

INY 1450-250A

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G. Stephenson's Report, 31st Aug. 1821

Report on the Line of Railway from Stratford to Moreton in the Marsh.

Gentlemen

By order of your select Committee the manuscripts engraved Plans and Sections have been delivered to me and I have examined according to your request and find parts of it not proper for either Horses or Engines to work upon to advantage, particularly that Part from Talton Bridge to Blackwell Bushes, and in short all the Way from thence to Moreton which is altogether a bad Line on account of its rapid ascents and descents which prevent a Horse working with more than T and would render Engine Work impracticable thereon, but

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it is probable the Engineer had reasons for taking the Line in the Way laid down in the parliamentary Plan with which I am unacquainted. It appears the Moreton Bank could not possibly be avoided, I despaired therefore of having a practicable Railway. But on representing this to Mr. James he pointed out another line from Talton Bridge which avoided nearly all the Obstacles and was much shorter and would be made at much less expense and on carefully examining this latter line and altering it in one Material Place near Porto Bello which leads past all the other high Grounds and by proper battering will enable a Horse to work with 6 Tons at $2\frac{1}{2}$ Miles an Hour and an Engine with 40 Tons at $5\frac{1}{2}$ Miles an Hour. It will be much more advantageous to have a permanent Engine on the Top of the Moreton Bank; of this Line a Plan and Section should be made, but the Committee will be better able to judge of those Matters than myself. I am confident the last pointed out line will be altogether a favourable one and that by the use of an Engine the Expence of leading or trackage will be much less than ever by Canals. As Mr. James is best acquainted with particulars of the Property through which the latter line will pass, which I have sketched on the engraved plan annexed.

The Committee can determine whether there exists any great difficulties in getting the Property, this appears to me the only difficulty you will have to surmount. It may be thought proper for me to state that my Locomotive Engines will cost complete £480 by such an Engine the Trackage would not cost more than $\frac{1}{4}$ per Ton per mile including the expence of Coals attendance, wear & Tear & Interest of the Money expended for the said Engine.

I am Gentlemen

Yours v—

G. Stephenson

Moreton in the Marsh

Aug. 31 1821

To the Select Committee
of the Moreton Rail-Road

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