-power - 44 Inch Steam Cylinder working 7 ft Stroke with Airpump Condenser and Parallel motion at each end of the Beam

One Double power Engine for the Inclined 12 Inch Steam Cylinder working 5 ft Stroke with Airpump Condenser and Parallel motion at Cylinder end of Beam

In the Old Timber & Iron Store Yard

One Double power Mill Engine 20 Inch Steam Cylinder working 5 ft Stroke with Airpump Condenser and Parallel motion at Cylinder end of Beam

One Double power Boring Mill Engine 12 Inch Steam Cylinder working 3 ft Stroke with Airpump Condenser and Parallel motion at Cylinder end of Beam

weighing machines belonging to the churches of the late Earl of Bridgely
Simham Abbey - day works -

weighing machines at the above works -
Delph - day works -

weighing machines at the above works -
Sevel - stone works -

weighing machines for Mr. Jones & Co. in the Northside the Canal
weighing machines at the Canal Bridge -
weighing machines for Mr. Benjamin Gibbons in the Canal -
weighing machines three located up in the Canal -

weighing machines at Drivley Hill & Drivley Hill & Drivley Hill & Drivley Hill

weighing machines at Drivley Hill -
weighing machines at the Canal -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

weighing machines at Beckenham & Drivley Hill -
weighing machines at Beckenham & Drivley Hill -

Castle-mill & Wrens-nest Hill Limeworks continued
Weighing Machine at South-castle Pit. Haysers—
1 Weighing Machine at North-castle Pit.
Foxys and Collicery
1 Weighing Machine near the Iron Mine Engine
Hurst Hill Limeworks—
1 Weighing Machine on the Road leading to Sedgley—
Clay Croft—
1 Weighing Machine near the above place—

COMPUTATION OF MINERAL TRAFFIC upon the London, Worcester, and South Staffordshire Railway.

Names of Places, or of Blast Furnaces, Mills, Forges, or other Works, which will be supplied.	Distance from the proposed Railway.	Description of Produce conveyed to or from the Place.	Received from or conveyed to the undesignated Places.	Distance of such Place from the proposed Railway.	Number of Tons now conveyed per Annum.	How conveyed at present.	Total Cost of Conveyance per Ton between the two Places.		Number of Tons per Annum assumed to be conveyed by Railway.	Distance on Main Line.	Distance by Railway.	REMARKS.
							As present.	As proposed.				
Oak Farm Works.— Two blast furnaces, making 200 tons of pig iron weekly, iron works, making 400 tons of bar iron weekly; a foundry, large edge-tool manufactory, &c.	m. f. c. 0 3 0	Ironstone -	From Tipton and Wolverhampton district.	Average m. f. c. 0 4 0	14,000	By canal -	2/10 1/2	1/3 and 1/4	10,000	m. f. c. 4 6 0	m. f. c. 4 2 0	This price is charged in every case for conveyance from canal basin, or railway, and does not include any extra work.
		Limestone	Dudley Castle -	contig.	3,500	ditto -	2 1/4	1/7 and 1/8	—	2 6 0	4 2 0	
		Ditto -	Froghall -	40 and upwards	2,500	ditto -	4 1/2	—	4,500	—	—	
		Pig iron	Tipton district -	0 4 0	7,500	ditto -	2 1/4	1/9 and 1/10	7,500	4 6 0	4 2 0	
		Ditto -	Kingswinford district.	0 2 -	7,500	ditto -	1 1/4	1/3 and 1/4	7,500	—	—	
		Charcoal -	Stourport and beyond.	-	400	-	-	-	-	-	-	
		Manufactured iron	Liverpool -	-	12,000	ditto -	3 1/2	1/2 and 1/3 to Wolverhampton.	6,000	4 2 0	4 2 0	
		Iron goods	London -	-	4,000	ditto -	20	1/7 and 1/8	4,000	—	—	
		-	Bristol -	-	2,000	ditto -	say 10/	1/3 and 1/4	1,000	—	—	
		Home market -	-	-	2,000	ditto -	3/	1/10 and 1/11	300	—	—	
Tonnage Returns.—Ironstone - £ 275 - Limestone - 131 5 Pig iron Import - 202 10 - Ditto - 37 30 - Iron - Exports - 1,870 36 8 £ 2,677 1 8												
Shut End furnaces -	-	Ironstone -	From Tipton and Wolverhampton district.	0 4 0	10,000	ditto -	2 1/8	1/9 and 1/8	5,000	5 0 0	4 0 0	Assumed to be brought to Wolverhampton by rail.
Four blast furnaces, belonging to James Foster, esq., producing 400 tons of	0 1 0	-	Red ore from Wolverhampton.	contig.	1,000	ditto -	3 1/2 1/2 from Wolverhampton	1/11 and 1/12	1,000	7 0 0	4 0 0	
		Limestone	Dudley Castle -	contig.	2,550	ditto -	1 1/10	1/7 and 1/8	3,000	6 4 0	4 0 0	
			Dudley part -	0 5 0	7,450	ditto -	1 1/10	—	—	—	—	

FROTHALL ETC 40 AND 2000
UPWARDS

Pig iron weekly

N. B.—The whole of the export tonnage from the works is calculated at the rate of iron both for canal and railway, but as a part of the articles sent away will consist of finished goods, a higher rate than 1d. per ton per mile will be obtained, and the return to the Railway Company increased.

[illegible]

Names of Places, or of Furnaces, Mills, Forges, or other Works which will be supplied.	Distance from the proposed Railway.	Description of Produce conveyed to or from the Place.	Received from or conveyed to the undermentioned Places.	Distance of such Places from the proposed Railway.	Number of Tons now conveyed per Annum.	How conveyed at present.	Total Cost of Conveyance per Ton between the two Places.		Number of Tons per Annum assumed to be conveyed by Railway.	Distance by Railway.	Distance on Main Line.	Distance on Branch.	REMARKS.
							At present.	As proposed.					
	<i>m. f. c.</i>			<i>Average m. f. c.</i>			<i>Average.</i>			<i>Average. m. f. c.</i>	<i>m. f. c.</i>	<i>m. f. c.</i>	
Brockmore Ironworks.— An ironwork be- longing to Mr. James Foster, capable of making 100 tons of manufactured iron per week.	0 2 0	Manufactured iron	London - - - Bristol - - - Home, Wolver- hampton, and Birmingham	- - - - - - - - -	3,000 10,000 12,000	Canal - - - Canal and Severn	20/- say 10/-	7/3½ and 1/2 2 9 and 1/2	3,000 500	117 0 0 33 0 0	- - - - - -	- - - - - -	To Tring. To Gloucester Railway.
New Lays Works.—An iron and tin work in the occupation of Messrs. Smith & Sommerhall, capable of manufacturing 20 tons per week, be- sides tin plates.	contig.	Tin - Tin plates	Bristol - - - London, &c. - -	- - - - - -	50 1,400	Canal, &c. - - Canal - - -	say 10/- say 30/-	2/9 1/9 and 6/10	25 600	33 0 0 117 0 0	- - - - - -	- - - - - -	To Gloucester Railway. To Tring.
Brockmore.—An iron- work belonging to Messrs. Hunt & Brown, capable of making 200 tons of manufactured iron per week.	0 1 0	Manufactured iron	Bristol and West of England. London and South Liverpool and North.	- - - - - - - - -	6,500 500 3,000	Canal, &c. - - ditto - - - ditto - - - to Wolverhampton.	say 10/- say 20/- say 2 9	1 and 1/2 7/4 and 1/2 and 1/2	2,000 2,000 1,500	33 0 0 117 0 0 12 0 0	- - - - - - - - -	- - - - - - - - -	To Gloucester Railway. To Tring. To Grand Junction at Wolverhampton.
The Lays Furnaces.— Three blast furnaces belonging to the Messrs. Firmstone, capable of making 300 tons of pig iron per week.		Ironstone and cin- ders. Limestone Pig iron - - -	From Tipton dis- trict. Kingswinford Dudley Castle, Froggall, &c. To Tipton district Kingswinford dis- trict. Manchester and North.	0 4 0 0 4 0 contig. 0 4 0 0 4 0 - - -	10,000 10,000 55,000 7,500 6,000 1,500	Canal - - - ditto - - - ditto - - - ditto - - - ditto - - - to Wolverhampton.	2/4 1 6 1 10 2/9 1 4	8 and 7/8 7 and 7/8 4½ and 1/2 7/8 and 7/8 3 and 7/8 1/2 and 1/2	10,000 5,000 8,000 4,500 3,000 1,000	8 0 0 5 0 0 4 2 0 8 0 0 3 0 0 12 0 0	- - - - - -	- - - - - -	
Brierley Ironworks.— Ironworks belonging to James Forster, Esq., capable of making 150 tons of manufactured iron per week.	contig.	Sand - - - Pig iron - - - Manufactured iron	Shut End - - - London - - - Bristol - - - Home - - -	- - - - - - - - - - - -	3,500 2,000 500	Canal - - - Canal and Severn - ditto - - - to Wolverhampton.	20/- 10/- 3/9	7/3½ 2/9 1 1/2	3,500 2,000 500	117 0 0 33 0 0 12 0 0	- - - - - - -	- - - - - - -	To Tring. To Gloucester Railway.

SWAN GARDEN

Swan Garden Ironworks. — Four blast furnaces belonging to T. M. Gladstone, esq. capable of making 100 tons of manufactured iron per week.			Manufactured iron, tin plates, &c.	Bristol and Gloucester.	contig.	160	Canal and Severn	6/6	3/1 and 1/	50	37 0 0	—	
Parkfield Furnaces. — Four blast furnaces belonging to the Parkfield Company, capable of making 250 tons of pig iron weekly.	contig.	Coal	Kingswinford district.			2,500	Canal and private railway.	1/6	/7 and /5	1,500	7 0 0	—	
		Limestone	Dudley Castle	contig.		4,500	ditto	/10	/3 1/2 and /2				
			Walsall			2,000	ditto	2/		7,000	3 4 0	—	
			Froghall			2,500	ditto	4/6					
			Kingswinford dist.			2,000	Canal	2/6	/9 and /6	1,000	0 0 0	—	
			Home district			16,000							
Tring Vale Ironworks. — An ironwork belonging to Mr. George Jones, capable of making 400 tons of manufactured iron weekly. Estimated quantity of minerals brought to or conveyed from said works yearly: —	0 3 0	Coal	Kingswinford dist.			5,000	Canal	1/8	/7 and /9	4,000	7 0 0	—	
			Tipton and Bilston district.			60,000	ditto						
		Manufactured iron	Liverpool			13,500	ditto		/4 and /4	6,500	4 0 0	—	To Wolverhampton Junction.
			London			1,500	ditto		7/6 and 6/10	1,500	120 0 0	—	To Tring Junction.
			Home consumption										
			Kingswinford dist.			1,000	Canal and carts	3/	9 and 1/	1,000	—		
			Tipton and Bilston district and Birmingham.			2,500	ditto	2/	2 and 1/	500	—		
			Dudley			1,000	Carts	2/6	4 and /10	1,000	—		
Oil, tallow, charcoal, ironstone, &c. 1,000 tons.													
From manufactured iron													
Prior Field Furnaces. — Three blast furnaces belonging to Mr. H. B. Whitehouse, capable of making 300 tons of pig iron weekly.	0 1 0	Coal	Kingswinford dist.			1,500	Canal	1/1	/7 and /4	1,000	7 0 0	—	
			Tipton district and Oldbury.			7,500	ditto	/8	2 and 3/	2,000	2 0 0	—	
		Ironstone	Wolverhampton district.			1,500	ditto	1/10 1/6	2 and 8/	500	2 0 0	—	
			North Staffordsh.			750	ditto	2/6	5 and 2/	500	2 0 0	—	
			Coventry			750	ditto	5/6					
		Cinders	Tipton district			8,000	ditto	1/1	2 and /6	3,000	2 0 0	—	
		Limestone	Dudley Castle and neighbourhood.	contig.		8,500	ditto	/6	2 and 1/	8,500	2 0 0	—	
		Sand	Wolverhampton.			1,500	ditto						
			Walsall & Moxley										
		Pig iron	Wolverhampton	contig.		1,100	ditto	/1	/4 and /4	600	4 0 0	—	
		Castings	Liverpool			1,000	ditto	14/	/6 1/2 and /2	1,000	5 0 0	—	To Wolverhampton Junction.
			London			1,000	ditto	20/	7/5 and 6/6	1,000	119 0 0	—	To Tring Junction.
			Bristol and Worcester.			500	ditto					—	To Worcester station.
			Home district			9,800	ditto						

(continued)

COMPUTATION of MINERAL TRAFFIC upon the *London, Worcester, and South Staffordshire Railway*—continued.

Names of Places or of Blast Furnaces, Mills, Forges, or other Works, which will be supplied.	Distance from the proposed Railway.	Description of Produce conveyed to or from the Place.	Received from, or conveyed to the undermentioned Places.	Distance of such Places from the proposed Railway.	Number of Tons now conveyed per Annum.	How conveyed at present.	Total Cost of Conveyance per Ton between the two Places.		Number of Tons per Annum assumed to be conveyed by Railway.	Distance by Railway.	Distance on Main Line.	Distance on Branch.	REMARKS.
							At Present.	As proposed.					
	<i>m. f. c.</i>			<i>Average. m. f. c.</i>			<i>Average.</i>			<i>Average. m. f. c.</i>	<i>m. f. c.</i>	<i>m. f. c.</i>	
Ettingshall Ironworks.—Thomas Banks & Son; making about 300 tons of unmanufactured iron weekly.	1 0 0	Pig iron - -	To works west of Dudley.	—									
		Manufactured iron	„ London - -	- -	500	Canal - -	19/	7/7 and 8/	500	121 0 0	- -	- -	To Tring.
			„ Liverpool - -	- -	4,000	ditto - -	—	—	—	—	—	—	
			„ Hull - -	- -	500	ditto - -	—	—	—	—	—	—	
			„ Home district - -	- -	1,000	—	—	—	—	—	—	—	
Boveaux Ironworks.—Producing about 100 tons of iron weekly.		Limestone - -	From Dudley Castle.	- -	1,200	—	—	—	—	—	—	—	
			„ Froghall, &c. - -	- -	2,300	—	—	—	—	—	—	—	
		Ironstone - -	„ Lancashire and Potteries.	- -	800	—	—	—	—	—	—	—	
		Limestone - -	From Dudley Castle.	- -	2,325	—	—	—	—	—	—	—	
		Ironstone - -	„ Lancashire and Potteries.	- -	800	—	—	—	—	—	—	—	
Caponfield Ironworks.—James Forster, occupier; mill and forge, producing 180 tons weekly of finished iron.	1 0 0	Iron chiefly rails	„ London - -	- -	1,500	Canal - -	19/	7/7 and 8/	1,500	121 0 0	- -	- -	To Tring.
			„ Liverpool - -	- -	1,500	ditto - -	13/	1/ and 4/	750	3 0 0	- -	- -	To Grand Junction Railway.
			„ Hull - -	- -	1,000	ditto - -	—	—	—	—	—	—	
			„ Home district - -	- -	1,000	—	—	—	—	—	—	—	
			„ Bristol, and Worcester.	- -	100	Canal - -	0/6	2/1 and 1/	100	33 0 0	- -	- -	To Gloucester Railway.
Bradley (New).—James Foster, occupier; mill and forge, producing 120 tons of finished iron weekly.	1 4 0	Iron - -	„ London - -	- -	4,000	ditto - -	19/	7/7 and 7/8	3,000	121 0 0	- -	- -	To Tring.
			„ Shardlow - -	- -	3,000	ditto - -	—	—	—	—	—	—	
			„ Liverpool - -	- -	1,000	ditto - -	12/	1/3 and 1/4	500	3 0 0	- -	- -	
			„ Home district - -	- -	1,000	Canal and carts	—	—	—	—	—	—	
Bilston Ironworks.—Messrs. Sparrow; producing 150 tons weekly.	0 5 0	Iron - -	„ London - -	- -	3,000	Canal - -	19/	7/7 and 7/8	2,500	121 0 0	- -	- -	To Tring.
			„ Shardlow - -	- -	20,000	ditto - -	—	—	—	—	—	—	
			„ Liverpool - -	- -	500	ditto - -	—	—	—	—	—	—	
			„ Birmingham district.	- -	500	—	—	—	—	—	—	—	
			„ London - -	- -	1,500	Canal - -	19/	7/7 and 7/4	1,500	121 0 0	- -	- -	To Tring.
			„ Liverpool - -	- -	4,500	ditto - -	—	—	—	—	—	—	
			„ Home - -	- -	1,500	Canal and carts -	—	—	—	—	—	—	

(continued)

COMPUTATION OF MINERAL TRAFFIC upon the London, Worcester, and South Staffordshire Railway—continued.

Names of Places or of Blast Furnaces, Mills, Forges, or other Works which will be supplied.	Distance from the proposed Railway.	Description of Produce conveyed to or from the place.	Received from or conveyed to the undermentioned Places.	Distances of such Places from the proposed Railway.	Number of Tons now conveyed per Annum.	How conveyed at present.	Total Cost of Conveyance per Ton between the two Places.		Number of Tons per Annum assumed to be conveyed by Railway.	Distance by Railway.	Distance on Main Line.	Distance on Branch.	REMARKS.
							At present.	As proposed.					
	<i>m. f. c.</i>			<i>Average. m. f. c.</i>			<i>Average.</i>			<i>Average. m. f. c.</i>	<i>m. f. c.</i>	<i>m. f. c.</i>	
Bloomfield Ironworks.— An ironwork near Tipton, belonging to Messrs. Bramah, Barrows & Hall, capable of making 450 tons of manufactured iron weekly.	4 5 0	Coal	From Turdall	—	17,084	Canal	8½	—	400	3 0 0	—	—	
			„ Oldbury	—	22,259	ditto	—	—					
			„ Parkhead	0 6 0	3,319	ditto	1/1	—					
			„ Foxvards	—	13,805	ditto	1/6½	—					
		Hammer slug Iron, pig	„ Gold's Hill	—	1,149	ditto	1/7½	—	2,000	19 0 0	—	—	
			„ Works west of of Dudley.	—	—	—	—	—					
			„ bars	—	17,477	ditto	4/3	3 and 1/4					
			„ pig	—	7,590	ditto	—	—					
			„ bar	—	4,041	ditto	—	—					
			„ castings	—	200	ditto and teams	—	—					
		„ pig	„ Shropshire via contig.	—	2,440	Canal and Severn	5/	17 and 1/8	300	31 0 0	—	—	
			„ Wolverhampton	—	—	—	—	—					
			„ Gloucestershire	—	410	ditto	6/6	—					
			„ Worcester	—	—	—	—	—					
		„ scrap	„ South Staffordshire	—	512	Canal	—	—	150	31 0 0	—	—	
			„ ditto	—	220	ditto	—	—					
			„ pig	—	28	Canal, &	—	—					
			„ Worcester	—	—	—	—	—					
		Sand	„ Birmingham	—	702	ditto	—	—	150	31 0 0	—	—	
			„ Home district	—	2,762	Carts, &c.	—	—					
			„ Willingsworth and Dunkirk	—	1,809	Canal	—	—					
			„ Wightwick	—	165	ditto	—	—					
		Charcoal	„ Birmingham	—	360	ditto	—	—	150	31 0 0	—	—	
			„ Gloucestershire, (say via Worcester).	contig.	192	ditto	1/6	2/7 and 1/8					
			„ Works west of of Dudley.	—	300	Canal and carts	—	—					
			„ ditto east	—	1,260	ditto	—	—					
		Finished iron	„ To London	—	4,750	Canal	19/	7/4½ and 1/4	4,750	118 0 0	—	—	To Tring.
			„ Liverpool	—	2,750	ditto	13/	1/6 and 1/8					
			„ Bristol, via Worcester.	—	3,350	Canal and Severn	6/6	2/7 and 1/8					
			„ Hull	—	5,750	Canal, &c.	—	—					
		Ashes	„ Home district	—	6,000	Carts, &c.	—	—	2,500	6 0 0	—	—	G ^d June Railway.
			„ canal boats, &c.	—	8,600	Canal	—	—					
			„ works west of Dudley.	—	1,507	ditto	—	—					
			„ ditto, east, ditto	—	5,135	ditto	—	—					

To Tring.
G^d June Railway.
Gloucester Junction.

Names of Places, or of Blast Furnaces, Mills, Forges, or other Works which will be supplied.	Distance from the proposed Railway.	Description of Product conveyed to or from the Place.	Received from or conveyed to the undermentioned Places.	Distance of such Places from the proposed Railway.	Number of Tons now conveyed per Annum.	How conveyed. At present.	Total Cost of Conveyance per Ton between the two Places.		Number of Tons per Annum assumed to be conveyed by Railway.	Distance by Railway.	Distance on Main Line.	Distance on Branch.	REMARKS.
							At present.	As proposed.					
Cradley Iron Works.— Samuel Evers & Co.	m. f. c. 0 4 0	Pig iron - -	Shropshire, <i>via</i>	<i>Average.</i> m. f. c.	800	Canal, Severn, and	<i>Average.</i> 6/	1/2 and 8	800	<i>Average.</i> m. f. c. 14 0 0	—	—	
			Stourport.	- -	800	Canal and Teara.	7/6	1/2 and 8	800	14 0 0			
			South Wales, <i>via</i>	- -	700	Severn and ditto.	12/	1/2 and 8	700	14 0 0			
			Stourport.	- -									
		Iron ore - -	Dudley district -	- -	4,500	Teams - -	3	—					
			North Staffordshire	- -	250	Canal and team -	—	—					
			Stourbridge -	- -	700	Teams - -	4/	—					
			Warrington -	contig.	200	Canal and team -	13/6	1/4 and 8	200	11 4 0			
		Sand, bricks, &c.	Birmingham -	- -	2,400	Teams - -	8/	—					
			Dudley district -	- -	1,450	ditto - -	2/10 & 5/	—					
Congreve's Ironworks. British Iron Company.	1 1 0	Manufactured iron	Stourbridge district.	- -	200	ditto - -	4/	—					
			Parkhead - -	- -	300	ditto - -	—	—					
			London - -	- -	2,000	Private railroad and canal.	20/	7/3 1/2 and 2/	2,000	113 0 0	-	-	To Tring.
			Shadlow and the North.	- -	7,000	- ditto - -	—	—					
			Bristol Home dis- trict - -	- -	500 3,000	ditto, carts and canal.	—	—					
Stonebridge Ironworks. — An ironwork occu- pied by James Fos- ter, esq., capable of making 250 tons of manufactured iron per week.	0 1 0	Iron	Shropshire or Stourport.	- -	4,000	Canal and Severn	3/6	1 1 and 1/6	2,000	13 0 0			
			Kingswinford dis- trict.	0 4 0	2,600	Canal - -	1/6	1/6 and 1/6	12,000	6 0 0			
		Manufactured iron	London - -	- -	5,000	ditto - -	19/	7/ and 6 1/10	4,000	112 0 0	-	-	To Long Junction
			Bristol and West	- -	5,000	ditto - -	10/	2 1/4 and 2/	3,000	28 0 0	-	-	To Gloucester Railroad Junction.
			Home consump- tion, Tipton dis- trict.	- -	1,500	ditto, and carts -	3/6	1/9 and 1/9	1,000	9 0 0			
			Kingswinford dis- trict.	- -	1,500	- ditto - -	—	—					
The Hyde Ironworks, near Kinver, in the occupation of Messrs. Lee & Bolton.	1 0 0	Pig iron - -	From Wales, <i>via</i>	contig.	415	River Severn and canals.	9/	1/10 and 1/4	200	22 0 0	-	-	From Severn at Worcester.
			Shropshire, <i>via</i>	contig.	2,450	- ditto - -	6/	1/10 and 1/	1,000	10 0 0	-	-	From Severn at Stourport.
			Stourport.	- -									
			South Stafford- shire.	0 2 0	1,690	Canals - -	2/9	—					
		Coal - -	Ditto - -	0 4 0	1,750	ditto - -	2/4	—					
		Coke - -	Ditto - -	0 4 0	400	ditto - -	2/	—					

Whittington Ironworks. In the occupation of Messrs. Williams & Co.	contig.	Charcoal -	Forest of Dean, &c., via Stour- port and Severn. Shropshire and Cheshire.	contig.	272	Canals and Severn	20/	2/9 and 1/4	200	21 0 0	-	-	-	From Severn at Worcester.
					330	Canal and carts	20/	1/5 and 1/7	100	17 0 0	-	-	-	From Grand Junc- tion station at Wolverhampton.
		Manufactured iron	London -	-	150	Canal -	20/ to 22/6	1/9 and 1/2	150	108 0 0	-	-	-	To Junction with London and Bir- mingham Rail- way at Tring.
			Lancashire, &c., via Wolverham- pton.	-	1,550	ditto -	10/ to 15/	1/5 and 1/2	500	17 0 0	-	-	-	To Grand Junc- tion station at Wolverhampton.
			Gloucester and Bristol.	-	700	ditto and Severn	5/ to 7/6	2/1 and 1/4	350	25 0 0	-	-	-	To Junction with Gloucester Rail- way, below Wor- cester.
			Birmingham, Der- by, Hull, &c.	-	1,000	Canals -	5/ to 25/	-	-	-	-	-	-	
		Cinders -	Kingswinford, &c.	-	1,032	ditto -	2/6	-	-	-	-	-	-	
		Pig iron -	Kingswinford dis- trict.	-	4,000	ditto -	2/9	1/7 and 1/6	2,000	12 0 0	-	-	-	
			Stourport -	-	1,000	ditto -	-	-	-	-	-	-	-	
		Coal -	Kingswinford dist.	-	10,000	ditto -	2/6	1/7 and 1/5	5,000	12 0 0	-	-	-	
The Coalbrookdale Wood & Saw Company.— A saw-manufacture at Coalbrookdale, in the occupation of Messrs. Thomas Hunt & Co.	contig.	Manufactured iron	Birmingham -	-	2,000	ditto -	-	-	-	-	-	-	-	
			Wolverhampton -	-	2,000	ditto -	-	-	-	-	-	-	-	
			Liverpool, &c.	contig.	2,000	ditto -	5/	1/7 and 1/7	1,000	19 0 0	-	-	-	
			Dudley & neigh- bourhood.	[average 1 0 0]	500	Carts -	7/6	1/1 and 1/2	500	13 0 0	-	-	-	
		Coal -	Kingswinford dis- trict.	-	500	Canal -	3/	1/7 and 1/9	500	12 0 0	-	-	-	
		Manufactured iron	Birmingham -	-	50	ditto -	-	-	-	-	-	-	-	
			Wolverhampton -	contig.	25	ditto -	5/	2/ and 1/4	25	24 0 0	-	-	-	
			Bristol -	contig.	25	ditto and Severn	7/	2/ and 1/4	25	24 0 0	-	-	-	To Junction with Gloucester Rail- way.
		Coals and coke -	From Tipton dis- trict to Bilston.	-	12,000	Canal -	3/3	1/4 and 8	8,000	16 0 0	-	-	-	
			Kingswinford dis- trict.	-	4,000	ditto -	3/9	1/2 and 1/5	3,500	14 0 0	-	-	-	
Cockley Ironworks — Messrs. John Knight & Co., occupiers.	contig.	Pig iron -	Shropshire, via Stourport.	contig.	10,000	ditto -	1/6	1/7 and 1/4	7,000	7 0 0	-	-	-	
		Block-tin, char- coal, bricks, &c., tin-plates, and iron-ware.	Bristol and vari- ous places.	-	2,000	ditto -	10/	1/10 and 1/4	750	22 0 0	-	-	-	To Junction of Gloucester Rail- way, below Wor- cester.
			To Wolverham- pton, Liverpool, Manchester, &c.	contig.	5,500	ditto -	5/	2/	2,500	19 0 0	-	-	-	At 1s. 4d. per ton.
			Bristol, Glouces- ter, Cornwall, &c.	ditto	1,500	ditto -	10/	2/ and 3/2	1,000	22 0 0	-	-	-	At 1s. 4d. per ton.
			London -	ditto	250	ditto -	22/6	1/11 and 1/6	250	105 0 0	-	-	-	To Junction at Tring.
		Cinders -	To Kingswinford district.	-	2,500	-	1/9	1/2 and 1/4	2,500	14 0 0	-	-	-	

(continued)

COMPUTATION OF MINERAL TRAFFIC upon the *London, Worcester, and South Staffordshire* Railway—continued.

Names of Places, or of Blast Furnaces, Mills, Forges, or other Works, which will be supplied.	Distance from the proposed Railway.	Description of Produce conveyed to or from the Place.	Received from or conveyed to the undermentioned Places.	Distance of such Places from the proposed Railway.	Number of Tons now conveyed per Annum.	How conveyed at present.	Total Cost of Conveyance per Ton between the two Places.		Number of Tons per Annum assumed to be conveyed by Railway.	Distance by Railway.	Distance on Main Line.	Distance on Branch.	REMARKS.
							At present.	As proposed.					
	<i>m. f. c.</i>			<i>Average. m. f. c.</i>			<i>Average</i>			<i>Average. m. f. c.</i>	<i>m. f. c.</i>	<i>m. f. c.</i>	
Broadwaters Ironworks, near Kidderminster; Messrs. Morgan, Banks & Co. occupiers.	0 1 0	Coals - - -	From Kingswinford district.	- - -	6,000	- - -	2 10 1/2	1/3 and 1/3	6,000	- - -	- - -	- - -	
		Pig iron - - -	Stourport - - -	contig.	1,200	Canal - - -	1/6	1/7 and 1/4	1,200	- - -	- - -	- - -	
		Block tin - - -	Bristol - - -	contig.	60	ditto - - -	10/	1/10 and 1/14	60	- - -	- - -	- - -	To Junction with Gloucester Railway.
		Manufactured goods.	Wolverhampton	contig.	1,000	- - -	7/	2/1 and 1/4	1,000	20 0 0	- - -	- - -	
Wilden Iron and Tin Plate Works (Lewty & Co.), producing 1,000 tons of tin plates and sheet iron annually.	contig.	Coal - - -	Kingswinford district.	- - -	5,500	Canal - - -	3/6	1/6 and 1/6	5,500	18 0 0	- - -	- - -	
		Cokes - - -	- ditto - - -	- - -	230	ditto - - -	- - -	- - -	230	18 0 0	- - -	- - -	
		Pig iron - - -	Shropshire, <i>via</i> Stourport.	- - -	2,000	ditto - - -	- - -	- - -	- - -	- - -	- - -	- - -	
		Tin - - -	Bristol - - -	- - -	100	Railway - - -	- - -	- - -	- - -	- - -	- - -	- - -	
		Tin plates &c.	London - - -	- - -	500	Canal - - -	- - -	8/3 and 6/6	500	99 0 0	- - -	- - -	To Tring Junction.
Messrs. Baldin & Co., ironfounders, Stourport.	contig.	Coals - - -	From Kingswinford district.	- - -	600	Canal - - -	3/	1/5 and 1/2	600	17 0 0	- - -	- - -	
		- - -	Wolverhampton	- - -	600	ditto - - -	3/11	1/5 and 1/2	600	17 0 0	- - -	- - -	
		Pig-iron - - -	Ditto - - -	- - -	900	ditto - - -	3/9	1/5 and 1/2	900	17 0 0	- - -	- - -	
		Cokes - - -	Wales - - -	- - -	500	Severn - - -	- - -	- - -	- - -	- - -	- - -	- - -	
		Iron sheets &c.	South Staffordsh.	- - -	100	Canal - - -	3/9	1/5 and 1/2	100	17 0 0	- - -	- - -	
		Tin - - -	Bristol - - -	- - -	20	Severn - - -	- - -	- - -	- - -	- - -	- - -	- - -	
		Limestone and fire bricks.	Dudley district	- - -	40	Canal - - -	- - -	1/5 and 1/2	40	17 0 0	- - -	- - -	
		Manufactured iron	To Bristol	- - -	400	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
			Liverpool - - -	- - -	500	Canal - - -	5/	2/1 and 1/	500	25 0 0	- - -	- - -	To Grand Junction Railway.
			North London, &c.	- - -	100	ditto, and Railway.	- - -	8/3 and 1/	100	99 0 0	- - -	- - -	To Tring Junction.
COAL sent to sundry Towns on the Line:													
Stourbridge - - -	- - -	Coal - - -	South Staffordshire mineral district.	- - -	- - -	Canal and carts	- - -	1/7	25,000	7 0 0	- - -	- - -	
Kinfare and Enville - - -	- - -	ditto - - -	- ditto - - -	- - -	- - -	- ditto - - -	- - -	1/10	10,000	10 0 0	- - -	- - -	
Cookley and Wolverley - - -	- - -	ditto - - -	- ditto - - -	- - -	- - -	Canal - - -	- - -	1/11	4,000	11 0 0	- - -	- - -	
Kidderminster - - -	- - -	ditto - - -	- ditto - - -	- - -	- - -	ditto, and carts	- - -	1/3	40,000	15 0 0	- - -	- - -	
Stourport and Bewdley - - -	- - -	ditto - - -	- ditto - - -	- - -	- - -	Canal - - -	- - -	1/7	11,000	19 0 0	- - -	- - -	
Hartlebury - - -	- - -	ditto - - -	- ditto - - -	- - -	- - -	ditto - - -	- - -	1/9	3,000	21 0 0	- - -	- - -	
Ombersley - - -	- - -	ditto - - -	- ditto - - -	- - -	- - -	ditto - - -	- - -	2/2	3,000	- - -	- - -	- - -	

ON LINE OF GLOUCESTER RAILWAY:																								
300	Tewkesbury	-	-	-	coal	-	-	South Staffordshire mineral district.	-	-	-	Canal	-	-	-	2/11	15,000	35 0 0	-	-	-	-	To Gloucester Rail- way junction.	
	Cheltenham	-	-	-	ditto	-	-	ditto	-	-	-	ditto	-	-	-	2/11	40,000	35 0 0	-	-	-	-	ditto.	
	Gloucester	-	-	-	ditto	-	-	ditto	-	-	-	ditto	-	-	-	2/11	15,000	35 0 0	-	-	-	-	ditto.	
	Bishop's Cleeve	-	-	-	ditto	-	-	ditto	-	-	-	ditto	-	-	-	2/11	3,500	35 0 0	-	-	-	-	ditto.	
	London and towns be- tween Tring and London on the line of London and Bir- mingham Railway.	-	-	-	ditto	-	-	ditto	-	-	-	-	-	-	-	7/6	40,000	120 0 0	-	-	-	-	To Tring.	
	Birmingham	-	-	-	ditto	-	-	ditto	-	-	-	Canal and carts	-	-	-	/3	30,000	3 0 0	-	-	-	-		
	London, Worcester, Gloucester, and Bris- tol.	-	-	-	fire-brick clay	-	-	Stourbridge dis- trict.	-	-	-	6,000	Canal	-	-	18/	7/4 and 7/	4,000	115 0 0	-	-	-	-	To Tring.
		-	-	-		-	-		-	-	-	3,000	ditto	-	-	7/	2/5 and 4/	1,500	29 0 0	-	-	-	-	
Liverpool and Stafford- shire Potteries (in Wolverhampton).	-	-	-	-	-	-	-	-	-	-	4,000	ditto	-	-	10/ and 7/	10 and 4	2,000	10 0 0	-	-	-	-	To Wolverham- pton.	
Stafford and north of England.	-	-	-	-	-	-	-	-	-	-	2,000	ditto and railway	-	-	12/ 20/ and up- wards.	16 and 14	2,000	6 0 0	-	-	-	-	To Dudley.	

SAND used in GLASS-MAKING and brought via Bristol from the Isle of Wight :

Estimate.																		
Glasshouses in Worcester and Dudley district which make on an average 35 tons of flat glass per week.	-	Glasshouse sand	South Staffordshire district.	-	-	1,600	Canal	-	-	10/	4 9	1,200	33 0 0	-	-	-	-	From junction of Bristol Railway.
	-	Flint glass	London, &c.	-	-	600	ditto	-	-	35/	14 1/2 & 9/6	600	115 0 0	-	-	-	-	To Tring.
	-		Bristol, &c.	-	-	250	ditto	-	-	15/	4 1/2	200	33 0 0	-	-	-	-	

ESTIMATED AMOUNT in Weight of Nails, Chains, Vices and Anvils made in the South Staffordshire District yearly, 40,000 :

London	-	-	-	-	Nails, chains	-	-	From South Staffordshire district.	-	-	-	16,000	Canal	-	-	2/ 7/6 and 7/	8,000	120 0 0	-	-	-	-	To Tring.
Liverpool	-	-	-	-	ditto	-	-	ditto	-	-	-	12,000	ditto	-	-	14/ 7/2 and 6/	2,000	9 0 0	-	-	-	-	To Wolverhampton junction.
Bristol	-	-	-	-	-	-	-	-	-	-	-	5,000	ditto	-	-	1/3	1,000	36 0 0	-	-	-	-	To Bristol Junction.
Hull and home consumption.	-	-	-	-	ditto	-	-	-	-	-	-	9,000	-	-	-	-	-	-	-	-	-	-	

ESTIMATED AMOUNT of Weight of Fenders, Fire Irons, small Castings, and other Manufactured Goods made in the South Staffordshire District yearly :

London	-	-	-	-	Manufactured goods.	-	-	South Staffordshire district.	-	-	-	2,000	Canal	-	-	30/ & 35/ 17/ and 8/	1,000	120 0 0	-	-	-	-	To Tring.
Liverpool	-	-	-	-	ditto	-	-	ditto	-	-	-	1,500	ditto	-	-	1/1 1/2	500	9 0 0	-	-	-	-	To W Hampton station.
Bristol and home consumption.	-	-	-	-	ditto	-	-	ditto	-	-	-	2,500	ditto	-	-	4/6	500	36 0 0	-	-	-	-	To Bristol Junction.

(continued)

COMMITTEE OF MINERAL TRAFFIC upon the *London,*

	A.	B.	C.	D.	E.	F.	G.
BRANCH.	Coal.	Ironstone, Ore, &c.	Ironstone.	Pig Iron, Castings, &c.	Bar Iron.	Sundries.	TOTAL.
The Oak Farm - - - -	-	10,000	4,700	10,000	11,500	-	36,000
Shut End - - - - -	-	6,000	5,000	-	-	-	11,000
Corbyn's Hall - - - -	-	11,000	6,000	8,500	-	-	25,500
Ditto (New B. Gibbons) -	1,600	14,500	14,700	12,500	-	-	42,500
Ketley - - - - -	-	3,500	6,500	4,250	-	-	14,250
Bromley Forge - - - -	-	-	-	500	3,000	-	3,500
Brockmoor (Foster) - -	-	-	-	-	3,500	-	3,500
New Lays - - - - -	-	-	-	-	-	625, tin and plates.	625
Brockmoor (Hunt & Brown) -	-	-	-	-	6,500	-	6,500
Lay's Furnaces - - - -	-	15,000	8,000	8,500	-	-	31,500
Brierly Iron Works (Foster) -	-	-	-	-	6,000	-	6,000
Brettel Lane Furnaces - -	2,000	2,000	3,000	-	-	-	7,000
Nine Locks Iron Works - -	10,000	-	-	-	3,500	-	13,500
Level Iron Works (B. Gibbons)	2,000	-	-	-	3,000	-	5,000
Level Old Furnaces (Iron) -	-	-	2,800	2,200	-	-	5,000
Holly Hall Foundry - - -	-	-	-	300 cast- ings.	-	-	300
Woodside Furnaces - - -	-	3,000	6,000	10,000	-	-	19,000
Brockmoor Lane Glass Works -	-	-	-	-	-	1,240 bot- tles, &c.	1,240
Kingswinford Railway - -	-	-	3,148	-	-	-	3,148
	15,000	65,000	59,448	56,750	37,000	1,865	235,063
MAIN LINE.							
Swan Garden - - - - -	-	-	-	-	-	160, tin	160
Park Field - - - - -	1,500	-	7,000	1,000	-	-	9,500
Spring Vale - - - - -	4,000	-	-	-	10,500	-	14,500
Prior Field - - - - -	3,000	4,000	8,500	2,600	-	-	18,100
Ettingshall Iron Works - -	-	-	-	-	121	-	121
Bevereux - - - - -	-	-	-	-	2,350	-	2,350
Cappenfield (Forster) - -	-	-	-	-	3,500	-	3,500
Bradley (New ditto) - - -	-	-	-	-	2,500	-	2,500
Bilston (Sparrow) - - - -	-	-	-	-	1,500	-	1,500
Stonefield - - - - -	-	-	-	250	800	-	1,050
Wednesbury Oak - - - -	-	-	-	-	5,000	-	5,000
Tividale - - - - -	-	-	-	-	1,000	-	1,000
Tipton Old Church - - - -	-	-	-	-	3,100 gals.	-	3,100
Gospel Oak - - - - -	-	-	-	-	-	2,600 tin plates	2,600
Factory - - - - -	800	-	-	-	500	-	1,300
Summerhill - - - - -	-	-	-	-	600	-	600
Bloomfield - - - - -	150, char- coal.	-	-	2,300	10,150	-	12,600
Tipton Iron Works (Cresswell)	1,500	2,000	-	-	5,500	-	9,000
Parkhead - - - - -	-	1,000	4,252	4,500	-	-	9,752
Russell's Hall - - - - -	-	-	6,320	7,300	-	-	13,620
Blower's Green - - - - -	-	1,000	5,329	7,500	-	-	13,829
Cradley - - - - -	-	-	-	2,300	200	-	2,500
Corngreaves - - - - -	-	-	-	-	2,000	-	2,000
Stourbridge Works - - - -	12,000	-	-	2,000	8,000	-	22,000
Hyde - - - - -	300, char- coal.	-	-	1,200	1,000	-	2,500
Whittington - - - - -	5,000	-	-	-	1,500	-	8,500
Cookley Wood-screw Company	500	-	-	-	30	-	530
Cookley Iron Works - - -	11,500	-	-	7,000	3,750	750, B. tin, &c.	23,000
Broadwaters - - - - -	5,000	-	-	1,200	1,000	60, B. tin	7,260
Wildon - - - - -	5,730	-	-	-	-	500, tin plates, &c.	6,340
Baldwin & Co. (Stourport) -	1,200	-	40	900	100	-	2,840
Various towns - - - - -	239,500	-	-	-	-	-	239,500
London, &c., fine bricks -	-	-	-	-	-	9,500	9,500
Glass works, &c. - - - -	-	-	-	-	-	2,300, glass, flint, &c.	2,300
Chains, &c. - - - - -	-	-	-	-	-	11,000	11,000
Fenders - - - - -	-	-	-	-	-	2,000	2,000
	291,680	2,000	21,441	42,050	65,321	28,870	467,362
	15,000	65,000	59,448	56,750	37,000	1,865	235,063
	306,680	73,000	90,889	98,800	102,321	30,735	702,425

Worcester, and South Staffordshire Railway—continued.

A.	B.	C.	D.	E.	F.	G.
Coal.	Ironstone, Ore, &c.	Limestone.	Pig Iron, Castings, &c.	Bar Iron.	Sundries.	TOTAL.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
- - -	375 - -	131 5 -	300 - -	1,870 16 8	- - -	2,677 1 8
- - -	232 16 -	145 16 8	- - -	- - -	- - -	378 19 8
- - -	420 16 8	156 - -	256 5 -	- - -	- - -	827 1 8
12 10 -	506 5 -	362 10 -	343 15 -	- - -	- - -	1,225 - -
- - -	160 8 4	162 10 -	178 2 6	- - -	- - -	301 - 10
- - -	- - -	- - -	39 11 8	175 - -	- - -	214 11 8
- - -	- - -	- - -	- - -	1,165 12 6	- - -	1,165 12 6
- - -	- - -	- - -	- - -	- - -	295 18 9	295 18 9
- - -	- - -	- - -	- - -	1,446 17 6	- - -	1,446 17 6
- - -	437 10 -	150 - -	237 10 -	- - -	- - -	825 - -
- - -	- - -	- - -	- - -	1,579 13 9	- - -	1,579 13 9
25 - -	25 - -	50 - -	- - -	- - -	- - -	100 - -
125 - -	- - -	- - -	- - -	1,268 15 -	- - -	1,393 15 -
25 - -	- - -	- - -	- - -	1,050 - -	- - -	1,075 - -
- - -	- - -	35 - -	46 17 6	- - -	- - -	81 17 6
- - -	- - -	- - -	143 15 -	- - -	- - -	143 15 -
- - -	100 - -	75 - -	1,373 15 -	- - -	- - -	1,548 15 -
- - -	- - -	- - -	- - -	- - -	539 15 -	539 15 -
- - -	- - -	78 14 -	- - -	- - -	- - -	78 14 -
187 10 -	2,257 16 -	1,340 15 8	2,919 11 8	8,556 15 5	835 13 9	16,098 2 6
- - -	- - -	- - -	- - -	- - -	7 14 2	7 14 2
43 15 -	- - -	102 1 8	37 10 -	- - -	- - -	183 6 8
116 13 4	- - -	- - -	- - -	729 3 4	- - -	845 10 8
45 16 8	39 11 8	70 16 8	80 3 5	- - -	- - -	236 8 5
- - -	- - -	- - -	- - -	189 11 8	- - -	189 11 8
- - -	- - -	- - -	- - -	591 17 6	- - -	591 17 6
- - -	- - -	- - -	- - -	1,143 15 -	- - -	1,143 15 -
- - -	- - -	- - -	- - -	947 18 4	- - -	947 18 4
- - -	- - -	- - -	- - -	568 15 -	- - -	568 15 -
- - -	- - -	- - -	4 3 4	192 10 -	- - -	196 13 4
- - -	- - -	- - -	- - -	1,833 6 8	- - -	1,833 6 8
- - -	- - -	- - -	- - -	366 13 4	- - -	366 13 4
- - -	- - -	- - -	- - -	1,815 16 8	- - -	1,815 16 8
- - -	- - -	- - -	- - -	- - -	1,565 8 4	1,565 8 4
13 6 8	- - -	- - -	- - -	184 7 6	- - -	197 14 2
19 7 6	- - -	- - -	- - -	155 16 8	- - -	155 16 8
- - -	- - -	- - -	197 1 8	2,132 1 8	- - -	2,348 10 10
43 15 -	50 - -	- - -	- - -	431 5 -	- - -	525 - -
- - -	35 8 4	44 5 10	76 - 10	- - -	- - -	155 15 -
- - -	- - -	52 13 4	254 11 8	- - -	- - -	307 5 -
- - -	20 16 8	66 12 3	1,018 4 7	- - -	- - -	1,103 13 6
- - -	- - -	- - -	134 3 4	9 11 8	- - -	143 15 -
- - -	- - -	- - -	- - -	731 5 -	- - -	731 5 -
300 - -	- - -	- - -	108 6 8	1,787 10 -	- - -	2,195 16 8
34 11 8	- - -	- - -	60 - -	139 7 6	- - -	233 19 2
250 - -	- - -	- - -	100 - -	106 5 -	- - -	456 5 -
25 - -	- - -	- - -	- - -	5 - -	- - -	30 - -
737 10 -	- - -	- - -	204 3 4	502 1 8	68 15 -	1,512 10 -
312 10 -	- - -	- - -	35 - -	104 3 4	5 10 -	457 3 4
429 15 -	- - -	- - -	- - -	- - -	206 5 -	636 - -
85 - -	- - -	2 16 8	63 15 -	{ 93 6 8 }	- - -	252 - -
31,381 5 -	- - -	- - -	- - -	{ 7 1 8 }	- - -	31,381 5 -
- - -	- - -	- - -	- - -	- - -	2,636 17 6	2,636 17 6
- - -	- - -	- - -	- - -	- - -	3,177 1 8	3,177 1 8
- - -	- - -	- - -	- - -	- - -	890 12 6	890 12 6
23,838 5 10	145 16 8	339 6 5	2,373 3 10	14,828 10 10	8,558 4 2	69,083 7 9
187 10 -	2,257 16 -	1,340 15 8	2,919 11 8	8,556 15 5	835 13 9	16,098 2 6
24,025 15 10	2,403 12 8	1,680 2 1	5,292 15 6	23,185 6 3	9,393 17 11	76,181 10 3

IRON TRADE.

STATEMENT, showing the estimated Capacity of WEEKLY make of IRON at the several IRON WORKS on the Lines of Railways with their Situation with respect to each Line.

Number on Plan.	NAMES of PROPRIETORS.	NAMES OF WORKS.	Description of Article made.	Weekly Number of Tons.	Equally situated for Oxford, Worcester and Wolverhampton.	Equally situated for London and Birmingham.	Equally situated for both Lines.
<i>Wolverhampton to Dudley District.</i>							
15	Parsons		bar-iron and edge tools	100	100		
15 1/2	Perks		edge tools	15	15		
19	Chillington Iron Company.	Chillington Works	4 furnaces and forges	550	550		
16 & 17	G. B. Thorneycroft & Company.	Shrubbery Works	forges and mills	400	400		
40 1/2	Ditto	Bradley	ditto				
6 & 9	Clarke & Company	Wolverhampton	bellows-iron boundary	40	40		
10 & 12	Henderson		tin-plate works	100	100		
13	Glaistone		forges, mines and tin-plates	80	80		
14	Nove and Walker		cut nails	10	10		
11 1/2	Perry		foundry	5	5		
11	Craze		ditto	15	15		
21	Sperrow, W. & J. S. & Company	Stanbury	4 furnaces	450	450		
50		Oliver Tids	2 furnaces	250	250		
26		Bilston	forges and mill	320	320		
25	Park, Fields & Company	Parkfield Works	4 furnaces	320		320	
18	Wolverhampton Company.	Wolverhampton Furnaces	3 furnaces	270		270	
22	William Ward	Freeston	3 furnaces	360	360		
27	William Eley	Mill Tides	3 furnaces	250	250		
23	George Jones	Bilston	3 furnaces				
26	Ditto	Kilham	2 furnaces	500			200
24	Ditto	Spence Vale	forges and mills				
30	John Hoggan & Sons	Capon Tides	3 furnaces	300	300		
34	James Foster	Capon Fields	forges and mills	150	150		
40 1/2	Ditto	Bradley	ditto	100	100		
32	Woolley	1 Furnace, St.		70	70		
33	Vernon	Forge					
31	T. Brakes & Son	Harber & Field	4 furnaces	150	150		
44	Ditto	Crangfield	forges and mill				
3 & 41	Fincham	Highfields					
40	Wilkinson	Hallfields	1 furnace	not at work.			
39	Baldwin		2 furnaces				
30	Ditto		tin-plates	300	300		
45	Ditto	late Jellies	forges and mill				
30 1/2	Parsons	Bilston Brook Furnaces	2 furnaces	150	150		
39	David Jones	Bilston Bridge Works	forges	80	80		
39	Pemberton, E.	Dempfield	3 furnaces	200	200		
37	Whitehouse, Henry	Prior's Field	3 furnaces	240		240	
36	Sheldon	Coseley	foundry	50		50	
47	Williams, P. & Son	Wedgebottom Oak	3 furnaces, forges and mills	270	270		
46	Walker, E. & J.	Gospel Oak	foundry				
48 1/2	Ditto	ditto	tin-plate works	300	300		
48	Ditto	Tipton Old Church	forges and mills				
49 1/2	Millington, E.	The Mort Forge	forges	50	50		
49 1/2	Tipton Furnace Company.	Tipton Furnaces	4 furnaces				
40	Perry		foundry	50	50		
	Horsley Iron Company	Horsley Works	ditto	100	100		
	Ditto	Toll End Works	ditto	100	100		
	Sir H. Paul	Broadwaters	2 furnaces	150	150		
	Ditto	Willingworth	3 furnaces	250	250		
	Lloyd, Foster & Company.	Wedgebottom Old Park	2 furnaces and foundry	200	200		
51	Crowwell & Sons	Tipton Iron Works	2 furnaces, forges and mill	300		300	
53	Deeley and Thomas	Soap Factory	foundry	20	20		
49	Bramah, Barrows & Hall	Bloomfield	forges and mills	300	300		
52	R. Bradley & Company	Factory Forge	forges and mills	70	70		
56	Maybury	Tipton Green	forges	20	20		
	Morris & Son	Tipton Moor	1 furnace	50			50
57	Lord Ward	The Coney-green	2 furnaces	200			200
57 1/2	Harland & Company	Eagle Furnace	2 furnaces	160	160		
57 1/2	Hopkins and Company	Dudley Port	2 furnaces	150			150
57 1/2	Plant & Fisher	ditto	forges	50			50
57 1/2	March & Son	Barns Tree	fender manufactory	20			20
	William, P. & Company.	Unia	3 furnaces	270	270		
	Hunt & Sons	Brades	iron and steel works	40			40
	Davies, J. P., & Sons	Oldbury	2 furnaces	250	250		
	Ditto	Broadfield	forges and mills				
	Walter Williams	Allison Iron Works	ditto	250	250		
	R. Page & Sons	Howay	ditto	120	120		
	R. Batson	Great Bridge	ditto	100	100		
	Malin & Rawlinson	Phoenix	ditto	120	120		
	Ditto	Lea Brook	ditto	50	50		
	Cuddington	ditto	ditto	40	40		

Number on Plan.	NAMES of PROPRIETORS.	NAMES OF WORKS.	Description of Article made.	Weekly Number of Tons.	Eligibly situate for Oxford, Worcester and Wolverhampton.	Eligibly situate for London and Birmingham.	Equally eligible for both Lines.
<i>Wolverhampton to Dudley District—continued.</i>							
	Patent Axle-tree Com- pany	Brunswick	forge	30	30		
	Biggall & Sons	Goldshill	forges and mill				
	Ditto	Tollis end	ditto				
	Ditto	Gold's Green	ditto	800	800		
	Ditto	Imperial	ditto				
	Ditto	Gold's Green	3 furnaces				
	T. Davies & Son	Creek's Hay	2 furnaces, forges and mills	200	200		
	Bills and Mills	Darlaston Green	1 furnace, forges and mill	100	100		
	Edward Addenbrooke	Darlaston	2 furnaces	180	180		
	Whitehouse & Company	Ridge Acre	forge	100	100		
				11,065	8,825	1,400	1,080

Dudley to Stourbridge District.

60	Molineux & Company	Bulley	3 furnaces	40	40		
62	Joseph Haden	ditto	1 furnace and forge	150	150		
62 a	Beet and Bowers	Wickmore	3 furnaces	140	140		
62 b	Pertridge, S.	Windmill End	2 furnaces				
62 c	British Iron Company	Dudley Wood	4 furnaces				
62 d	Ditto	Netherton	2 furnaces	250			
62 e	Ditto	Congreves	2 furnaces, forges and mills			100	
74	Ditto	Brierley-hill	forges and mill	150			
8 & 100	S. Evers	Cradley Iron Works	ditto	40		10	
64	M. & W. Grandbrooke	Netherton	2 furnaces and foundry	180	180		
65	Evers & Company	Park Head	2 furnaces	130	130		
61	Blackwell, Jones & Com- pany.	Russell's Head	2 furnaces	180	180		
67	Bramah & Cochrane	Woodside	3 furnaces and foundry	250	250		
71	Lord Ward	Level Iron Works	3 furnaces	270		170	
75	Isaacs & Company	Level	3 furnaces	120		120	
73	R. Gibbons	Level	mills and forges	120		120	
68	E. Hill	Woodside	forge	30		20	
8 & 95	Whalley & Company	Brettell-lane and Brockmore	2 furnaces and mills	140	140		
66	Hunt and Brown	Ley's Works	forges and mills	160	140		
60	Smith & Company	Ley's Works	tin-plate works	30	30		
65	W. & G. Firestone	ditto	3 furnaces	200	200		
64	Blackwell, Jones & Com- pany.	Kettle's Works	2 furnaces	140	140		
60	Mathews & Dudley	Corbyn's Hall	4 furnaces	400	400		
61	Bradley & Company	Shut End	4 furnaces				
78	Ditto	Brockmore	forges and mills	250	250		
69	Ditto	Boisley	ditto				
80, 111 & 112	Ditto	Somersetbridge	ditto	350	350		
62	Oak Farm Company	Oak Works	2 furnaces	400	400		
	Ditto	ditto	forges and mills, &c.				
63	Benjamin Gibbons	Corbyn's Hall, New Furnaces	3 furnaces	350	250		
69	Hayle, Pegg & Com- pany.	Brettell-lane	foundry	30	30		
119	E. & J. Swift	Worshley	ditto	20	20		
114	G. Robinson	Andnam	ditto	20		10	
109	Forster & Orme	Stourbridge	edge tools, &c.	40			
50	Johnson	Holly Hall	foundry	20	20		
70	Horton, Joshua	Brierley Hill	boiler works	15	15		
113	Hodson, Samuel	Woodlinton	spade works	10		10	
				4,755	3,715	1,040	

Stourbridge to Stourport District.

125	Lee & Bolton	The Hyd's	forges and mills	80		80	
124 a	Perkins	ditto	spade works	10		10	
125	James Williams & Com- pany.	Whittington	forges and mills	80		80	
121	Woodlyatt	Kishore	screw works	10		10	
127, 128	John Knight & Company	Cockley	forges and mills	250		250	
126	Hunt & Company	Wolverley	screw works	10		10	
128, 130	Morgan, Banks & Com- pany.	Broadwaters	tin-plate works	30		30	
130	S. Bennett	Falling Sands	forge	20		20	
140	Lewy & Company	Widder Works	tin-plate works	20		20	
143	Tarton	Kidderminster	foundry	10		10	
142	Baldwin, Son & Com- pany.	Stourport	hollow ware	20		20	
				550		550	
STOURBRIDGE TO KIDDERMINSTER DISTRICT				350		350	
DUDLEY TO STOURBRIDGE DISTRICT				8,755	3,715	1,040	
WOLVERHAMPTON TO DUDLEY DISTRICT				11,065	8,825	1,100	1,080
				15,960	12,540	2,150	1,840