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

PORTFOLIO

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

THE DUDLEY ESTATE

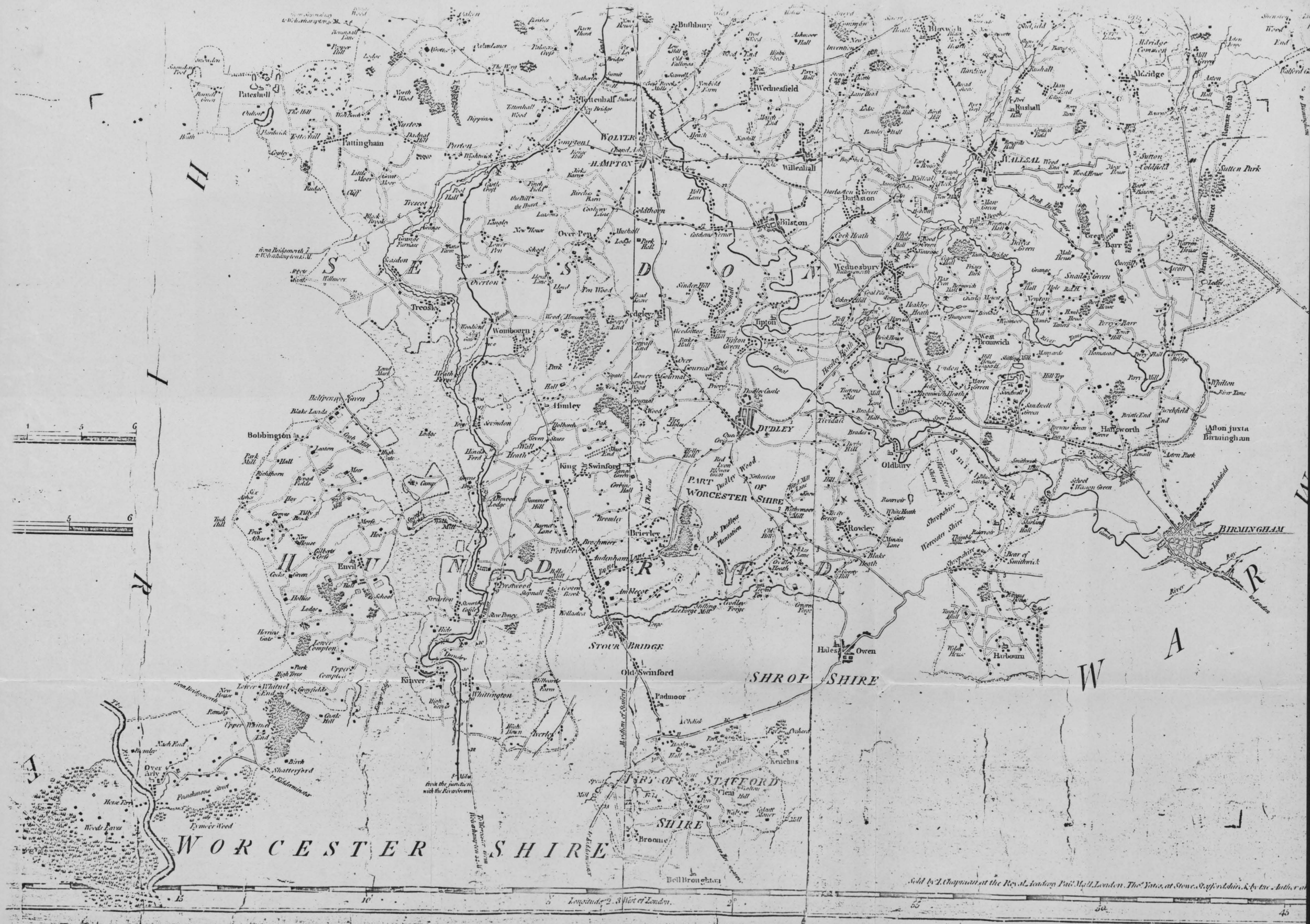
PHOTOGRAPHS

AND EXPLANATORY NOTES

T. J. RAYBOULD.

MAP 1.

W. YATES, 1775.



Pateshull
Pattingham
Tettenhall
WOLVER
HAMPTON
Bushbury
Wednesfield
Willenhall
Bloxwich
Rushall
WALLSAL
Aldridge
Sutton Coldfield
Sutton Park
Bilston
Darlaston
Wednesbury
Tipton
Sedgley
Wombourn
Treosk
Himley
Kingswinford
DUDLEY
Oldbury
Rowley
West Bromwich
Handsworth
Aston juxta Birmingham
BIRMINGHAM
Enville
Kinver
Whittington
STOUR BRIDGE
Old Swinford
Padmoor
Hales Owen
Harborn
Bobbington
Brierley
Amblecot
PART WORCESTER SHIRE
PART OF STAFFORD SHIRE
Broome
Bell Broughton
SHROP SHIRE
WORCESTER SHIRE
Longitude 2. 3 West of London.
Sold by J. Chapman at the Royal Academy Pall Mall London. Thos. Yates, at Stone Staffordshire, & by the Author at

MAP 2.

J. SHERRIFF, 1812.

PLAN of the Mines of Lord Dudley, and Others, situate in the Parishes of Wolverhampton, Sedgley, Wednesbury, Tipton, Kingswinford and Rowley, in the County of Stafford; Dudley, and Old Swinford, in the County of Worcester; and Halesowen, in the County of Salop. — 1832. —

Taken by James Sherriff.

Reference

Furnaces and Coal Mines are represented thus

Glasshouses, Wind-mills and Limeworks

Churches and Chapels

Engines, Water Mills and Forges

Gentlemen's Seats, Farm Houses &c.

Canals ——— Roads. ———

Turnpike Roads are coloured

SCALE

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

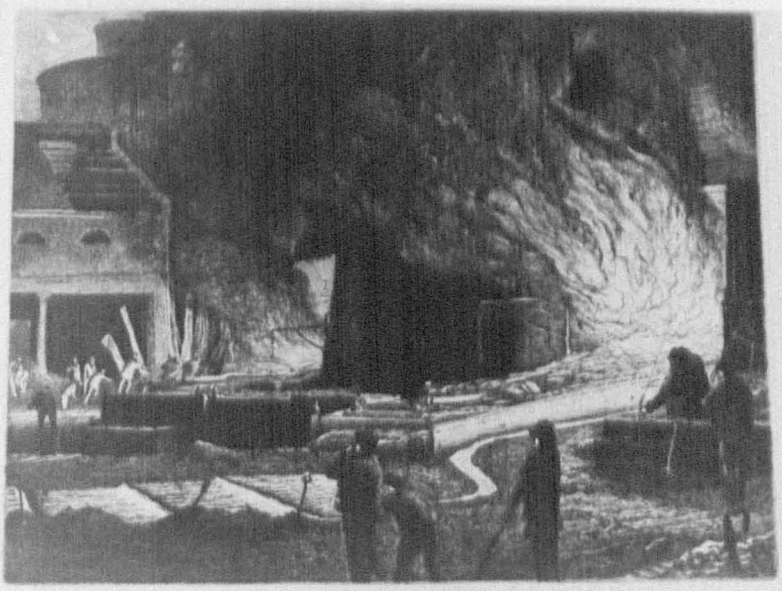
Black Country Etchings by R. S. Chattock, 1872

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.

1



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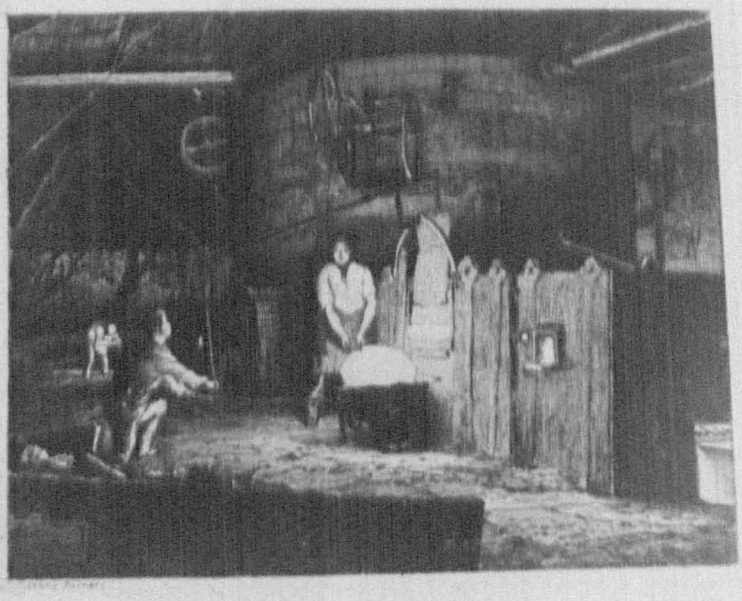


3

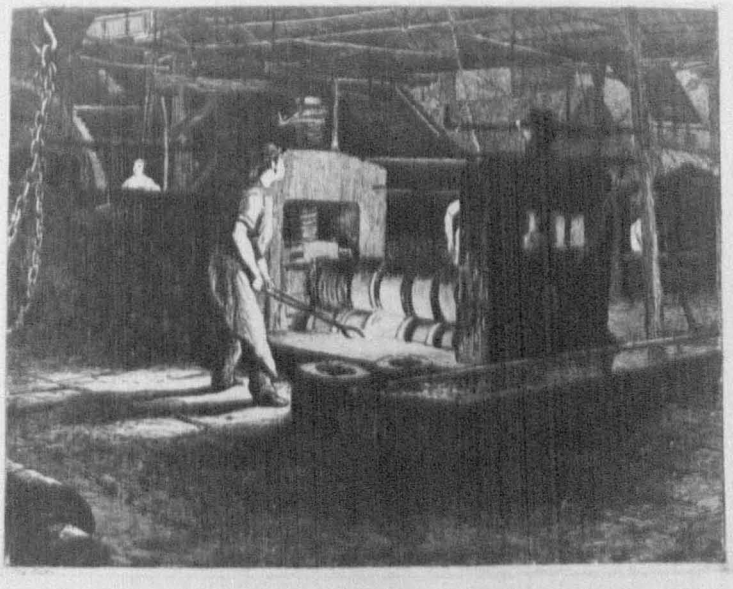
THE FORGE HAMMER.

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

4



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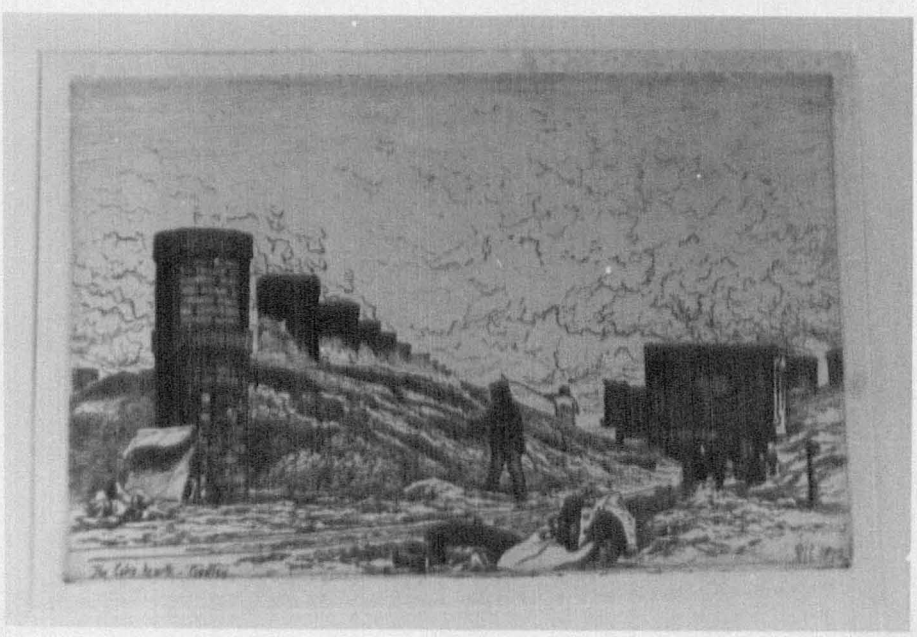

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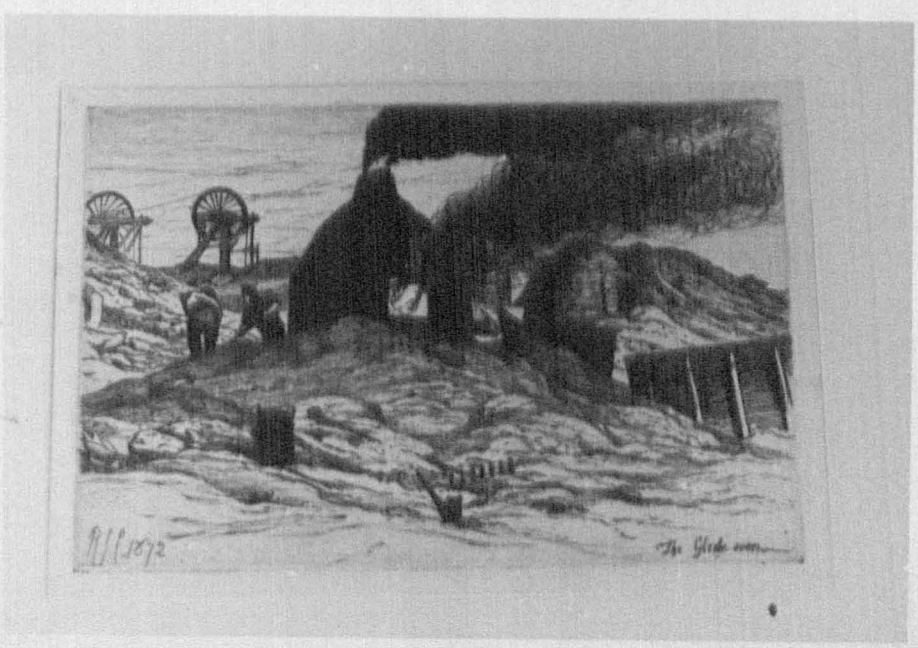


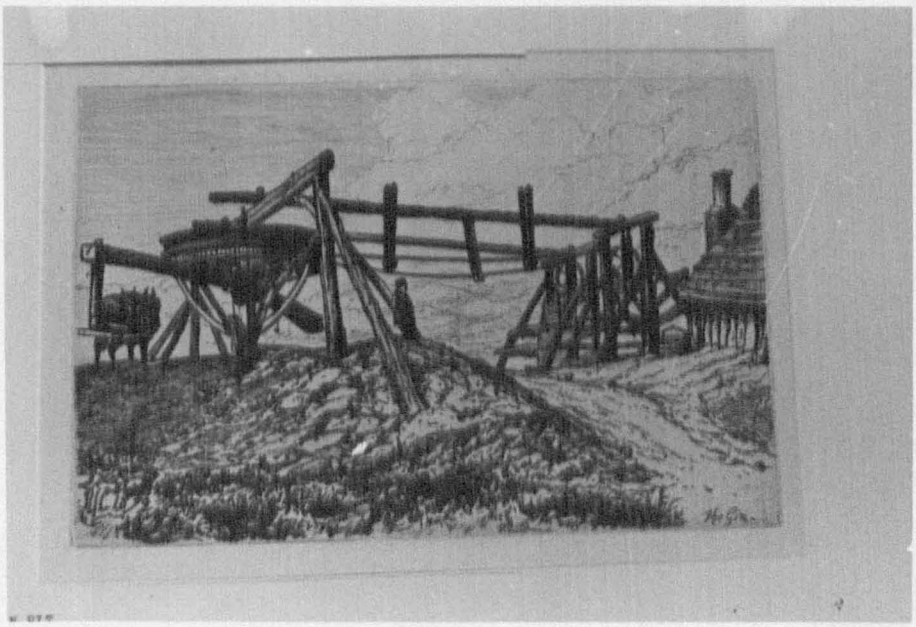
7. A gin pit. Numerous in the Black Country because of the shallowness of the seams and the limited scale of many enterprises. Some were still in operation as late as 1945.

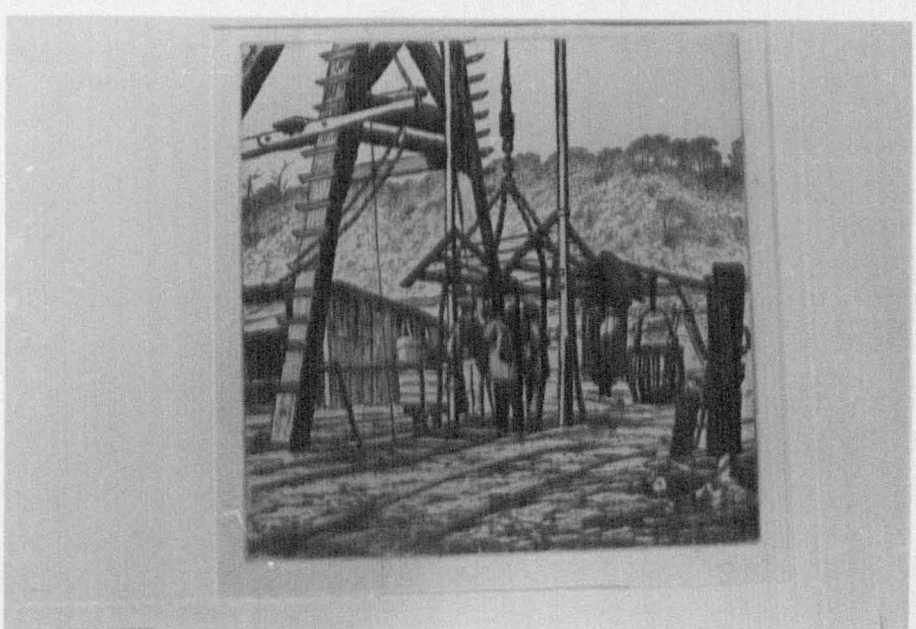
8. The pit mouth. Typical of larger pits by the 1870s. The miners descend in an open cage although a cover was run over the open mouth of the pit when coal was raised, to avoid accidents while the coal tubs were rolled off. For the comfort of miners leaving the pit, a brazier was normally kept burning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





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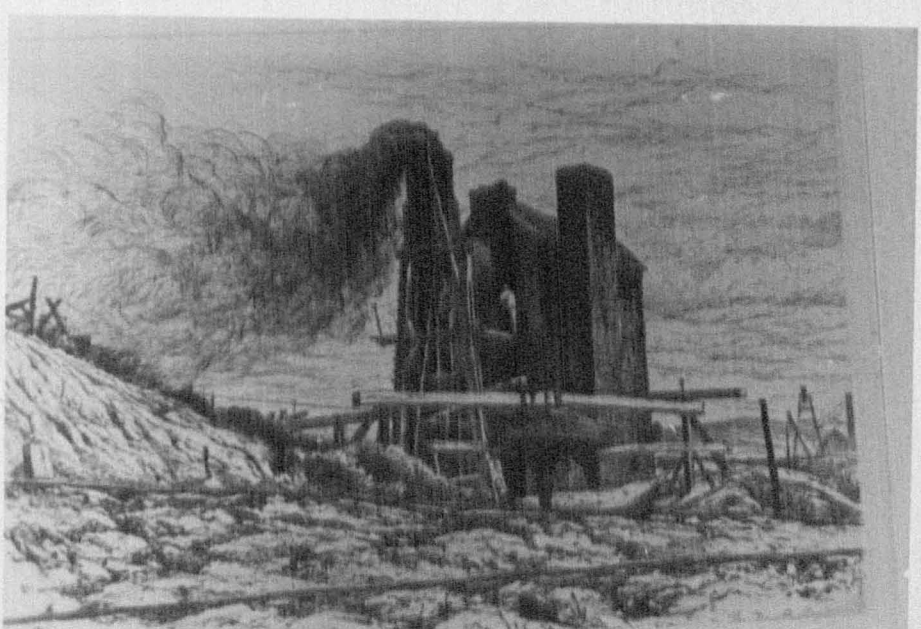


9

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.

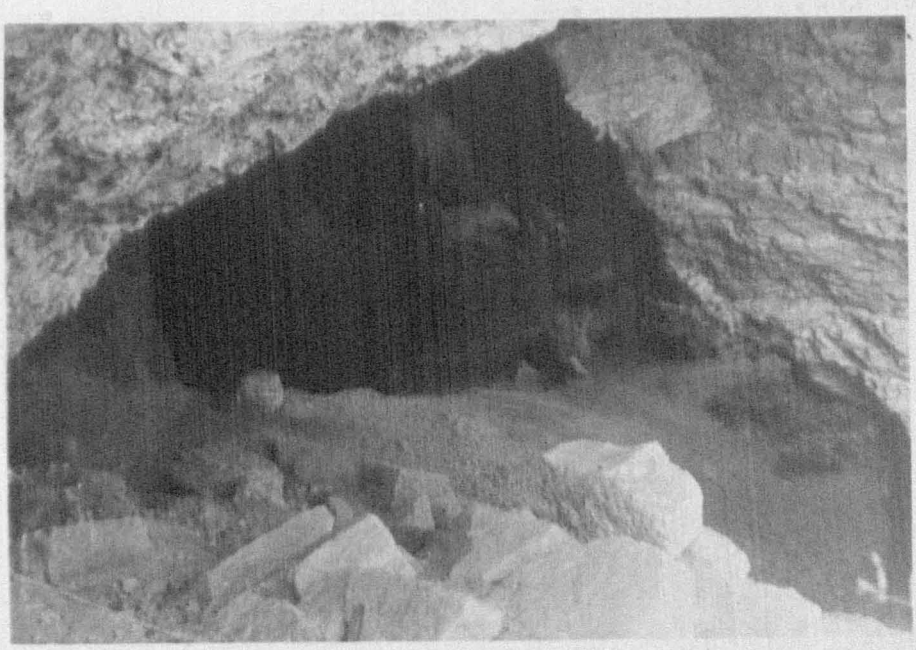
11. Wren's Nest limestone workings: entrance. The western mine at Wren's Nest. Pillars of the lower limestone seam have been left to support the roof. The angle of dip is clearly seen.

12. Wren's Nest limestone workings: the first underground working level. There were 13 levels in all before the privatecanal 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

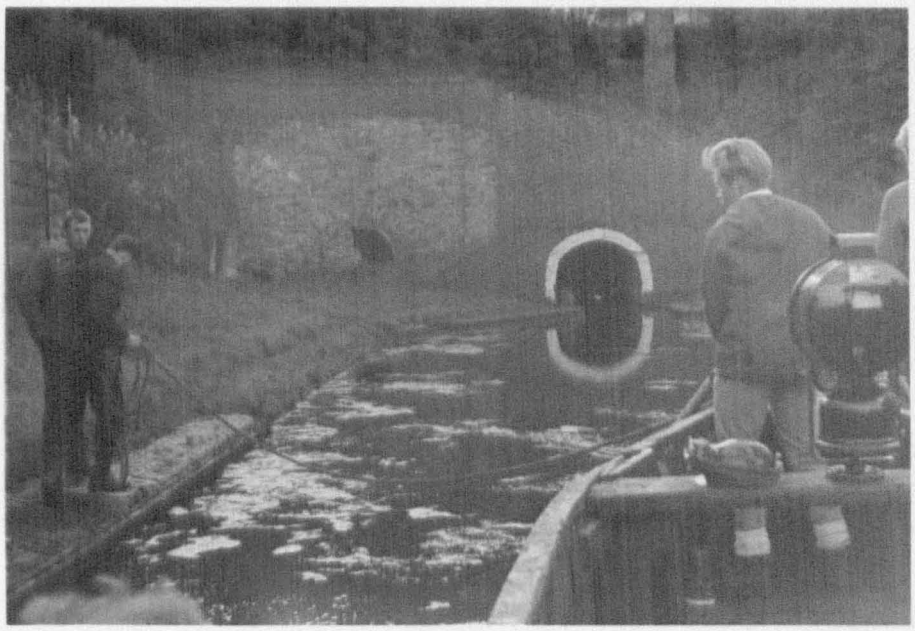


13. The Dudley Canal Tunnel and mine entrance: Castle Mill, Tipton. The tunnel is wide enough for one barge only - which has to be legged through. On the left is the entrance to one of the estate limestone workings. One of the bridge supports can be seen: this carried the Oxford, Worcester, and Wolverhampton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



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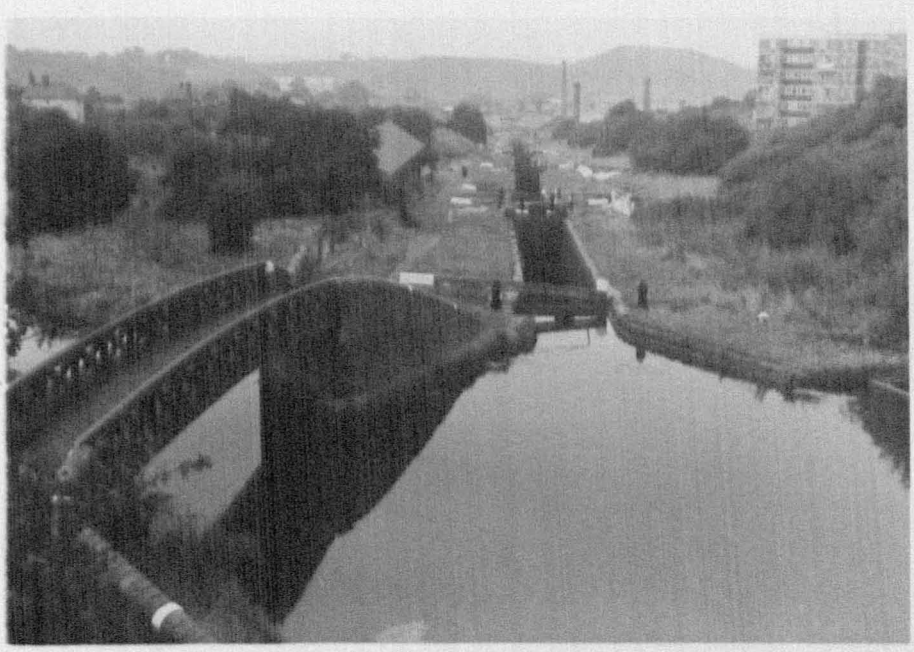
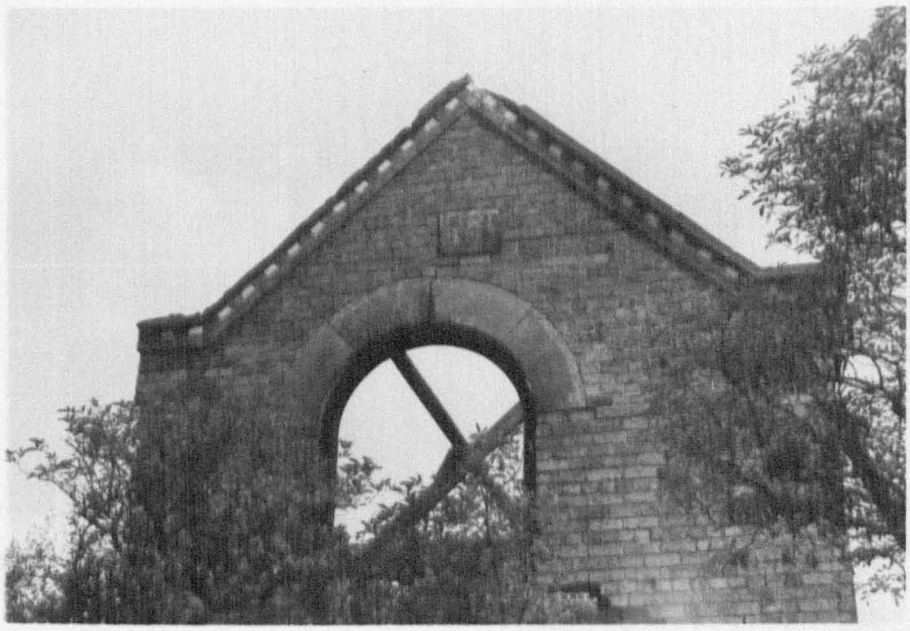


16. An engine house, Himley, 1878. The remains of a large pumping-engine house. Local Gornal sandstone has been used in the arch for the beam: the stone is inscribed to commemorate the Earl of Dudley: the smaller letters E.F.S. refer to Edward Fisher Smith, the mineral agent.

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



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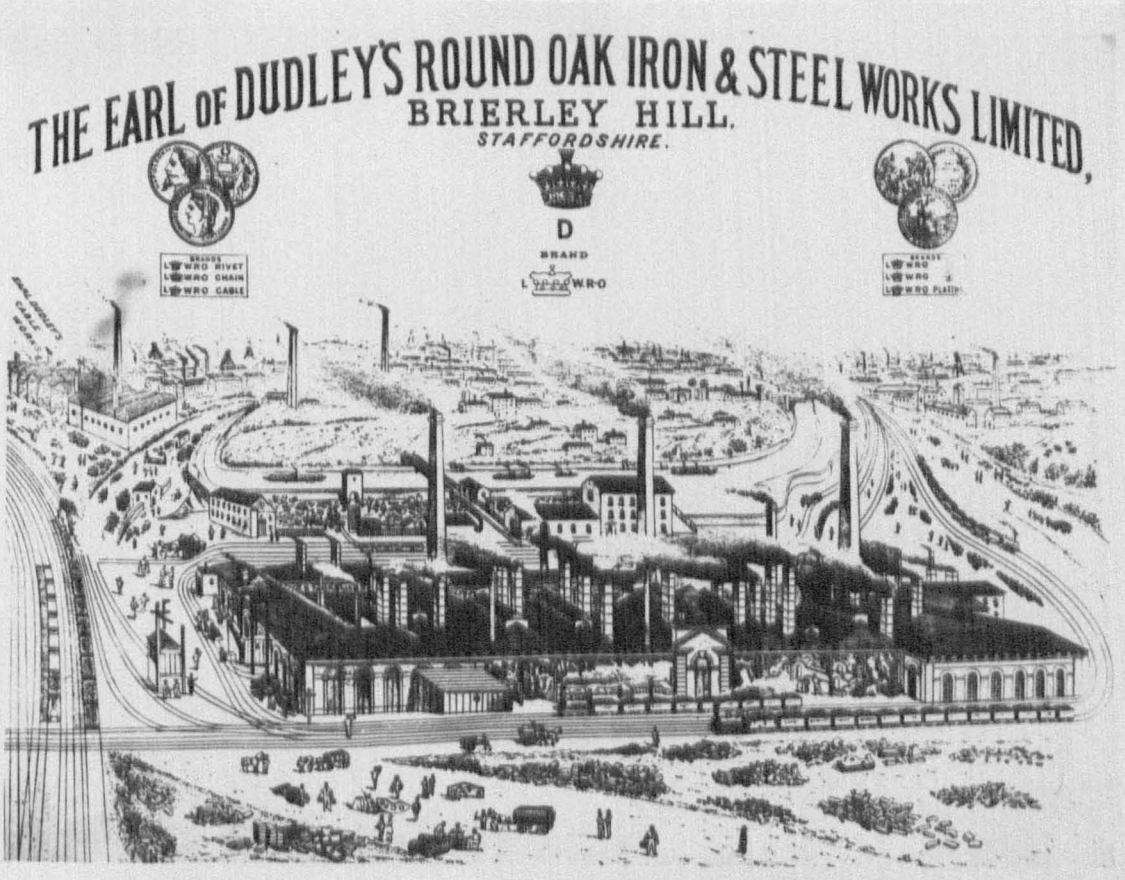
19. Blackhills Sand and Gravel Quarry, c. 1935. After 1923, all mineral working by the estate ceased - but, sand and gravel quarries were opened and worked until 1947. This enterprise, sold in 1947, is still active.

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

20


THE EARL OF DUDLEY'S ROUND OAK IRON & STEEL WORKS LIMITED,
BRIERLEY HILL.
STAFFORDSHIRE.
D
BRAND
L W R O
BRANDS
L W R O RIVET
L W R O CHAIN
L W R O CABLE
BRANDS
L W R O
L W R O
L W R O PLATES

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.

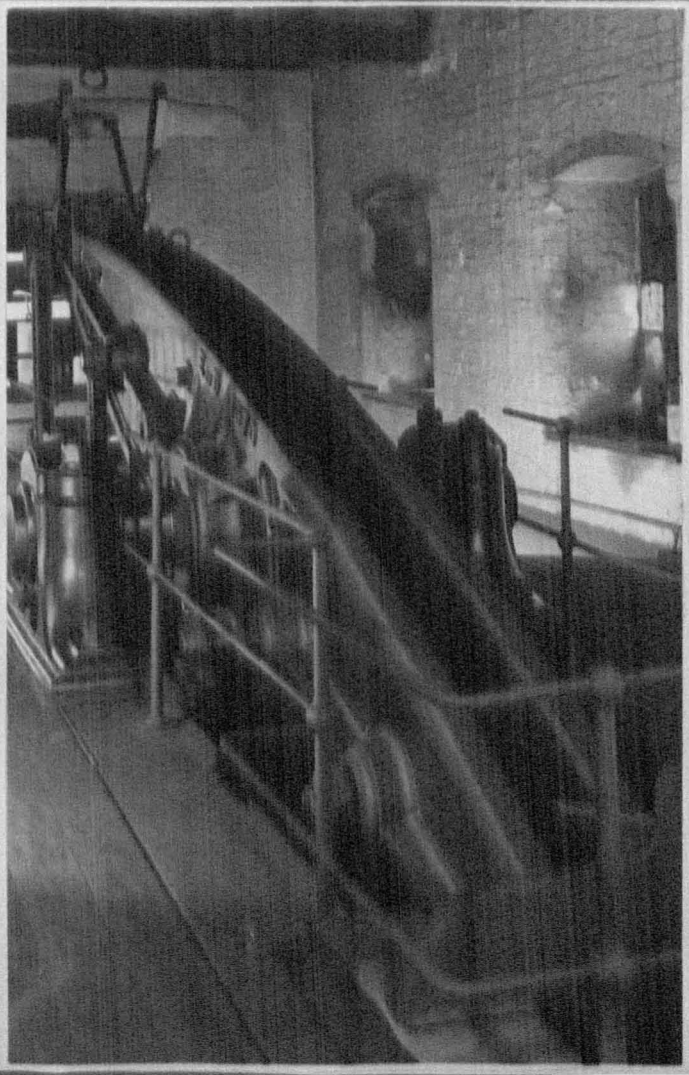
23. New Level Blast Furnaces: blast engine house, 1870. This iron plate records the Earl of Dudley: the letters F.S. refer to Frederick Smith, mineral agent 1864-70, and the letters C.M. refer to Castle Mill where the engine was made.

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

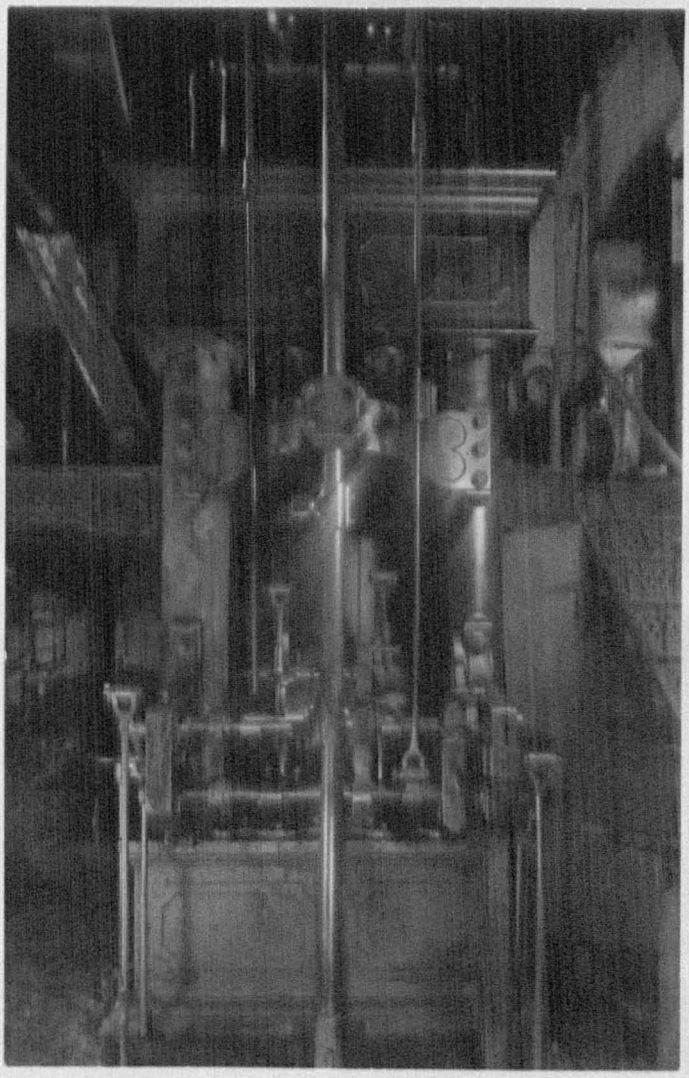
23

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.



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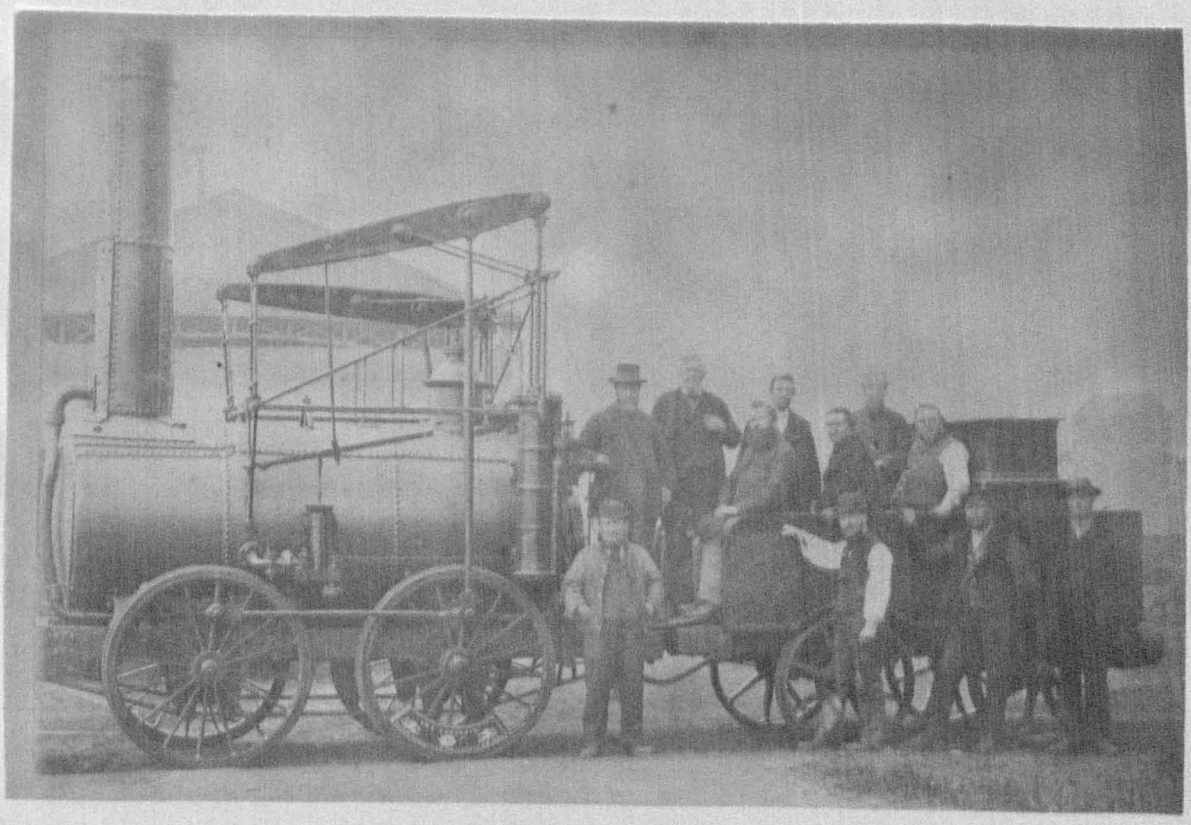


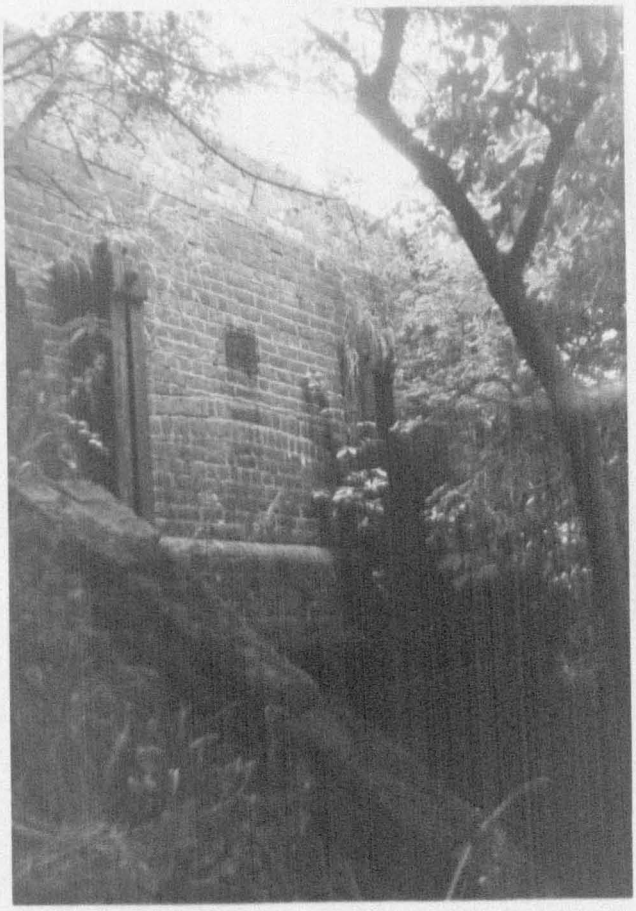
26

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



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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

T. J. RAYBOULD.

STATISTICS RELATING TO

THE

DUDLEY ESTATE

Lord Visc.t Dudley & Ward
Dr. to Alex.r Raby

for Castings had (exclusive of others that are paid for) from Dale-abbey, to construct ten new Whimseys.

			Tons	cwt	qrs	lbs		£	s	d
1798.										
June 7.	10 half Fly-wheels	wt	7	10	..	..	14.	105	..	..
	10 Cog wheels		3	17	2	..	..	82	3	..
	10 Nut wheels		1	10	1	..	..	21	3	6
	10 Dead plates		..	18	3	16	10.	9	8	11
	25 Bearers for Boilers		1	10	1	15	..	15	3	10
	126 Grate bars		2	18	1	9	..	20	3	3
	20 Drum plates		..	17	..	..	..	8	10	..
	10 Guiders & 10 Slides		..	10	2	18	14.	7	9	3
	16 Boiler door frames		..	10	3	12	..	7	12	..
	10 Sliding Standards		..	9	3	20	..	6	10	..
	20 Fly Wheel Standards		1	10	2	23	..	25	13	10
	10 Carriages for Brasses		..	3	1	..	..	2	3	6
	3 Pillars for Cylinders		..	1	2	26	..	1	4	3
	3 Hot wells		..	7	..	5	..	4	18	7
	10 Fly-wheel Spindles		2	14	..	6	..	37	16	9
	10 Cranks		1	4	2	12	..	17	4	6
	141 Grate bars	×	3	6	2	2	10.	33	5	2
	8 Bearers		..	4	3	6	..	2	8	..
	8 half Fly wheels		6	2	2	..	4	85	15	..
Oct. 8.	1 Cog wheel		..	11	3	..	14	8	4	6
	4 Cylinders & Pistons		3	1	3	16	..	40	10	..
	6 Cylinder Pillars		..	2	..	2	16.	1	8	3
	20 Pulcum beds		1	1	3	7	..	17	7	1
	20 Carriages		..	9	2	7	..	6	13	10
	10 Brasses & 8 Slides		..	12	1	13	..	8	13	5
	8 Holwells & 6 Spouts		..	8	1	12	10.	4	3	6
	10 Holwell covers & 1 drum plate		..					10	2	6
1799.										
Jan.y 24.	1 Spear-Rod		1	3	..	4	14.	28	5	..
	1 Fly Wheel		1	13	..	24	..	87	..	..
	6 Cylinders	×	5	8	3	..	16.	4	6	..
	1 Cylinder bottom	×	..	5	1	14	..	4	15	..
	20 Cylinder Pillars		..	6	3	4	14.	2	2	..
	8 Sinking Valves & 10 seats		..	3	..	..	..	14	5	11
April 22	9 Spear rods		10	7	3	21	..	43	12	9
	12 drum Wheels		3	2	1	10	..	926	1	2

		Tons	cwt	qrs	lbs		£	s	d
	Amount						926	1	2
April 22.	6 Cylinder Pistons × 3. 26 28	1	1	3	24	16.	17	11	5
	1 Cylinder bottoms ×	1	4	1	15	..	10	10	1
	3 Regulators	1	..	1	7	..	16	5	..
	1 Spindle	..	5	3	20	14.	4	3	..
July 25	2 — 26 inch Cylinders	2	8	..	3	16.	38	8	4
	1 — 28 inch Cylinder						9	16	..
	16 Bearers	..	10	2	12	10.	8	8	6
	2 Spindles	..	12	..	4	14.	0	..	..
	3 Left hand steam pipes	..	12	3	12	..	2	2	0
	3 square elbow Injection pipes	..	3	..	6	..	2	3	3
	6 Round elbow Injection pipes	..	3	..	10	..	2	16	0
	6 Round elbow sinking pipes	..	4	..	6	..	3	3	..
	4 Jack head pipes	..	4	2	..	..	1	17	6
	2 Blast hole pieces 30. 0. 26	..	2	2	20	..	..	17	6
	4 Cylinder pillars	..	1	1	..	..	3	11	9
	10 Saddles for beams	..	5	..	14	..	1	18	..
	10 Injection Bar-lids	..	2	2	24	..	4	6	7
	10 Steam Bar-lids	..	6	..	21	..	3	..	6
	9 Pair of Gear carriages	..	4	1	8	..	2	15	..
	5 Small Cisterns	..	3	3	20	..	13	18	..
	1 drum Wheels	..	10	3	12	..	17	5	..
Nov. 21	1 Spear-Rod	1	4	2	16	..	1108	10	1
Deduct	The underwritten Castings were thrown aside — being useless. —								
	3 Cylinders	2	14	1	14	16.	43	10	..
	1 Sinking Valve & seat	..	..	1	6	14.	..	4	3
	2 Regulators	..	10	..	18	16.	8	2	7
	6 Sinking valves & seats	..	1	3	8	14.	1	5	6
	1 Cylinder bottom	..	6	2	..	16.	5	4	..
	1 — Piston	..	4	..	..	..	3	4	..
							61	10	4
							1047	8	9

Dr. Alexander Raby Esqr. (account with Lord Vt. Dudley & Ward) — Cr.

		£	s	d			£	s	d
1798.					1802.				
July 11	To Cash — from Dixon & Amphlett	1200	..	..	Mar. 27	By Sundries per Dr. side	80.		
1799.							16. .. 8		
Jan.y 12	To Cash — paid J. & I. Hallen for Boilerplates & for boring Cylinders for the Whimsies	80	..	..			26. 2. ..		
19	To Cash — paid J. Wilkinson for Whimsey Boilers	138	8	6			20. 16. ..		
Feb.y 10	To Cash	10	10	..			10. 1. ..		
							.. 9 4		
23	To Cash	5	5	..		£ s d	13. 14. 10		
April 13	To Cash — paid Wm. Johnson for making Whimsey Boilers	16	..	8		138. 8. 6	4. 11. 2		
May 11	To Cash — paid for boring Whimsey cylinders	26	2	..	1/10	178. 11. 8	10. 2. 7		
July 12	To Cash — paid for Whimsey Cylinders	20	16	..		317 .. 2 — Cost of 10 Whimsey boilers	25. 8. 1		
Oct.r 28	To Cash	500	..	..		Deduct 31. 14. .. Cost of 1 paid by A. Raby & Co	6. 10. 7		
1800.						285. 6. 2	30. 6. 8		
Jan.y 11	To Cash — paid Tho. Horton for Boring-rods	6	12	..			285. 6. 2		
31	To Cash — paid J. Wheeler for Boring Cylinders	15	14	10			30. 3. ..		
Feb.y 8	To Cash — paid Jach. Parkes for castings for the Whimsies	10	1	..				976	12 1
	To Cash — paid Jach. Parkes for Boring-rods for Mr. Young	21	18	7		By Castings the full amounts of all the castings had by Lord Dudley from A. Raby & Co (the Dale-abbey Co.) besides what have been paid for (to Christmas 1801.) as by acct.		1047	8 9
April 5	To Cash — paid J. Horton for Boring-rods	16	4	..					
13	To Cash — paid for assistance in bringing a Whimsey-boiler from Bradley	..	9	4					
May 10	To Cash — paid Jach. Parkes for castings for the Whimsies	4	11	2					
July 8	To Cash — ~~paid the Dale-abbey company for castings for the Whimsies~~	410	2	7					
12	To Cash — paid J. Wheeler for boring Whimsey-cylinders	25	8	1		Balance		747	12 8
Nov.r 22	To Cash — paid Jach. Parkes for Castings for the Whimsies	6	10	7					
Dec.r 27	To Cash — paid Dale Abbey Co. for Castings for the Whimsies	39	0	8					
1801.									
Mar. 28	To Cash — paid Jn.o Wilkinson in full for 10 Boilers	178	11	8					
June 8	To Dale-abbey Company — for pattens for Whimsey castings	30	3	..					
		2768	11	8					
1802.									
Jan.y 16	Millboard — 106 lb at 7 (sent to Stanley)	2	1	10					
		2771	13	6				2771	13 6
	To Balance	747	12	8					

[A]ccount of Steam Engines belonging to the Trustees of the late Earl of Dudley
Christmas 1839. by William Robinson Engineer

Buckley Hill and Brockmoor Colliery

[G]unsnell Mine Engine 75 Inch Steam Cylinder — Single power — working [? ft ? in] Stroke with Airpump & Condenser and Parallel motion at Each end [of] the Beam — in four Lifts — namely

[B]ottom Lift	14 3/4 Inches		
Second do	14 1/2 do	= 14 3/8 Inches	152 yards Deep
[Third] do	14 1/4 do		
[Four]th Top do	14 do		

[B]rockmoor green Mine Engine 40 Inch Steam Cylinder — Single power [wo]rking 6 ft 0 in Stroke with Airpump & Condenser and Slides at Each of the [B]eam — in two Lifts — namely

[Bo]ttom Lift	9 1/4 Inches	= 9 1/8 Inches	109 yards Deep
[T]op do	9 1/16 do		

[On]e Expansive Double power Coalwinding Engine 8 Inch Steam Cylinder [w]orking 3 feet Stroke with Parallel motion at Cylinder end of Beam [N]ow worked by Mr Benjamin Gibbons

[On]e Expansive Double power Coalwinding Engine 7 Inch Steam Cylinder [wo]rking 3 feet Stroke with Slide at Cylinder end of Beam — Claias-plain

Park-Head Colliery

[Du]dley Wood Mine Engine 72 Inch Steam Cylinder — Single power [wor]king 8 feet Stroke with Airpump & Condenser and Slides at each of [the] Beam — in three Lifts — namely

[Bo]ttom Lift	14 1/2 Inches		
[Sec]ond do	14 1/4 do	= 14 1/4 Inches	140 yards Deep
[Th]ird Top do	14 do		

[Par]khead Mine Engine 60 Inch Steam Cylinder Single power Working [? ft ? in] Stroke with Airpump & Condenser and Parallel motion at each end [of th]e Beam in three Lifts — namely

[B]ottom Lift	13 1/4 Inches		
[Se]cond do	13 do	= 13 Inches	120 yards Deep
[T]hird Top do	12 3/4 do		

[D]ouble power Coalwinding Engine 16 Inch Steam Cylinder working [? ft ? in] Stroke with Airpump & Condenser and Parallel motion at Cylinder end [of] Beam — Bedalls Pit near Dudley Wood Engine

[D]ouble power Coalwinding Engine 18 Inch Steam Cylinder working [? ft] Stroke with Airpump & Condenser and Parallel motion at Cylinder [end of] Beam — Benjamin Higgs Old Pit

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—

Kingswinford Colliery—

One Double power Coalwinding Engine 18 Inch Steam Cylinder working 5 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 Hill——

Bull Field Colliery—

One Engine 56 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 —— 16½ Inches
Second —— do —— 10¼ —— do
Third —— do —— 10 —— do
Forth & Top do —— 9¾ —— do
} = 10⅝ Inches 160 Yards Deep——

One Double-power Coalwinding Engine 30 Inch Steam Cylinder working 5 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 5 ft Stroke and Slide at Cylinder end of Beam— Lean Hold——

One Atmospheric Coalwinding Engine 30 Inch Steam Cylinder Working 5 ft Stroke and Slide at Cylinder-end of Beam— Middle Pit—

One Old 24 Inch now a Skeleton near Wind-Mill End——

Dixons Green—

One Expansive Double-power Coalwinding Engine 14 Inch Steam Cylinder Working 5 ft Stroke with Parallel Motion at Cylinder end of Beam——

Tipton Colliery—

Bloomfield Nine Engine 50 Inch Steam Cylinder— Double-power 7 ft Stroke with Airpump Condenser and Parallel Motion at Each end of Beam— in two Lifts— Namely— Bottom Lift 16⅞ Inches
Top —— do —— 16⅞ —— do
} = 16¾ Inches 112 yards Deep

Tipton Colliery Continued—

Princes end Mine Engine 72 Inch Steam Cylinder – Single power – working 8 feet Stroke with Airpump & Condenser and Parallel-motion at Cylinder end of Beam & [illegible] 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

Foxyards 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 } = 8⅝ Inches 95 yards Deep

One Double-power Coalwinding Engine 20 Inch Steam Cylinder working 4 feet 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 feet Stroke with Slide at Cylinder of Beam—

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

Castle mill & Wrens-nest hill Limeworks—

One Double-power Limestone Winding Engine 30 Inch Steam Cylinder working 5 feet 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 } = 9⅞ Inch 110 yards Deep —

Mons-hill Double-power Limestone winding Engine 28 Inch Steam Steam Cylinder working 5 ft. 6 in 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 } = 5⅝ Inches 110 yards Deep

Wrens nest Double-power Limestone Winding Engine 18 Inch Steam Cylinder working 4 feet 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 feet Stroke with Parallel-motion at Cylinder end of Beam – And Pump in One Lift – namely – 4 Inches – 30 yards Deep

Hurst-hill Limeworks—

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

Hurst Hill Lineworks Continued—

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

Bottom Lift ... 5¾ Inches
Top do 5½ do } = 5⅝ Inches 90 yards Deep—

Near Wolverhampton—

One Expansive Double-power Coalwinding Engine 12 Inch Steam Cylinder working 5' 9" Stroke with Parallel-Motion at Cylinder-end of Beam— Right Hon.

Near Bradley Ironworks—

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

Coneygre & Tivedale Colliery—

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

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

One Atmospheric Coalwinding Engine 26 Inch Steam Cylinder working 4 feet Stroke and Slides at Cylinder-end of Beam—

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

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

Deepfield Colliery—

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

Bottom Lift ... 20¾ Inches
Second do 20½ do
Third do 20¼ do
Forest & Top do 20 do } = 20⅜ Inches 160 yards Deep—

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

Part of an Atmospheric Engine at Bottom Stile— 31 Inch Steam Cylinder

Do Do at Lady-Moor—

Steam Engines working at the Different Iron works ——

Messrs Irons & Co The Old Level ——

One Blast Engine Double power 36 Inch Steam Cylinder working 8 fut Stroke with Airpump & Condenser and Parallel Motion at each end of the Beam ——

Messrs Gibbons's Old Level ——

One Mill Engine Double power 38 Inch Steam Cylinder working 7 fut Stroke with Airpump & Condenser and Parallel Motion at Cylinder end of Beam ——

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

Mr Benjamin Gibbons New Level ——

One Blast Engine Double power 42 Inch Steam Cylinder working 8 fut Stroke with Airpump & Condenser and Parallel Motion at each end of the Beam — 1 16 Inch Atmospheric Engine 3 fut Stroke for the Inclined plane ——

Messrs Evers & Martin Park Head ——

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

Cornal Wood ——

One Blast Engine Single power 40 Inch Steam Cylinder working 6 fut Stroke with Airpump & Condenser and Arch head Chains at Each end of Beam ——

British Iron Company Netherton ——

One Blast Engine Double power 52 Inch Steam Cylinder working 8 fut 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 fut Stroke with Slide at Cylinder end of Beam ——

Coneygre Iron works ——

One Blast Engine Double power 44 Inch Steam Cylinder working 7 fut 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 fut 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 fut Stroke with Airpump & Condenser and Parallel Motion at Cylinder end of Beam ——

One Double power Boring Mill Engine 12 Inch Steam Cylinder working 3 fut Stroke with Airpump & Condenser and Parallel Motion at Cylinder end of Beam ——

Weighing Machines belonging to the Trustees of the late Earl of Dudley

Sinram Abbey Clay-works

Weighing Machine at the Above Works

Delph Clay Works

Weighing Machine at the Above Works

Level Ironworks

Weighing Machine for Messrs. Irons & Co. on the North side the Canal } old Level
Weighing Machine for do. do. near the Canal Bridge }
Weighing Machine for Mr. Benjamin Gibbons on the Coke-hearth } new Level
Weighing Machine now Covered up on the Coke-hearth }

Brierley-hill & Brockmoor Colliery

Weighing Machine at Brierley-hill
Weighing Machine at the Round-Oak
Weighing Machine at Cockrane & Johnsons Pit

Kingswinford Colliery

Weighing Machine at Kingswinford Basin Limeworks
Weighing Machine at Mr. Bates Loading place Wall heath
Weighing Machine at Mr. Chavasses Pit near the Church
Weighing Machine at Mr. Bates Pit near Corbyns Hall

Gornal Colliery & Stone Works

Weighing Machine at Upper Gornal near Mr. Rhodes's
Weighing Machine at Simmins Works

Park-head Colliery & Ironworks

Weighing Machine at the Sinscore Pit
Weighing Machine at the Duck-hole
Weighing Machine at Farthings-Lane
Weighing Machine at Broad-park
Weighing Machine at the Coke-hearth Evers & Martin

Netherton Colliery

Weighing Machine on the Railroad north side the two Furnaces
Weighing Machine on the Coke hearth at the two Furnaces
Weighing Machine at the Furnace Bridge house
Weighing Machine on the Railroad leading to the four Furnaces

Coneygre Colliery

Weighing Machine near the Furnaces

Castle Mill & Wrens-nest-hill Limeworks

Weighing Machine on the Road leading to Shavers-end
Weighing Machine at the Tunnel-Mouth
Weighing Machines at Castle-Mill
Weighing Machine at Pitston-pieces Lime-kilns

Castle-mill & Wrens-nest-hill Limeworks Continued

1 Weighing Machine at South-castle Pit.... Hazpers —

1 Weighing Machine at North Castle Pit —

Foxyards Colliery —

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 —

6th Oct. 1844. Size of Blast Engines Employed at the Different Iron Works. D. Pearson

Name of the Works	Size of the Steam Cylinder	Size of the Blowing Cylinder	Length of the Engines Stroke	Number of Strokes per Minute	No. of furnaces in Blast	Average make of Iron at the furnaces	Horses Power of the Engine	Number of furnaces Built	Name of Iron Masters
Corbins Hall New Furnaces	3 feet 9 in	7 feet 6 in	8 feet 0 in	average from 10 to 15	3 Hot air	360 to 400 Tons		3 furnaces	Benj. Gibbons Esq
Corbins Hall Old Furnaces	3 ft 6 in	7 ft 0 in	8 feet 0 in	from 16 to 18	3 ½ Hot air	270 to 280		3 furnaces	Mathews & Dudley
Dock Furnaces	3 ft 6 in	7 ft 0 in	7 feet 0 in	12 to 13	2 Hot air	210 to 220 Tons		2 furnaces	Mess. Blackwells
Union Furnaces	3 feet 8 in	7 ft 4 in	8 ft 0 in	12 to 13	2 Hot air	150 to 160 Tons		2 furnaces	Philip Williams & Sons
Firmstones Leys Works	3 ft 10½ in	7 feet 8 in	8 feet 0 in	18 to 20	3 Hot air	230 to 240 Tons		3 furnaces	William George Firmstone
Congreave Trustees of Lat Lord Dudley	4 ft 6 in	9 ft 0½ in	8 feet 0 in	8 to 9	2 Cold air	170 to 180 Tons		2 furnaces	Trustees of Earl
Level Engine	3 feet 8 in	7 ft 0½	8 feet 0 in						Trustees of Earl
Jones Engine	3 ft 0 in	6 ft 0½	7 feet 9 in	9½ to 10	1 Cold air	110 to 112 Tons		1 furnace	Jones & Co
Oxleybrooke	4 ft 0 in	7 ft 0 in	8 feet 0 in	11 to 12	2 Cold air	Tons 177 to 180 Tons		2 furnaces	W. Hazlebrooke
Parkhead	2 feet 6	5 ft 0 in	7 feet 0 in	10½ to 11	1 Cold air	70 to 75 tons		1 furnace	Samuel Evers & Co
Gadleywood	4 ft 6	8 ft 6 in	7 feet 9 in	8 to 8½	2 Hot & Cold	210 – 212 Tons		2 furnaces	British Iron Co
[illegible]	2 ft 8 / 2 feet 0	5 feet 6 in / 3 ft 6	8 feet 0 in / 6 ft 6 in	13 to 14 / 18 to 19	2 Cold air	180 – 190 Tons		2 furnaces	British Iron Co
[illegible] moor	3 – 4	6 – 8	8 ft 0	13 to 13½	2 Cold Blast	180 – 190 Tons		2 furnaces	Bass & Be[illegible]
[illegible] Bank	3 – 6	7 – 0	8 feet 0	12 to 14	2 cold air	170 – 180 Tons		2 furnaces	[illegible]
[illegible] engines	[illegible] 3 – 4	6 – 0 / 4 – 6	7 feet 0 / 3 ft 6					2 furnaces	British Iron
New [illegible]brook	4 feet 2	7 – 8	7 – 9	15 to 16	3 Hot air	240 . 245		3 furnaces	Henry [illegible]
[illegible]	4 – 10	9 ft 0	8 ft 0	10 to 11	3 Hot air	335 . 340		3 furnaces	[illegible] Bagnall
[illegible]	3 – 4	7 – 0	8 ft 0	18 to 19	3 furnaces			3 furnaces	[illegible]
[illegible]	3 . 6	7 0	8 – 0	13	2	9?			

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 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. At present.	Total Cost of Conveyance per Ton between the two Places. As proposed.	Number of Tons per Annum assumed to be conveyed by Railway.	Distance by Railway.	Distance on Main Line.	Distance on Branch.	REMARKS.
	m. f. c.			*Average m. f. c.*			*Average.*			*Average m. f. c.*	*m. f. c.*	*m. f. c.*	
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.	0 3 0	Ironstone - -	From Tipton and Wolverhampton district.	0 4 0	14,000	By canal - -	2/10½	/9 and /10	10,000	9 0 0	4 6 0	4 2 0	Three-pence is charged in every case of conveyance from canal basin to railway station into works.
		Limestone -	Dudley Castle -	contig.	3,500	ditto - -	2/1	/7 and /3	—				
		Ditto - -	Froghall - -	- -	- -	- - -	-	- -	4,500	7 0 0	2 6 0	4 2 0	
			Other places -	40 and upwards.	2,500	ditto - -	4/6	—					
		Pig iron -	Tipton district -	0 4 0	7,500	ditto - -	2/1	/9 and /9	7,000	9 0 0	4 6 0	4 2 0	
		Ditto - -	Kingswinford district.	0 2 -	7,500		1/4	/3 and /7	3,000	3 0 0			
		Charcoal - -	Stourport and beyond.	- -	200	—							
		Manufactured iron	Liverpool - -	- -	12,000	ditto - -	3/9	½d. and /3 to Wolverhampton.	6,000	13 4 0	-	4 2 0	To Canal Junction station at Wolverhampton. To junction with London and Birmingham Railway at Tring.
		Iron goods -	London - -	- -	4,000	ditto - -	20/	/7½ and /3	4,000	110 0 0	-	4 2 0	
			Bristol - -	- -	2,000	ditto - -	say 10/	/3 and /3	1,000	35 4 0	-	4 2 0	To junction with Gloucester and Bristol Railways.
			Home market -	- -	2,000	ditto - -	3/	10/ and /3	500	10 0 0	-	4 2 0	

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 1*d.* per ton per mile will be obtained, and the return to the Railway Company increased.

Tonnage Returns.—Ironstone - - £ 275 - -
— Limestone - - 131 5 -
— Pig iron } Import { 262 10 -
— Ditto - } { 37 10 -
— Iron - Exports - 1,870 16 8
£ 2,627 1 8

Shut End furnaces - -	- -	Ironstone - -	From Tipton and Wolverhampton district.	0 4 0	10,000	ditto - -	2/8	/9 and /8	5,000	9 0 0	5 0 0	4 0 0	
Four blast furnaces, belonging to *James Foster*, esq., producing 400 tons of	0 1 0	- - -	Red ore from Wolverhampton.	contig.	1,000	ditto - -	3/2½ from Wolverhampton	/11 and /1	1,000	11 0 0	7 0 0	4 0 0	Assumed to be brought to Wolverhampton by rail.
		Limestone -	Dudley Castle -	contig.	1,550	ditto - -	1/10	/7 and /1	5,000	6 4 0	2 4 0	4 0 0	
			Dudley port -	0 5 0	7,450	ditto - -	1/10	- -					

PIG IRON WEEKLY

FROGHALL ETC 40 AND UPWARDS 2000

CORBYN'S HALL FURNACES FOUR BLAST Furnaces with foundry be-		IRONSTONE	FROM TIPTON AND WOLVERHAMPTON DISTRICT	0 4 0	2,000	BY CANAL	2/7½	/8 and /7 9/ AND /7	10,000	9 0 0			
longing to Messrs. Mathews & Dudley, and capable of producing 100 tons of pig iron per week. At this time only three of these furnaces are in blast, and the traffic is estimated on that number, although there is every reason to believe that the fourth furnace will be set to work.			Red ore from Wolverhampton.	contig.	1,000	ditto - -	2/0½	/11	1,000	11 0 0	- -	- -	Assumed to be brought from Lancashire by rail.
		Limestone -	Dudley Castle -	contig.	6,000	ditto - -	1/10	/6	6,000	5 2 0			
			Froghall, &c. -	40 and upw.	2,000	ditto - -	4/6						
		Pig iron and castings.	To Kingswinford district.	0 4 0	7,500	ditto - -	1/4	/3 and /6	2,500	3 0 0			
		To Tipton -	" Tipton & Wolverhampton district.	0 4 0	7,500	ditto - -	2/8	/9 and /6	6,000	9 0 0			
Corbyn's Hall New Furnaces.—Three blast furnaces belonging to Benjamin Gibbons, capable of making on an average 370 tons of pig iron per week.	0 1 3	Coal - -	From Kingswinford district.	0 2 0	5,000	ditto - -	/9	/3 and /4	10,000	3 0 0			
		Ironstone -	North Staffordshire.	contig.	5,200	ditto - -	7/ 3/3	/11 and /1½ from Wolverhampton.	3,000	11 0 0	- -	- -	Assumed to be brought to Wolverhampton by rail.
		Ditto and cinders	From Tipton dist.	0 4 0	7,500	ditto - -	2/9	/9 and /7½	6,500	9 0 0			
			Kingswinford district, and line of the Stour.	0 4 0	7,500	ditto - -	1/9	/6 and /6	5,000	6 0 0			
		Limestone -	Dudley Castle -	contig.	14,500	ditto - -	1/11½	/6 and /1½	14,500	6 0 0			
		Pig iron - -	To various places, Tipton and Bilston district.	0 4 0	10,000	ditto - -	2/9	/9 and /7½	7,500	9 0 0			
			Kingswinford district.	0 4 0	10,000	ditto - -	1/4	/3 and /7½	5,000	3 0 0			
Kettey's Furnaces.—Two blast furnaces belonging to Messrs. Blackwell, Jones & Oakes, capable of making 210 tons of pig iron per week. Estimated yearly produce, 11,000 tons.	0 4 0	Iron ore - -	Ellesmere port, Cheshire.	- -	3,000	ditto to Wolverhampton.	3/2½	/11 and /6	1,500	11 0 0			
		Ironstone - -	North Staffordshire.	contig. to Wolverhampton.	2,000	ditto - ditto -	3/2½	/11 and /6	2,000	11 0 0			
			Warwickshire -	- -	6,000	By canal - -	4/6	—					
		Limestone -	Dudley Castle -	contig.	6,500	ditto - -	1/10	/6 and /6	6,500	6 0 0			
		Pig iron - -	To Oak Farm works	0 1 0	3,000	ditto - -	/8½	—					
			" Brockmoor -	contig.	1,000	ditto - -	/7½	—					
			Works on Stour, below Stewpony.	0 2 0	2,000	ditto - -	2/3	/12 and /8	1,000	12 0 0			
			Tipton district -	0 4 0	4,000	- - -	2/9	- -	2,500	9 0 0			
			Wolverhampton	contig.	1,000	- - -	2/11	/11 and /6	750	11 0 0			
Bromley Forge.—An ironwork in the occupation of the Messrs. Wheeley, capable of making 80 tons of manufactured iron per week.	0 1 15	- - -	Shropshire -	0 4 0	500	By canal - -	4/6	/1½ and /8	500	18 2 0			
		Coal - -	Kingswinford district.	- -	20,000	ditto.	—						
		Manufactured iron	Liverpool - -	- -	1,500	ditto to Wolverhampton.		/12 and /3	1,500	12 0 0	- -	- -	To Grand Junction station at Wolverhampton.
			Bristol - -	- -	750	By canal - -	10/	/2/1 and /4	500	33 0 0	- -	- -	To Gloucester Railway.
			Tipton district -	0 4 0	750	ditto and carts -	2/8	/9 and /6	750	9 0 0			
			Kingswinford district.	0 4 0	1,000	ditto - ditto -	1/4	/3 and /6	250	3 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. At present.	Total Cost of Conveyance per Ton between the two Places. As proposed.	Number of Tons per Annum assumed to be conveyed by Railway.	Distance by Railway.	Distance on Main Line.	Distance on Branch.	REMARKS.
	m. f. c.			*Average m. f. c.*			*Average.*			*Average. m. f. c.*	*m. f. c.*	*m. f. c.*	
Brockmore Ironworks.—An ironwork belonging to Mr. James Foster, capable of making 100 tons of manufactured iron per week.	0 2 0	Manufactured iron	London - -	- -	3,000	Canal - -	20/	7/3¾ and /2	3,000	117 0 0	- -	- -	To Tring.
			Bristol - -	- -	10,000	Canal and Severn	say 10/	2/9 and /2	500	33 0 0	- -	- -	To Gloucester Railway.
			Home, Wolverhampton, and Birmingham	- -	1,000								
New Lays Works.—An iron and tin work in the occupation of Messrs. Smith & Sommerhoff, capable of manufacturing 20 tons per week, besides tin plates.	contig.	Tin -	Bristol - -	- -	50	Canal, &c -	say 10	2/9	25	33 0 0	- -	- -	To Gloucester Railway.
		Tin plates -	London, &c. -	- -	1,200	Canal - -	say 30/	5/9 and 6/10	600	117 0 0	- -	- -	To Tring.
Brockmore.—An ironwork 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.	- -	6,500	Canal &c.	say 10/	/1 and /2	2,000	33 0 0	- -	- -	To Gloucester Railway.
			London and South	- -	500	ditto -	say 20/	/2 and /1	500	117 0 0	- -	- -	To Tring.
			Liverpool and North.	- -	3,000	ditto - to Wolverhampton.	say 2/9	/1 and /1	1,500	12 0 0	- -	- -	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 cinders.	From Tipton district.	0 4 0	10,000	Canal - -	2/4	8 and /7	10,000	8 0 0	—		
			„ Kingswinford	0 4 0	10,000	ditto - -	1/6	/4 and /7	5,000	5 0 0	—		
		Limestone	Dudley Castle, Froghall, &c.	contig.	55,000	ditto - -	1/10	4½ and /2	8,000	4 2 0	—		
		Pig iron - -	To Tipton district	0 4 0	7,500	ditto - -	2/9	/8 and /7	4,500	8 0 0	—		
			Kingswinford district.	0 4 0	6,000	ditto - -	1/4	/3 and /7	3,000	3 0 0	—		
			Manchester and North.	- -	1,500	ditto - - to Wolverhampton.	3/9	/12 and /2	1,000	12 0 0	—		
		Sand - -	—										
Brierley Ironworks—Ironworks belonging to James Forster, Esq., capable of making 150 tons of manufactured iron per week.	contig.	Pig iron - -	Shut End - -	—									
		Manufactured iron	London - -	- -	3,500	Canal - -	20/	7/3¾	3,500	117 0 0	- -	- -	To Tring.
			Bristol - -	- -	2,000	Canal and Severn	10/	2/9	2,000	33 0 0	- -	- -	To Gloucester Railway.
			Home - -	- -	500	- ditto - - to Wolverhampton.	3/9	/12	500	12 0 0	—		

BRETTEL LANE.

[illegible] Two [illegible] the occupation of the Messrs. [illegible] Keeley, capable of making [illegible] tons of pig iron weekly, but of which only one is now in blast, making [illegible] tons of pig iron weekly, on which quantity this return is made.	0 6 0	Ironstone	[illegible]	0 4 [illegible]	[illegible]	Canal	[illegible]6	/3 and 1	2,000	3 0 0	—
		Coal	Various	0 4 0	5,000	ditto	1/6	/3 and 1/	2,000	0 3 0	—
		Limestone	Dudley Castle	contig.	3,000	ditto	2/	/4 and 1	3,000	3 6 0	—
		Pig iron	To their own iron-works.	-	5,000	—					
Nine Locks Ironworks [illegible]	contig.	Coal	Kingswinford district.	0 4 0	15,000	Canal and carts	1/2	/3 and 7	1,[illegible]	3 0 0	—
[illegible]		Manufactured iron	London	-	3,500	Canal	20/	/7 and 7	3,500	110 - -	
			Hull	-	3,000	-	[illegible]	—			
			Home consumption.	-	1,000	—					
[illegible]	contig.	[illegible]	Kingswinford district.	0 4 0	7,000	Canal and carts	1/2	/3 and 7	[illegible]	3 0 0	—
[illegible] making [illegible] tons of manufactured iron per week.		Manufactured iron	London	-	3,000	Canal	20/	[illegible]7	3,000	116 0 0	—
			Home	-	3,000	—					
Old Level Furnaces [illegible] Two blast furnaces, in the occupation of Mr. W. [illegible], capable of producing [illegible] tons of pig iron weekly, but of which one only is now in blast, producing 100 tons weekly, on which amount this return is made.	[illegible]	Coal	From adjoining colliery.	contig.	18,750	Canal	/4				
			Ditto	ditto	1,7[illegible]	Carts	4	—			
		Ironstone	Ditto	ditto	11,[illegible]	Canal	4	—			
			Ditto	ditto	3,[illegible]	Carts	[illegible]	—			
		Limestone	Dudley Castle	ditto	2,8[illegible]	Canal	11	3 and 1	2,800	2 6 0	0 6 0
		Sand	Near Stourbridge	[illegible]	[illegible]	ditto	1 10	—			
			Tipton	[illegible]	8[illegible]	ditto	2	—			
		Coal	West Bromwich	[illegible]	4,800	ditto	1 8	—			
		Pig iron	Ditto	-	4,000	ditto	1 8	—			
			Stourbridge	[illegible]	2,000	ditto	1[illegible]	/5	2,000	5 0 0	—
		Castings	West Bromwich		8	ditto	1 8	—			
			Stourbridge		2[illegible]	Carts	1 6	6/4	200	5 0 0	—

New Level Furnaces.—Three blast furnaces, capable of making at least 300 tons of pig iron per week. These are not in blast, and therefore no estimate is made of the trade on the railway which will necessarily arise from them, they being situate close to the line.

(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.					
	m. f. c.			*Average. m. f. c.*			*Average*			*Average. m. f. c.*	*m. f. c.*	*m. f. c.*	
Holly Hall Foundry.—A work in the occupation of Mr. Robert Johnson.	0 5 0	Pig-iron - -	—										
		Coal - -	—										
		Castings - -	London, and in that direction.	- -	300	Canal - -	20/	5/7	300	115 0 0	—		
			Home trade -	- -	700	—							
		Sand - -	—										
Woodside Furnaces — Two blast furnaces, foundry, &c. in the occupation of Messrs. Bramah & Cochrane, capable of producing 200 tons of pig iron weekly.	0 2 5	Ironstone - -	Walsall - -	- -	3,000	Canal - -	3/3	—					
			North Staffordshire.	- -	3,000	ditto - -	2/	8 and /4	3,000	8 0 0	—		
			Coventry - -	- -	3,000	ditto - -	4/6						
		Limestone -	Dudley Castle -	contig.	6,000	ditto - -		/3 and /4	6000	3 0 0	—		
		Sand -	Birmingham -	- -	1,000	ditto - -	4/	—					
			Ogley - -	- -	300	ditto - -	4/3	—					
			Broadwaters -	- -	400	ditto - -	5/	—					
		Pig-iron -	Stourport -	contig.	500	ditto - -	2/	14 and /4	500	16 0 0	—		
			Wednesbury -	- -	1,000	ditto - -	3/	—					
			Stourbridge -	- -	600	ditto - -	2/6	/3 and /6	600	5 0 0	—		
			Tipton - -	- -	5,000	ditto - -	1/6	/4 and /8	5,000	3 4 0	—		
			West Bromwich	0 4 0	2,000	ditto - -	2/	—					
		Castings - -	London - -	- -	2,300	ditto - -	20/	/7 and /4	2,500	115 0 0	- -	- -	To Euston.
			Liverpool -	- -	500	ditto - -	10/	/8 and /6	400	8 0 0	- -	- -	To Warrington by Junction.
			Manchester -	- -	1,500	ditto - -	15/	/8 and /6	1,000	8 0 0	- -	- -	Ditto.
Moor-lane Glass Works and Pottery.—A work in the occupation of Messrs. Westwood & Moore, for making glass bottles, stone-ware, &c.	contig.	Clay - -	From Kingswinford district.	- -	320	By canal and carts	2/10	/6 and /6	320	6 0 0	—		
		Coal - -	Ditto - -	- -	3,500	- ditto -	1/	/3 and /4	—				
		Sand - -	Ditto - -	- -	450	- ditto -	3/	/6 and /6	—				
		Limestone -	Nantwich -	- -	160	Canal - -	3/6	—					
		Crate-wood -	Stourport -	contig.	40	ditto - -	5/	2/1½	40	17 0 0	—		
		Bottles, pottery, and fire-bricks	London - -	- -	680	ditto - -	25/	14/9	680	118 0 0	—		
			Worcester -	- -	120	ditto - -	12/	3/9	120	30 0 0	—		
			Wolverhampton	- -	80	By canal and carts	4/6	/10½	80	7 0 0	—		
			Birmingham -	- -	100	Canal - -	5/	—					
Lord Ward's Private Railway leading to Ashwood Basin Limeworks.	contig.	Limestone -	Dudley Castle -	contig.	3,148	ditto - -	2/6	/6	3,148	6 0 0	—		

[illegible] ironworks. [illegible] works belonging to T. M. Gladstone, esq. capable of making 100 tons of manufactured iron per week.		Manufactured iron, tin plates, &c.	Bristol and Gloucester.	- -	250	Canal - -	--						
Parkfields 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	/3½ and /2	7,000	3 4 0	—		
			Walsall - -	9 0 0	2,000	ditto - -	2/	- -					
			Froghall - -	40 0 0 and upᵃ.	2,500	ditto - -	4/6	- -					
			Kingswinford dist.	- -	2,000	Canal - -	2/6	/9 and /6	1,600	9 0 0	—		
			Home district -	- -	16,000	—							
Spring Vale Ironworks.—An ironwork belonging to Mr. George Lees, capable of making 400 tons of manufact iron weekly. Estimated quantity of minerals brought to or conveyed from said works yearly:—Pig iron 22,500 tons. Coal 45,000 tons. Ore, tallow, charcoal, ironstone, &c. 1,000 tons. From manufactured iron	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	—			
Trio 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 /3	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 - -	/9	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. Walsall & Wednesbury.	- -	1,500	ditto - -							
		Pig iron - -	Wolverhampton	contig.	1,100	ditto - -	/1	/4 and /4	600	4 0 0	—		
		Castings - -	Liverpool - -	- -	1,000	ditto - -	14	/7½ 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.
		Pig iron - -	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.					
	m. f. c.			*Average. m. f. c.*			*Average.*			*Average. m. f. c.*	*m. f. c.*	*m. f. c.*	
Ettingshall Ironworks.—Thomas Banks & Son; making about 200 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	—							
		Limestone -	From Dudley Castle.	- -	1,200	—							
			„ Froghall, &c.	- -	2,300	—							
		Ironstone -	„ Lancashire and Potteries.	- -	800	—							
Bovereaux Ironworks.—Producing about 100 tons of iron weekly.		Limestone	From Dudley Castle		2,525	—							
		Ironstone	„ Lancashire and Potteries.	-	800	—							
		Finplate -	From London -	- -	1,500	Canal - -	19/	7/7 and 8/	1,500	121 0 0	- -	- -	To Tring.
			Liverpool -	- -	1,500	ditto - -	13/	3/ and 4	750	3 0 0	- -	- -	To Grand Junction Railway.
			Hull - -	- -	1,000	ditto - -	—						
			„ Home district	- -	1,000	—							
			Bristol, and Worcester.	- -	100	Canal - -	6/6	2/6 and 1/	100	33 0 0	- -	- -	To Gloucester Railway.
Caponfield Ironworks.—James Forster, occupier; mill and forge, producing 180 tons weekly of finished iron.	1 0 0	Iron chiefly rails	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 - -	13/	/3 and /1½	500	3 0 0			
			Home district -	- -	1,000	Canal and carts	—						
Bradley (New).—James Foster, occupier; mill and forge, producing 120 tons of finished iron weekly.	1 4 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	—							
Bilston Ironworks.—Messrs. Sparrow; producing 150 tons weekly.	0 5 0	Iron - - -	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 -	—						

STONEFIELD [illegible] works In [illegible] occupation Mr. T. W. Vernon, making about 15 tons weekly of finished iron.		[illegible]	From Dudley port, &c.	[illegible]	Canal and team	2/6	—					
			„ W. Hampton district.	3,700	Team	1/6	—					
			„ Potteries	500	Canal and team	7/	/4	250	3 2 0	-	-	From Grand Junction Railway.
		Coal	„ Collieries adjacent	10,400	Team	/10	—					
		Manufactured iron	To Birmingham and intermediate district	3,000	ditto	7/	—					
			„ London	500	Canal	20/	7/6 and 7/6	500	120 0 0	-	-	To Tring.
			„ Liverpool	560	ditto	15/	/4 and /11	300	3 2 0	-	-	„ Grand Junction Railway.
Wednesbury [illegible] Ironworks.—Messrs. Williams; [illegible] tons weekly.	1 3 0	Manufactured iron	To London	5,000	Canal	19/	7/4 and 8/	5,000	118 0 0	—		
[illegible] Ironworks.—Horton & [illegible] [illegible]	1 0 0	Finished iron and tin plates	To London	10,000	Canal	20/	7/4 and 1/	1,030	117 0 0	-	-	To Tring.
[illegible] Church [illegible]—Galvanized [illegible] in the occupation of [illegible] Walker, [illegible] tons weekly.	1 4 0	Zinc	From Bristol, *via* Worcester	100	Canal	12	2/8 and 1/6 from Worcester.	100	32 0 0	-	-	From Severn at Worcester.
		Galvanized iron	To London	3,000	Railway	40	12/3 and 7/6	3,000	119 0 0	-	-	To Tring Junction.
			„ Liverpool	3,000	ditto	12/6	—					
[illegible] Foundry and [illegible] works.—In the occupation of Messrs. Walker, [illegible] weekly.	[illegible]	Tin	Bristol, *via* Worcester.	100	Canal	12/	2/8 and 1/6 from Worcester.	100	32 0 0	-	-	From Severn at Worcester.
		Tin plates	London	2,500	Railway	40/	12/3 and 7/6	2,500	119 0 0	-	-	To Tring Junction.
			Hull, Birmingham and other places.	2,500	Canal	—						
[illegible] Ironworks.—In the occupation of B. Bradley, junior, making 50 tons of iron weekly.	[illegible] 2 0	Coal	Kingswinford dist.	[illegible]	Canal	1/4	4 and 10	800	4 0 0	—		
		Manufactured iron	London	500	ditto	19/	7/4½ & 6/10	500	118 0 0	—		
			Liverpool	[illegible]	—							
			Home district	[illegible]	—							
Summerhill Ironworks.—An ironwork near Tipton, belonging to Mr. Millington, capable of making 50 tons of manufactured iron weekly.	2 0 0 (about)	Slack, &c.	Dudley port, &c.	[illegible]	Boat	7	—					
		Pig iron	Kingswinford dist.	[illegible]	ditto	-	-	-	-	-	-	They deliver.
			Tipton and [illegible] district	[illegible]	ditto	—						
		Finished iron	Dudley	[illegible]	Carts	4/	—					
			To London	400	Boats	[illegible]	7/6 and 8/	400	117 0 0	-	-	To Tring.
			„ Birmingham	[illegible]	Carts and boats	Carts 6/0	-	-	-	-	-	Boats 2/6 per ton.
			Darlaston [illegible]	[illegible]	Carts	3/	—					
			Liverpool	[illegible]	Boats	15	7 and 1/6	200	7 0 0	-	-	To Grand Junction Railway.
			Manchester	[illegible]	ditto	15						
			Sheffield	30	ditto	-	-	-	-	-	-	They deliver.
			Bristol	[illegible]	[illegible]	[illegible]	—					
			Wolverhampton	[illegible]	Carts	4	—					
			Shardlow		Boats	-	-	-	-	-	-	They deliver.
		Cinders, &c.	[illegible] Hill	[illegible]	-	-	-	-	-	-	-	They deliver.

(*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 these Places. At present.	As proposed.	Number of Tons per Annum assumed to be conveyed by Railway.	Distance by Railway.	Distance on Main Line.	Distance on Branch.	REMARKS.
	m. f. c.			*Average. m. f. c.*			*Average.*			*Average. m. f. c.*	*m. f. c.*	*m. f. c.*	
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 Turddle -	- -	17,084	Canal - -	8½	—					
			„ Oldbury -	- -	22,259	ditto - -	„	—					
			„ Parkhead -	0 6 0	3,340	ditto - -	1/1	—					
			„ Foxyards -	- -	13,805	ditto - -	/9½	—					
		Hammer slag -	„ Guild's Hill -	- -	1,140	ditto - -	1/7½	—					
		Iron, pig - -	„ Works west of of Dudley.	—									
		„ bars - -	„ „ -	- -	17,477	ditto - -	2/3	/3 and /½	400	3 0 0	—		
		„ pig - -	„ ditto, east -	- -	7,500	ditto - -	—						
		„ bar - -	„ ditto - -	- -	4,041	ditto - -	—						
		„ castings -	„ ditto - -	- -	200	ditto and teams	—						
		„ pig - -	„ Shropshire *viâ* Wolverhampton	contig.	2,440	Canal and Severn	5/	1/7 and /8	2,000	19 0 0	—		
		„ „ -	„ Gloucestershire, *viâ* Worcester.	- -	410	- ditto -	6/6	- -	300	31 0 0	—		
		„ - -	„ North Staffordshire.	- -	562	Canal -	—						
		„ bars -	ditto - -	- -	220	ditto - -							
		„ pig -	„ Wales, *viâ* Worcester.	- -	28	Canal, &c. -							
		„ scraps -	„ Birmingham -	- -	702	ditto - -	—						
		„ „ -	„ Home district -	- -	2,762	Carts, &c. -	—						
		Sand - -	„ Willingsworth and Dunkirk.	- -	1,869	Canal - -	—						
			„ Wightwick -	- -	165	ditto - -	—						
		Charcoal - -	„ Birmingham.	- -	360	ditto - -	—						
			Gloucestershire, (say *viâ* Worcester).	contig.	192	ditto - -	6/6	2/7 and /8	150	31 0 0	—		
		Fire bricks -	„ 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 /½	4,750	118 0 0	- -	- -	To Tring.
			„ Liverpool -	- -	2,750	ditto - -	13/	/6 and /8	2,500	6 0 0	- -	- -	G[t] Junc. Railway.
			„ Bristol, *viâ* Worcester.	- -	3,350	Canal and Severn	6/6	2/7 and /8	2,500	31 0 0	- -	- -	Gloucester Junction.
			„ Hull - -	- -	5,750	Canal, &c. -	—						
			„ Home district	- -	6,000	Carts, &c. -	—						
		Ashes - -	„ canal boats, &c.	- -	8,600	Canal - -	—						
		Cinders - -	„ works west of Dudley.	- -	1,507	ditto - -	—						
			„ ditto, east, ditto	- -	5,135	ditto - -	—						

Tipton Ironworks.—Two blast furnaces, &c., belonging to Edward Cresswell & Sons, making 220 tons of pig iron, and 200 tons of manufactured iron per week.	0 2 0	Coal and ironstone	Moxley	—	—	20,000	Canal	—	1/	—							
			Tipton district	—	—	22,000	ditto	—	/9	—							
			Ditto	—	—	9,000	Teams	—	/7	—							
			Brockmoor	—	contig.	1,500	Canal	—	2/	/7 and /6	1,500	—					
		Ironstone, &c.	Liverpool and Potteries.	—	—	7,000	ditto	—	7/	/6 and /4	2,000	—					
							From Wolverhampton.		1/	—							
		Ashes, &c.	Great Bridge, &c.	—	—	8,000	Canal	—	/9	—							
		Flue cinders	Deepfield, &c.	—	—	1,000	ditto	—	/8	—							
		Furnace cinders	Tipton Moor	—	—	2,000	Rail	—	/10	—							
		Iron	From Wolverhampton.	—	—	5,000	Canal	—	1/	—							
			To Liverpool	—	—	5,000	ditto	—	14/	/6 and /4	1,500	6 0 0	—	—	—	—	To Wolverhampton Junction.
							To Wolverhampton.		1/	—							
			„ London	—	—	1,000	Canal	—	20/	7/4½ and 6/8	1,000	118 0 0	—	—	—	—	To Tring Junction.
			„ Birmingham, &c.	—	—	1,000	ditto	—	4/	—							
			„ Dudley, &c.	—	—	3,000	Carts, &c.	—	3/6	/2 and 1/2	3,000	2 0 0	—				
		Limestone	Mous Hill	—	—	4,500	Private railroad		—								
Parkhead Furnaces, Evers & Martin.—Two blast furnaces, one of which is now out of blast, but will shortly be in again.	0 3 0	Ironstone	From North Staffordshire.	—	—	1,000	Canal	—	2/9	/8½ and /6	500	8 4 0	—	—	—	—	From Grand Junction Railway.
			„ Lancashire	—	—	1,000	ditto	—	2/9	/8½ and /6	500	8 4 0	—	—	—	—	ditto.
			„ Coventry	—	—	1,000	ditto	—	—								
			„ Oldbury, &c.	—	—	1,000	ditto	—	—								
		Limestone	„ Dudley Castle	contig.		4,252	ditto	—	/10	/2½ and /6	4,252	2 2 0	—				
		Iron (pig)	To Cradley	—	0 4 0	3,500	Team	—	2/6	/3, /6, and /8	3,000	2 4 0	—				
			„ Whittington	—	contig.	500	Canal	—	3/6	8 and /6	500	8 0 0	—				
			„ Hyde	—	1 0 0	500	ditto	—	—	/5, /6, and 1/	500	6 4 0	—				
			„ Bloomfield, &c.	—	—	1,000	ditto	—	1/8	/3½, /8 & /6	500	3 4 0	—				
Russell's Hall Furnaces, Blackwell & Co.—Two blast furnaces, producing 11,500 tons of pig iron and castings per annum.	0 7 0	Limestone	From Dudley Castle.	—	contig.	6,320	Carts	—	1/3	2 and /9	6,320	2 0 0	—				
		Pig iron	To Wolverhampton and Bilston district.	—	—	7,000	Private railway, carts, and canal.		1/9 & /8	/5 and 1/3	7,000	5 0 0	—				
			„ Kingswinford district.	—	—	3,500	—										
		Casting and foundry iron.	„ Birmingham, and other places.	—	—	700	Canal, &c.	—	—								
			London	—	—	300	ditto	—	20/ & /8	7/3	300	116 0 0	—	—	—	—	To Tring.
Blower's Green Ironworks.—Two blast furnaces, in the occupation of Messrs. Grayebrook, producing 190 tons of pig iron and castings weekly.	contig.	Ironstone	Tipton district	—	—	2,000	Canal	—	1/10	/5 and /9	1,000	5 0 0	—				
		Limestone	Dudley Castle	—	contig.	5,329	ditto	—	1/3	/3 and /2	5,329	3 0 0	—				
		Sand	Stourbridge, &c.	—	—	1,200	ditto	—	—								
		Pig iron and castings.	Tipton and Wolverhampton district.	—	—	7,000	ditto	—	2/	/5 and /9	5,000	5 0 0	—				
		Castings	London	—	—	2,500	ditto	—	20/	7/3¾ and 6/6	2,500	117 0 0	—	—	—	—	To Tring.

(*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. At present.	As proposed.	Number of Tons per Annum assumed to be conveyed by Railway.	Distance by Railway.	Distance on Main Line.	Distance on Branch.	REMARKS.
	m. f. c.			*Average. m. f. c.*			*Average.*			*Average. m. f. c.*	*m. f. c.*	*m. f. c.*	
Cradley Iron Works.—Samuel Evers & Co.	0 4 0	Pig iron - -	Shropshire, *viâ* Stourport.	- -	800	Canal, Severn, and Teara.	6/	1/2 and 8	800	14 0 0	—		
			Ditto - -	- -	800	Canal and Teara	7/6	1/2 and /8	800	14 0 0			
			South Wales, *viâ* Stourport.	- -	700	Severn and ditto -	12/	1/2 and /8	700	14 0 0			
			Dudley district -	- -	4,500	Teams - -	3	—					
		Iron ore - -	North Staffordshire	- -	250	Canal and team -	—						
		Sand, bricks, &c.	Stourbridge -	- -	700	Teams - -	4/	—					
		Iron wire rods -	Warrington -	contig.	200	Canal and team	13/6	/11½ and /8	200	11 4 0			
			Birmingham -	- -	2,400	Teams - -	8/	—					
		Rods, bars, &c. -	Dudley district -	- -	1,450	ditto - -	2/10 & 5/	—					
			Stourbridge district.	- -	200	ditto - -	4/	—					
		Coal - -	Parkhead - -	- -	300	ditto -	—						
Congreave's Ironworks, British Iron Company.	1 1 0	Manufactured iron	London - -	- -	2,000	Private railroad and canal.	20/	7/3½ and 2/	2,000	113 0 0	- -	- -	To Tring.
			Shadlow and the North.	- -	7,000	- ditto - -	—						
			Bristol Home district -	- -	500 3,000	ditto, carts and canal.	—						
Stonebridge Ironworks.—An ironwork occupied by James Foster, 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 /6	2,000	13 0 0			
		Coal - -	Kingswinford district.	0 4 0	2,600	Canal - -	1/6	/6 and /6	12,000	6 0 0			
		Manufactured iron	London - -	- -	5,000	ditto - - -	19/	7/ and 6/10	4,000	112 0 0	- -	- -	To Tring Junction.
			Bristol and West	- -	5,000	ditto - - -	10/	2/4 and 2/	3,000	28 0 0	- -	- -	To Gloucester Railroad Junction.
			Home consumption, Tipton district.	- -	1,500	ditto, and carts -	3/6	/9 and /9	1,000	9 0 0			
			Kingswinford district.	- -	1,500	- ditto - -	—						
The Hyde Ironworks, near Kinver, in the occupation of Messrs. Lee & Bolton.	1 0 0	Pig iron - -	From Wales, *viâ* Severn.	contig.	415	River Severn and canals.	9/	1/10 and 1/4	200	22 0 0	- -	- -	From Severn at Worcester.
			Shropshire, *viâ* Stourport.	contig.	2,450	- ditto - -	6/	/10 and 1/	1,000	10 0 0	- -	- -	From Severn at Stourport.
			South Staffordshire.	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/	—					

		Charcoal - -	Forest of Dean, &c., *viâ* Stourport and Severn.	contig.	272	Canals and Severn	20/	2/9 and 1/4	200	21 0 0	- - - -	From Severn at Worcester.
			Shropshire and Cheshire.	- -	330	Canal and carts	20/	1/5 and 1/7	100	17 0 0	- - - -	From Grand Junction station at Wolverhampton.
		Manufactured iron	London - -	- -	150	Canal - -	20/ to 22/6	/9 and 1/2	150	108 0 0	- - - -	To Junction with London and Birmingham Railway at Tring.
			Lancashire, &c., *viâ* Wolverhampton.	- -	1,550	ditto - -	10/ to 15/	1/5 and 1/2	500	17 0 0	- - - -	To Grand Junction 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 Railway, below Worcester.
			Birmingham, Derby, Hull, &c.	- -	1,000	Canals - -	5/ to 25/	—				
		Cinders - -	Kingswinford, &c.	- -	1,032	ditto - -	2/6	—				
Wilkinson Ironworks, in the occupation of Messrs. Williams & Co.	contig.	Pig iron - -	Kingswinford district.	- -	4,000	ditto - -	2/9	1/ and /6	2,000	12 0 0	—	
			Stourport - -	- -	1,000	ditto - -	—					
		Coal - -	Kingswinford dist.	- -	10,000	ditto -	2/6	1/ and /3	5,000	12 0 0	—	
		Manufactured iron	Birmingham -	- -	2,000	ditto - -	—	—				
			Wolverhampton, Liverpool, &c.	contig.	2,000	ditto - -	5 to Wolverhampton.	1/ and 7	1,000	19 0 0	—	
			Dudley & neighbourhood.	[average 1 0 0]	500	Carts - -	7/6	1/1 and /2	500	13 0 0	—	
The Cookley Wood Coal Company.—A new manufactory at Cookley, in the occupation of Messrs. Thomas Hunt & Co.	0 2 0	Coal -	Kingswinford district.	- -	500	Canal - -	3/	1/ and /9	500	12 0 0	—	
		Manufactured iron	Birmingham -	- -	50	ditto - -	—					
			Wolverhampton	contig.	25	ditto - -	5/	- and /4	25	24 0 0	—	
			Bristol - -	contig.	25	ditto and Severn	7	-/ and /4	25	24 0 0	- - - -	To Junction with Gloucester Railway.
Cookley Ironworks — Messrs. John Knight & Co., occupiers.	contig.	Coals and coke -	From Tipton district to Bilston.	- -	12,000	Canal - -	3/3	1/4 and /8	8,000	16 0 0	—	
			Kingswinford district.	- -	4,000	ditto - -	3/9	/7 and /8	1,500	14 0 0	—	
		Pig iron - -	Shropshire, *viâ* Stourport.	contig.	10,000	ditto - -	1/6	/7 and /4	7,000	7 0 0	—	
		Block-tin, charcoal, bricks, &c., tin-plates, and iron-ware.	Bristol and various places.	- -	2,000	ditto - -	10/	1/10 and /4	750	22 0 0	- - - -	To Junction of Gloucester Railway, below Worcester.
			To Wolverhampton, Liverpool, Manchester, &c.	contig.	5,500	ditto - -	5/	2/	2,500	19 0 0	- - - -	At 1*s.* 4*d.* per ton.
			Bristol, Gloucester, Cornwall, &c.	ditto -	1,500	ditto - -	10/	2/ and 3/2	1,000	22 0 0	- - - -	At 1*s.* 4*d.* per ton.
			London - -	ditto -	250	ditto - -	22/6	11 and /6	250	105 0 0	- - - -	To Junction at Tring.
		Cinders - -	To Kingswinford district.	- -	2,500	- - -	1/9	1/2 and /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. At present.	As proposed.	Number of Tons per Annum assumed to be conveyed by Railway.	Distance by Railway.	Distance on Main Line.	Distance on Branch.	REMARKS.
	m. f. c.			*Average. m. f. c.*			*Average*			*Average. m. f. c.*	*m. f. c.*	*m. f. c.*	
Broadwaters Ironworks, near Kidderminster; Messrs. Morgan, Banks & Co. occupiers.	0 1 0	Coals - -	From Kingswinford district.	- -	6,000	- -	2/10½	1/3 and /8	6,000	—			
		Pig iron - -	Stourport - -	contig.	1,200	Canal - -	1/6	/7 and /4	1,200	—			
		Block tin - -	Bristol - -	contig.	60	ditto - -	10/	1/10 and /14	60	- -	- -	- -	To Junction with Gloucester Railway.
		Manufactured goods.	Wolverhampton	contig.	1,000	- -	7/	2/1 and /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 /6	5,500	18 0 0	—		
		Cokes - -	ditto - -	- -	230	ditto - -	- -	- -	230	18 0 0	—		
		Pig iron - -	Shropshire, *viâ* 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.
			Birmingham -	- -	300	—							
			Hull - -	- -	300	—							
Messrs. Baldin & Co., ironfounders, Stourport.	[illegible]	Coals - -	From Kingswinford district.	- -	600	Canal - -	3/	1/5 and 1/2	600	17 0 0	—		
			Brockmoor - -	- -	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	—		
		Coke - -	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	- -	/7	25,000	7 0 0	—		
Kinfare and Enville - - -		ditto - -	ditto - -	- - - -		ditto - -	- -	/10	10,000	10 0 0	—		
Cookley and Wolverley - -		ditto - -	ditto - -	- - - -		Canal - -	- -	/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:												
Tewkesbury	coal	South Staffordshire mineral district.		Canal		2/11	15,000	35 0 0				To Gloucester Railway 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 Cleave	ditto	ditto		ditto		2/11	3,500	35 0 0				ditto.
London and towns between Tring and London on the line of London and Birmingham Railway.	ditto	ditto				7/6	40,000	120 0 0				To Tring.
			Estimate.									
Birmingham	ditto	ditto		Canal and carts		/3	30,000	3 0 0	—			
London, Worcester, Gloucester, and Bristol.	fire-brick clay	Stourbridge district.	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 Staffordshire Potteries via Wolverhampton.			4,000	ditto	10/ and 7/	/10 and /4	2,000	10 0 0				To Wolverhampton.
Sheffield and north of England.			2,000	ditto and railway	12/ 20/ and upwards.	/6 and /4	2,000	6 0 0				To Dudley.
Sand used in Glass-making and brought *viâ* 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/	2/9	1,200	33 0 0				From junction of Bristol Railway.
	Flint glass	London, &c.	900	ditto	35/	4/4½ & 9/	900	115 0 0				To Tring.
		Bristol, &c.	250	ditto	15	4/4½	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.	15,000	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		/3½	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/	15/ and 8/	1,000	120 0 0				To Tring.
Liverpool	ditto	ditto	1,500	ditto		1/1½	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*)

COMPUTATION of MINERAL TRAFFIC upon the *London*,

	A. Coal.	B. Ironstone, Ore, &c.	C. Limestone.	D. Pig Iron, Castings, &c.	E. Bar Iron.	F. Sundries.	G. TOTAL.
BRANCH.							
The Oak Farm	- -	10,000	4,500	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)	1,000	14,500	14,500	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 castings.	- -	300
Woodside Furnaces	- -	- -	3,000	6,000	10,000	- -	19,000
Brockmoor Lane Glass Works	-	- -	- -	- -	- -	1,240 bottles, &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, charcoal.	- -	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	- -	- -	- -	6,329	7,300	- -	13,629
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, charcoal.	- -	- -	1,200	1,000	2,500
Whittington	- -	5,000	- -	- -	2,000	1,500	8,500
Cookley Wood-screw Company	-	500	- -	- -	- -	50	550
Cookley Iron Works	- -	11,500	- -	- -	7,000	5,750	750, B. tin, &c.	23,000
Broadwaters	- -	5,000	- -	- -	1,260	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.	- -	- -	- -	- -	- -	- -	11,060	11,060
Fenders	- -	- -	- -	- -	- -	- -	2,000	2,000
	291,680	8,000	31,441	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. Coal.	B. Ironstone, Ore, &c.	C. Limestone.	D. Pig Iron, Castings, &c.	E. Bar Iron.	F. Sundries.	G. 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 12 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	- - -	- - -	501 - 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 16 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
- - -	- - -	- - -	- - -	155 16 8	- - -	155 16 8
19 7 6	- - -	- - -	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	- - -	- - -	1,105 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 7 1 8	- - -	252 - -
31,381 5 -	- - -	- - -	- - -	- - -	- - -	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
33,838 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
34,025 15 10	2,403 12 8	1,680 2 1	5,292 15 6	23,385 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.	Eligibly situate for Oxford, Worcester and Wolverhampton.	Eligibly situate for London and Birmingham.	Equally eligible for both Lines.
	Wolverhampton to Dudley District.						
15	Parsons	- - -	bar-iron and edge tools	100	100		
15½	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		
46½	Ditto	Bradley	ditto				
6 & 9	Clarke & Company	Wolverhampton	hollow-ware foundry	40	40		
10 & 12	Henderson	- - -	tin-plate works	100	100		
13	Gladstone	- - -	forges, mines and tin-plates	80	80		
14	Nore and Walker	- - -	cut nails	10	10		
11½	Perry	- - -	foundry	5	5		
11	Crane	- - -	ditto	15	15		
21	Sparrow, W. & J. S. & Company.	Stowheath	5 furnaces	450	450		
20	- - -	Osier Beds	2 furnaces	250	250		
26	- - -	Bilston	forges and mill				
23	Park, Fields & Company	Parkfield Works	4 furnaces	320	- - -	320	
18	Wolverhampton Company.	Wolverhampton Furnaces	3 furnaces	270	- - -	270	
22	William Ward	Priestfield	2 furnaces	300	300		
27	William Riley	Mill Fields	3 furnaces	250	250		
25	George Jones	[illegible]	3 furnaces	500	- - -	- - -	500
30	Ditto	[illegible]	2 furnaces				
24	Ditto	Spring Vale	forges and mills				
30	John Bagnall & Sons	Capon Fields	3 furnaces	300	300		
34	James Foster	Capon Fields	forge and mills	150	150		
46½	Ditto	Bradley	ditto	100	100		
32	Woolley	1 Furnace, &c.	- - -	70	70		
33	Vernon	Forge					
31	T. Parks & Son	Barber's Field	3 furnaces	150	150		
44	Ditto	Ettingshall	forge and mill				
40 & 41	Firmstone	Highfields	- - -	not at work.			
46	Wilkinson	Hallfields	1 furnace				
29	Baldwin	- - -	2 furnaces	200	200		
30	Ditto	- - -	tin-plates				
45	Ditto	late Jellicoe	forge and mill				
29½	Parsons	Bilston Brook Furnaces	2 furnaces	150	150		
28	David Jones	Bilston Bridge Works	forge	60	60		
39	Pemberton, E.	Deepfields	3 furnaces	200	200		
37	Whitehouse, Henry	Prior's Field	3 furnaces	240	- - -	240	
38	Sheldon	Coseley	foundry	30	- - -	30	
47	Williams, P., & Son	Wedgeberrow Oak	3 furnaces, forge and mills	270	270		
48	Walker, E. & J.	Gospel Oak	foundry	300	300		
48½	Ditto	ditto	tin-plate worker				
48	Ditto	Tipton Old Church	forge and mills				
49½	Millington, E.	The Moat Forge	forge	50	50		
49½	Tipton Furnace Company.	Tipton Furnaces	4 furnaces	—	—		
43	Perry	- - -	foundry	50	50		
	Horsley Iron Company	Horsely Works	ditto	100	100		
	Ditto	Toll End Works	ditto	100	100		
	Sir H. Paul	Broadwaters	2 furnaces	150	150		
	Ditto	Willingsworth	3 furnaces	250	250		
	Lloyds, Foster & Company.	Wedgeberrow Old Park	2 furnaces and foundry	200	200		
51	Cresswell & Sons	Tipton Iron Works	2 furnaces, forge and mill	300	- - -	300	
53	Deeley and Thomas	Soap Factory	foundry	20	20		
40	Bramah, Barrows & Hall	Bloomfield	forges and mills	500	500		
52	B. Bradley & Company	Factory Forge	forge and mills	70	70		
56	Maybury	Tipton Green	forge	20	20		
	Morris & Son	Tipton Moor	1 furnace	90	- - -	- - -	90
57	Lord Ward	The Coney-gree	2 furnaces	200	- - -	- - -	200
	Hartland & Company	Eagle Furnace	2 furnaces	160	160		
57 B	Hopkins and Company	Dudley Port	2 furnaces	150	- - -	- - -	150
57 c	Plant & Fisher	ditto	forge	60	- - -	- - -	60
57 d	March & Son	Burnt Tree	fender manufactory	20	- - -	- - -	20
	William, P., & Company.	Union	3 furnaces	270	270		
	Hunt & Sons	Brades	iron and steel works	40	- - -	- - -	40
	Dawes, J. P., & Sons	Oldbury	2 furnaces	250	250		
	Ditto	Bromford	Forges and mills				
	Walter Williams	Albion Iron Works	ditto	250	250		
	E. Page & Sons	Roway	ditto	120	120		
	R. Batson	Great Bridge	ditto	100	100		
	Malins & Rawlinson	Phoenix	ditto	120	120		
	Ditto	Lea Brook	ditto	80	80		
	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.
			Wolverhampton to Dudley District—continued.				
	Patent Axle-tree Company	Brunswick	forge	30	30		
	Bignall & Sons	Goldshill	forges and mill				
	Ditto	Tolls end	ditto				
	Ditto	Gobb's Green	ditto	800	800		
	Ditto	Imperial	ditto				
	Ditto	Gobb's Green	3 furnaces				
	T. Davies & Son	Crook'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		
				11,965	8,825	1,400	1,050
			Dudley to Stourbridge District.				
60	Molineaux & Company	Bufley	3 furnaces	coal			
62	Joseph Haden	ditto	1 furnace and forge	60	60		
62 a	Bent and Bowers	Withymoor	2 furnaces	180	180		
62 b	Partridge, S.	Windmill End	2 furnaces	140	140		
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			400	
74	Ditto	Brierley-hill	forges and mills	150			
& 100	S. Evers	Cradley Iron Works	ditto	40		40	
64	M. & W. Grazebrooke	Netherton	2 furnaces and foundry	180	180		
65	Evers & Company	Park Head	2 furnaces	180	180		
61	Blackwell, Jones & Company.	Russell's Heal	2 furnaces	180	180		
67	Bramah & Cochrane	Woodside	2 furnaces and foundry	250	250		
71	Lord Ward	Level Iron Works	3 furnaces	270		270	
72	Inan & Company	Level	2 furnaces	120		120	
73	R. Gibbons	Level	mills and forge	120		120	
68	E. Hill	Woodside	forge	20		20	
& 95	Wheeley & Company	Brettel-lane and Brockmoor	2 furnaces and mills	140	140		
98	Hunt and Brown	Ley's Works	forges and mills	140	140		
86	Smith & Company	Ley's Works	tin-plate works	30	30		
85	W. & G. Firmstone	ditto	3 furnaces	280	280		
84	Blackwell, Jones & Company.	Kettle's Works	2 furnaces	140	140		
89	Mathews & Dudley	Corbyn's Hall	4 furnaces	400	400		
91	Bradley & Company	Shut End	4 furnaces				
78	Ditto	Brockmoor	forges and mills	350	350		
89	Ditto	Brierley	ditto				
0,111 & 112	Ditto	Stourbridge	ditto	250	250		
92	Oak Farm Company	Oak Works	2 furnaces	400	400		
	Ditto	ditto	forges and mills, &c.				
83	Benjamin Gibbons	Corbyns Hall, New Furnaces	3 furnaces	250	250		
99	Bayle, Pegg & Company.	Brettell-lane	foundry	30	30		
119	E. & J. Swift	Wordsley	ditto	20	20		
114	G. Robinson	Audnam	ditto	20		20	
109	Foster & Orme	Stourbridge	edge tools, &c.	80		80	
69	Johnson	Holly Hall	foundry	20	20		
79	Horton, Joshua	Brierley Hill	boiler works	15	15		
113	Hodson, Samuel	Woollaston	spade works	10		10	
				4,755	3,715	1,040	
			Stourbridge to Stourport District.				
135	Lee & Bolton	The Hyde	forge and mills	80		80	
134 a	Parkes	ditto	spade works	10		10	
126	James Williams & Company.	Whittington	forge and mills	80		80	
124	Woodyatt	Kinfare	screw works	10		10	
27, 128	John Knight & Company	Cookley	forge and mills	250		250	
128	Hunt & Company	Wolverley	screw works	10		10	
28, 130	Morgan, Banks & Company.	Broadwaters	tin-plate works	30		30	
130	S. Bernett	Falling Sands	forge	20		20	
140	Lewty & Company	Wilden Works	tin-plate works	30		30	
143	Turton	Kidderminster	foundry	10		10	
142	Baldwin, Son & Company.	Stourport	hollow ware	20		20	
				550		550	
			Stourbridge to Kidderminster District	550		550	
			Dudley to Stourbridge District	4,755	3,715	1,040	
			Wolverhampton to Dudley District	11,965	8,825	1,400	1,050
				17,270	12,540	2,990	1,050