



Kingswinford: Manor and Parish

New chapters from the history of
Kingswinford, Staffordshire

Part 3 Pensnett 1840 to 1900

Chris Baker

Kingswinford Manor and Parish; New chapters from the history of Kingswinford, Staffordshire; Part 3 Pensnett 1840 to 1900

© C J Baker, 2021. All rights reserved

The author

Chris Baker was born and brought up in the parish of Pensnett, part of the ancient manor and parish of Kingswinford, and attended Bromley County Primary School and Brierley Hill Grammar School. He then studied Engineering at St Catharine's College, Cambridge, from where he gained his MA and PhD. After spending some time working for British Rail in Derby, he moved back into academia – firstly to the University of Nottingham, and then to the University of Birmingham, where he taught fluid mechanics to several generations of Civil Engineering students. His research interests are in the fields of wind engineering, environmental fluid mechanics and railway aerodynamics. He is a Fellow of the Institution of Civil Engineers, Institution of Highways and Transport, the Higher Education Academy and the Royal Meteorological Society. He retired in December 2017 but continues to work on various aspects of railway aerodynamics as Emeritus Professor of Environmental Fluid Mechanics at the University of Birmingham. He is also an Anglican clergyman attached to a parish in Lichfield.

Contents

The author	2
Contents	3
Acknowledgments	5
Permissions and license details	5
Preface	6
Chapter 1 Between the canals	10
Chapter 2 Geography and Geology	14
Chapter 3 Transport	21
The road network	21
Canals, tramways and railways	26
The Ironworks railways	29
Other railway proposals	33
Chapter 4 Industry	34
Coal mining	34
Brickworks and Ironworks	41
Waste and spoil	44
John Bradley and Co.	46
Corbyn's Hall	48
Chapter 5 A migrant society	55
Introduction	55
Society	58
Commerce	61
Public Houses	63
Sports	65
Chapter 6 Education and Religion	72
Schools	72
Chapels and churches	80
The non-conformist congregations	82
The Church of England	85

Closing comments	90
Chapter 7 An extraordinary landscape	92
Introduction	92
Lench's Bridge to Four Furnaces via Shut End	97
Accidents and inquests	102
Four Furnaces to Hollies to Queen Street Railway Bridge	104
The Kingswinford School Board	110
Queen Street Railway Bridge to Rookery Lane	112
Rookery Lane to Turnpike Road	115
References	119

Acknowledgements

Much of the work presented here is based on archival material and the help and advice of staff at Dudley Archives and Local History Centre, Staffordshire Record Office at Stafford, and the William Salt Library at Stafford is gratefully acknowledged.

Permissions and license details

Cover based on the 1822 Fowler map (DE/16/6/23)
Permission from Dudley Archives and Local History Services

Figure 6.2 – from Clark-Hogg Family History (2019), used by permission from Paul Clark

Figure 6.4a – National Portrait Gallery
<http://creativecommons.org/licenses/by-nc-nd/3.0/>

Figure 6.4b – Public Domain
[https://commons.wikimedia.org/wiki/File:Earl of Dudley Vanity Fair 18 June 1870.JPG](https://commons.wikimedia.org/wiki/File:Earl_of_Dudley_Vanity_Fair_18_June_1870.JPG)

Figure 6.5 - Share History (2019)
<https://creativecommons.org/licenses/by-nc/3.0/>

Figure 7.4 - Public Domain, Hancock (1912)

Preface

Those readers who are well versed in Black Country history will be very aware that the subtitle of this series of books is not original. The phrase "*Chapters in Kingswinford History*" was first used for a number of short studies of aspects of the history of Kingswinford Manor and Parish, by David Guttery in the late nineteen forties and early nineteen fifties. David Reginald Guttery (1890-1958) was born and brought up in Brierley Hill, and lived in Amblecote, where he was a local councilor on the Urban District Council and a JP. He spent his entire career as a Schoolmaster and was Headmaster of Bromley County Primary School from 1932 to 1950 – and taught my mother there during the early 1930s. It was he who wakened her interest in local history, an interest she ultimately passed on to me. When I was in my early teens she gave me two of the *Chapters in Kingswinford History*, and these short booklets have remained with me ever since, well-thumbed and read over and over again. His work is not however without its faults. It would be regarded as far too romanticized by current historians, and Guttery (infuriatingly) simply does not give references to source material. Nonetheless, my choice of subtitle for this book is meant as a tribute to David Guttery, for the pleasure that his work and his books, with all their flaws, have given me over the years.

As the astute reader will quickly gather, this study was for me, in many ways, a personal journey. The Kingswinford area, and in particular the parish of Pensnett, were the confines of my childhood, and this study was conducted with the aim of trying to understand better the history and geography of the area that, to some extent, has made me who I am. The process has been full of unexpected surprises. Firstly there were some surprising, if rather general, insights - I have come to realize that the area was,

in its early days, very much a borderland between different tribes and possibly ethnic groups, which is to some extent mirrored by the realization that in the early 19th century, Kingswinford and Pensnett was home to a migrant society, with an influx of families from both the surrounding counties and beyond. Then there were surprises about the relationships between individuals and families – in particular how closely connected by marriage the leading families of Kingswinford have been in recent centuries, and how these relationships have deeply influenced the industrial and commercial developments of the area. Then there is the joy of realizing that some of the names and events that occur, almost in passing, in the history of Kingswinford are of historical significance – the Rector of Kingswinford at the Reformation, who rescued the bones of St Chad from Lichfield Cathedral and arranged for their safe keeping in the Kingswinford area; a Kingswinford landowner who was a member of the Lunar Society, and another who was a Count of the Holy Roman Empire; the intervention of the first Bishop of New Zealand in an ecclesiastical scandal in Pensnett; and how the area was the location of a financial crisis that brought much trouble to a future prime minister. Then there are the simple pleasures of meeting my forbears in the story – migrant miners from Shropshire, who founded and worshipped at the forerunner of the Methodist church where I was baptized in the 1950s. But through all of this, most of all I have come to admire those who called themselves Coalmasters and Ironmasters, fallible men in many ways, but with immense energy and ambition, and not a little intellect, who shaped the Black Country. This shaping has left deep physical scars, but it has made the area what it is, and its inhabitants what they are, for both good and ill.

There are four parts to this study of which this is the third. Part 1 deals with the development of the parish of

Kingswinford from the Roman period, through Domesday and up to and including the Enclosure at the end of the eighteenth century and introduces the most prominent families of the parish. Part 2 of the book is an extended study of the Fowler Maps of the parish that were produced in 1822 and 1840 and give a great deal of information about the nature of the parish at that time.

This part then looks in detail at just one part of the parish from 1840 to 1900 - the industrial village of Pensnett. After a brief introduction to the village in Chapter 1, Chapter 2 describes the geography and geology of the area and Chapter 3 describes the various road and rail networks of the period. Chapters 4 to 6 then look at the various industries in the area, the nature of Pensnett society and at education and religion. Finally, Chapter 7 presents a tour around the village in 1881, drawing on maps, directories and newspaper reports of that year.

Part 4 is of a somewhat different nature and looks at the careers of two individuals who spent their formative years in Pensnett but who then moved elsewhere - a clergyman and a constable. It also describes the life of one particular Pensnett community - the congregation of the Shut End Primitive Methodist church.

Finally, I perhaps need to justify my choice of material for this book. This essentially represents my own interests and concerns, and my basic method has been to simply include the material that I found appealing in one way or another, perhaps at the expense of overall clarity. My exemplar in this would be Nennius, author of the *Historia Brittonum* in the early 9th century who wrote

"...I have made a heap of all that I could find as well from the annals...."

I leave it to the reader to decide whether or not this was the correct approach. But it is to be hoped that some at least will find some of the heap's contents to be of interest.

Chris Baker

Lichfield

January 2021

Chapter 1. Between the canals

Part 2 of this book, through the use of the Fowler maps of 1822 and 1840, looked in detail at the development of industry and society through the whole parish of Kingswinford in the first half of the 19th century. This was a period of great change, as the parish moved from being mainly agricultural to becoming a heavily industrialised area, at least in its southern and eastern parts. This chapter and the next will focus on one small section of the parish of Kingswinford that was to continue to see great change over the rest of the 19th century – the district that became known as the parish of Pensnett (Figure 1.1). Essentially this parish was an ecclesiastical creation from 1844 when the eastern part of the parish and manor of Kingswinford was set up as a separate Ecclesiastical District to serve the growing population in that area. Before proceeding however, it should be noted that other areas of Kingswinford were often referred to by the name of Pensnett before the 19th century, particularly the area to the east of the parish and adjacent areas in Dudley and Cradley parishes. For example, the Independent Chapel between Quarry Bank and Cradley Heath founded in 1704 was originally named the Pensnett Chapel (Cradley Links, 2019a). A 1760 map of Amblecote shows an arrow on its eastern edge pointing to “Pence Yett”. Also, the area on the south eastern edge of the parish, in what is now Saltwells Nature Reserve, was referred to in the late 19th century as Pensnett Spa, because of the brine springs there (Cradley Links, 2019b). This reflects the fact that this area contained some of the last vestiges of the woods of Pensnett Chase and this name was retained in various localities.

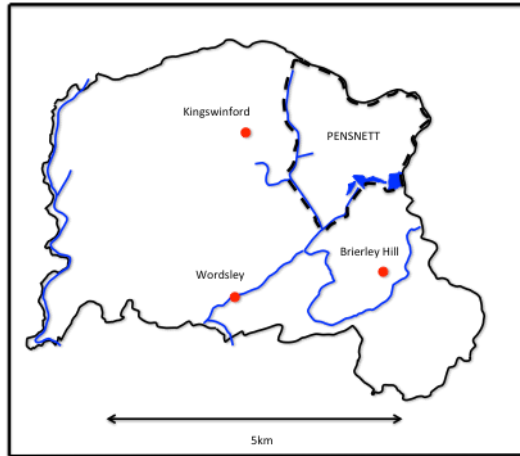


Figure 1.1 The location of Pensnett in Kingswinford parish

(Dotted lines indicate the parish of Pensnett)

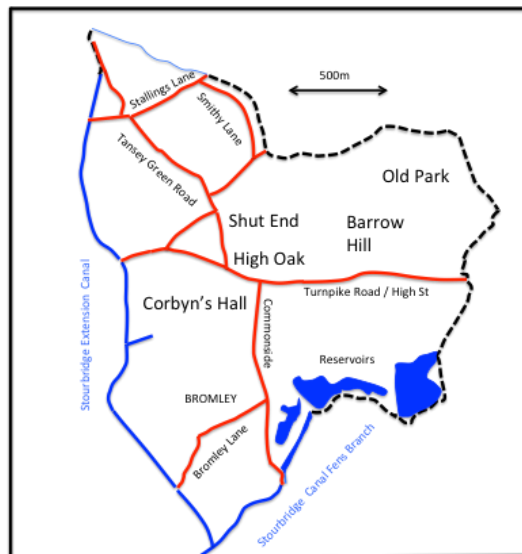


Figure 1.2. Pensnett boundaries, area names and main roads in 1840

A somewhat more detailed map of Pensnett, showing the major regions and roads that were present on the 1840 Fowler map, is given in Figure 1.2. The eastern boundary followed the boundary of Kingswinford parish with Dudley. To the south the boundary followed the southern edge of the Stourbridge Canal feeder pools on the Fens, and the Fens branch of that canal. To the west the boundary was the line of the Stourbridge Extension canal, whilst to the north, the boundary followed the course of the Holbeach Brook, which flowed to the west, although there were places where the original course of the brook had been obliterated by mining activities. In large part the brook also coincided with the main line of the Pensnett Railway (see below). The shape of the parish was thus to a large extent defined by the railways and canals - the transport arteries of the industrial revolution. Since its creation, the only change to the boundary has been in the northeast, where the area in the Old Park (containing Russell's Hall hospital and domestic housing) has been transferred to Dudley parish.

The discussion that follows will be based partly on three maps - the 1840 Fowler map of Kingswinford (DA 1840a, 1840b) and the 1882 and 1903 twenty-five inch to one mile Ordnance Survey maps (Ordnance Survey 1882, 1903). In principle a further map exists - an 1859 redrawing of the 1840 Fowler map for the Pensnett area (DA, 1859). This however seems to be effectively the 1840 map with some additions and modifications, but with much left unchanged. In addition, there are a number of early 20th century annotations. As such it gives a confusing and probably unreliable picture of the development of Pensnett over the period from 1840 to 1859, and we will not consider it here.

We begin our description of the Pensnett area in Chapter 2 with a description of the basic geography and geology of the area. The next four chapters look at specific aspects of

Pensnett in the last half of the nineteenth century - Transport (Chapter 3), industry (Chapter 4), Society and Commerce (Chapter 5) and Education and Religion (Chapter 6). Finally, in Chapter 7, we present a tour of the village in 1881, and attempt to draw together a number of issues discussed in previous chapters.

Chapter 2. Geography and Geology

Figure 2.1 shows the topography of the Pensnett area, with the elevation profiles in both east-west and north-south directions. It can be seen that the land falls quite steeply from east to west from around 150 a.s.l. in the east to around 90m a.s.l. in the west. There is less of a variation in the north-south direction with a level central area.

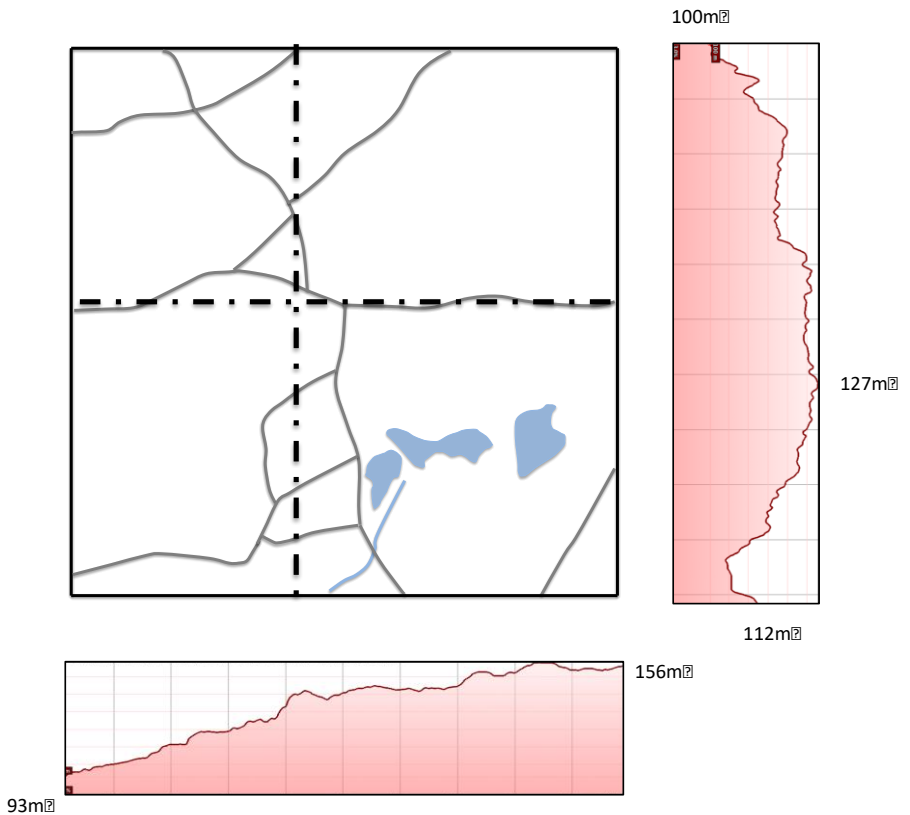


Figure 2.1 Topography of the study area

Perhaps the major geographical features of the parish are the Stourbridge canal feeder pools, which form the

southern boundary of Pensnett - from west to east the Grove Pool, the Middle Pool and the Fens Pool. The pools were created by effectively damming the Wordsley Brook as it flowed south away from the Fens area of Pensnett Chase. In the original design shown on the map of Whitworth (1774), only one feeder pool is shown, and, on the map of the Earl of Dudley's coal fields (Black Country Muse, 2019), pools at the locations of the Grove Pool and the Fens Pool are shown, with a further pool in the Old Park area. The pools as constructed were somewhat different to those projected. However, comparison of the 1784 enclosure map and the maps used here reveals that the shape of the pools varies significantly over the decades, and were not such a constant feature of the environment as might first appear (Figure 2.2). Whilst on the 1784 Enclosure map and the 1822 and 1840 Fowler maps, the Middle Pool is clearly shown, on both the 1882 and the 1903 map, the Middle Pool is difficult to distinguish. Indeed on the 1882 map, there seems to be a working clay pit at the eastern end of the reservoir. The shape of the western, Grove, pool also changes significantly over the years.

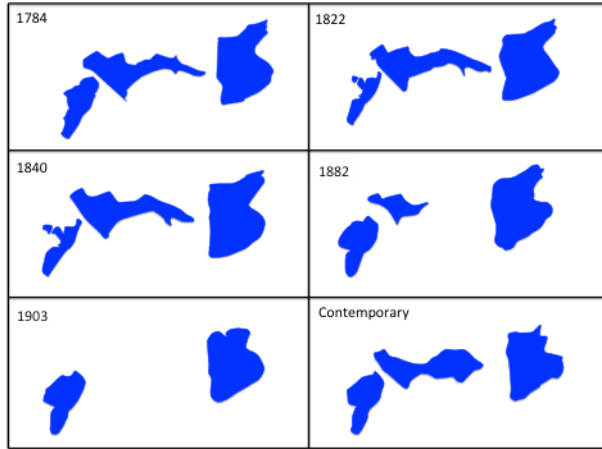


Figure 2.2 The changing shape of the canal feeder reservoirs

Details of the geology of the area can be obtained from the Edina Digimap website (Edina Digimap, 2020). Figure 2.3 shows the underlying bedrock geology of the area. This has been very much simplified from the Digimap version to show only the major features. There are four main types of underlying geology – sandstone to the west and in outcrops across the area; an igneous outcrop in the Barrow Hill area; large areas of the Etruria formation of sandstone / mudstone, with some areas of Pennine Coal measures formation of sandstone / mudstone / siltstone. The latter two are the principal coal bearing strata. The major faults are also shown. The fault to the west is actually the edge of the South Staffordshire coalfield. There can be seen to be a number of faults in the area, which cause quite complex underground coal seam patterns. This will be discussed further below.

Whilst the figure shows the underlying geology, close to the surface the nature of the land changes completely, and the Digimap website describes it as “artificial ground” – a somewhat euphemistic description of the fact that the whole area is largely built on waste and colliery spoil.

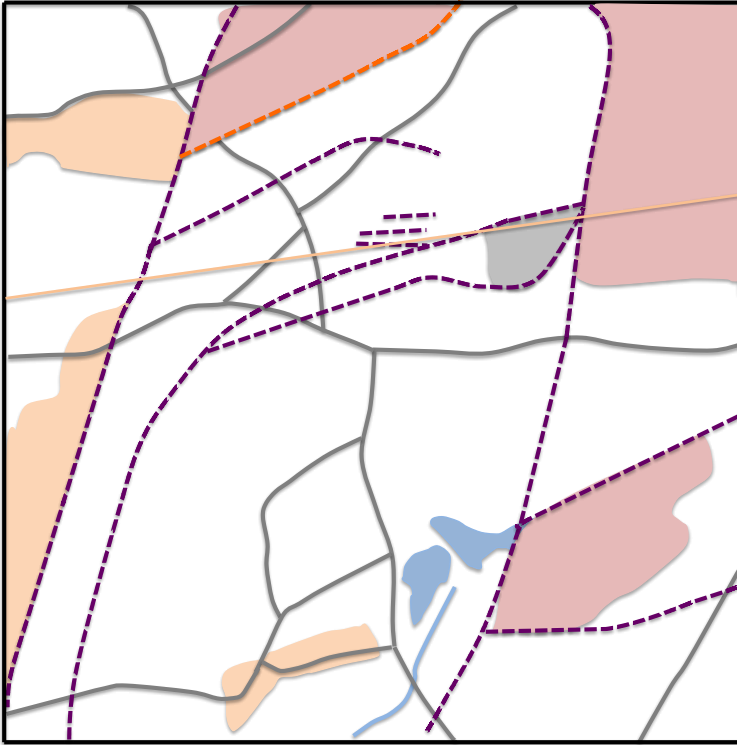


Figure 2.3 Geology of the study area

White areas are sandstone / mudstone; sandy areas are sandstone; pink areas are a mix of sandstone / mudstone / siltstone; grey areas are igneous; faults are shown by dotted lines; the light brown line from east to west is the section on Figure 2.6.

We turn now to the information provided on the Coal Authority web site (Coal Authority, 2020). Coal has been mined over the entire region around our study area for many hundreds of years, firstly exploiting surface outcrops of coal, and then digging deeper and deeper mines to bring the buried coal to the surface. Most of the main surface outcrops of coal in the region were in the area south and east of Brierley Hill, which unsurprisingly was the first part of the ancient parish of Kingswinford to

undergo industrialization. In our particular study area there were however a few outcrops (Figure 2.4) – at Brockmoor in the south and in the Coopers Bank / Old Park areas in the north.

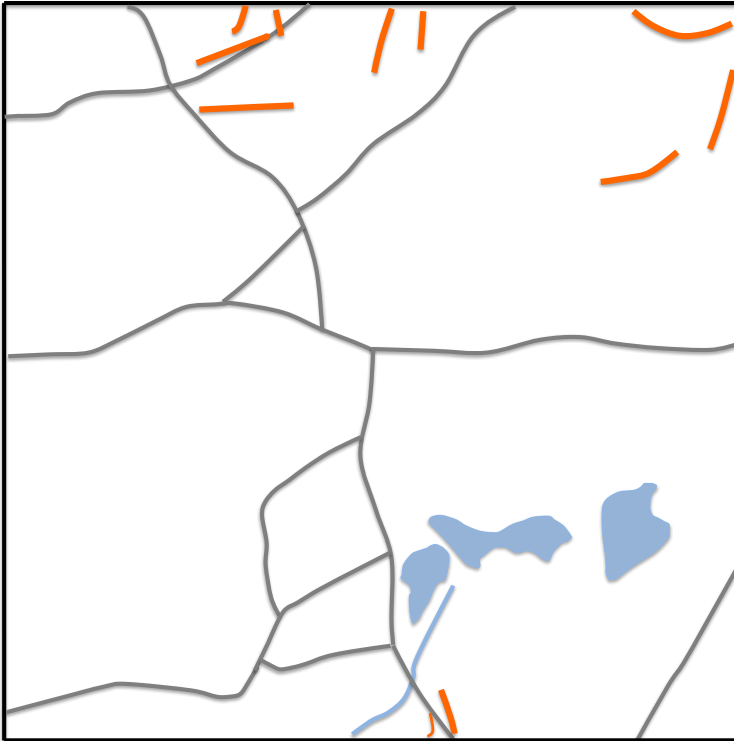


Figure 2.4 Surface outcrops of coal

Outcrops indicated by brown lines

Figure 2.5 shows the seams of buried coal, where there is sufficient information for the contours to be mapped, and spot depths for seams at other points. The heights of the seams are all given in metres a.s.l. This figure needs to be considered in the light of the topographical information in Figure 2.1 to enable the depth of the seams below ground level to be appreciated. The shallowest deposits are to the east of the area where the seams can be as little as 30m below the ground. In the west of the area, the seams are

much further below ground level – up to 150m. The deepest mines in the region were ultimately to be those at Baggeridge to the north of the study region, where the deposits were 350m below sea level.

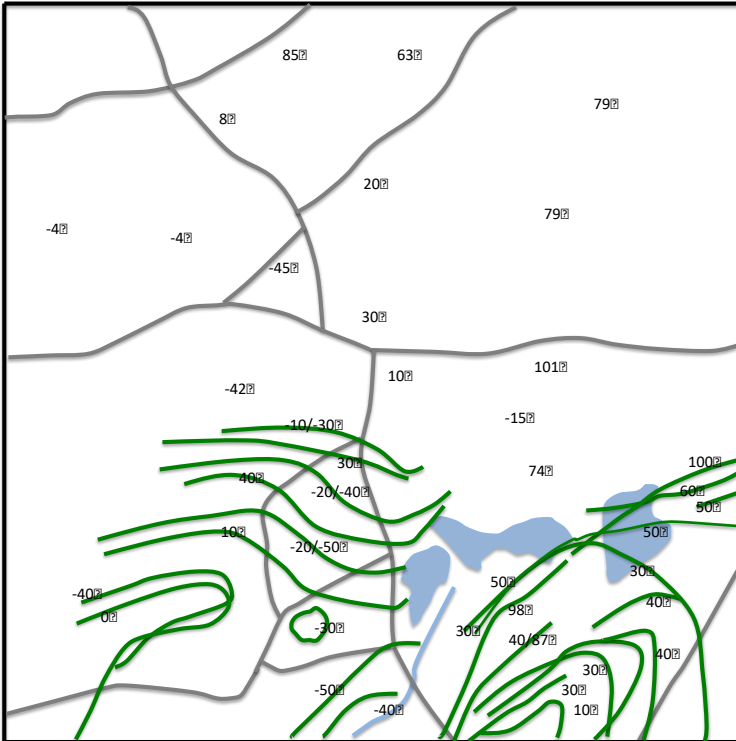


Figure 2.5 Coal seams and depths

Seams are indicated by green lines, or heights relative to sea level

Looking at the distribution of coal from another direction, Figure 2.6 shows a section through the study area from a drawing by William Matthews in a paper he wrote in 1860. Matthews was the proprietor of Corbyn’s Hall Iron Works at the time. The approximate location of the section is given on Figure 2.3. The line as specified by Matthews is a direct line from Dudley Castle to “Kingswinford” although where in Kingswinford is not spelt out and it is not

possible to identify the precise location of the line. That being said the location of the igneous outcrop at Barrow Hill can be seen and the faulted and fractured nature of the coalfield is apparent. The need for deep pits to extract the bottom seams of coal is also clear.

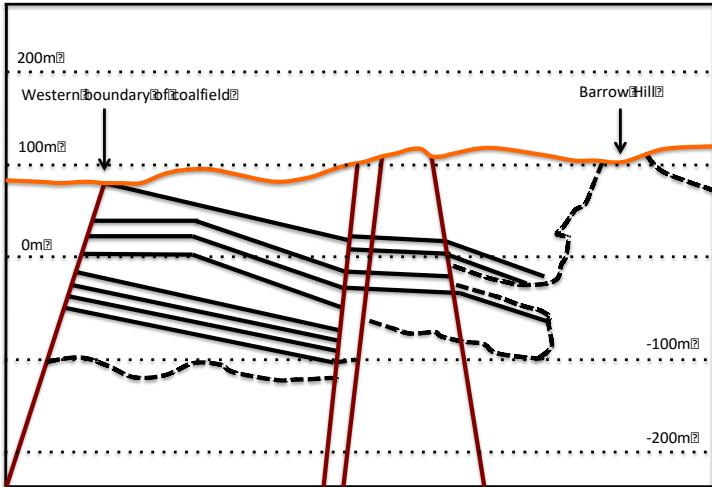


Figure 2.6. Section through the study area

Redrawn from Matthews (1860). Faults are indicated by brown lines; coal seams by black lines; limits of coal bearing strata by black dotted lines.

Chapter 3. Transport

The road network

The main road network in 1840 has already been shown in Figure 1.2. This network had existed for many centuries, and indeed is still the basis for the road network to this day. The major route is the Kingswinford to Dudley road, which in 1840 was a Turnpike, which entered the parish in the west at Lench's bridge and ran west to east before passing into Dudley parish in the Old Park. In the various censuses of the late 19th century this was known variously as Turnpike Road, High Street or Dudley Road. This road was crossed by the north-to-south route comprising Tansey Green Road or some variant of that name, and Commonside, meeting the Turnpike Road in the region known as Shut End or High Oak. In the north of the parish, Smithy Lane led from Tansey Green Road to Cooper's Bank in Gornal and on to Stallings Lane, which crossed the northern tip of the parish. In the south Bromley Lane led from Bromley Bridge over the canal and railway to a junction with Commonside close to the Grove Pool. In the censuses this road was known variously as Bromley Lane, Old Bromley Lane, Bromley Road or simply Bromley. The name is now associated with its continuation to the west of Pensnett parish.

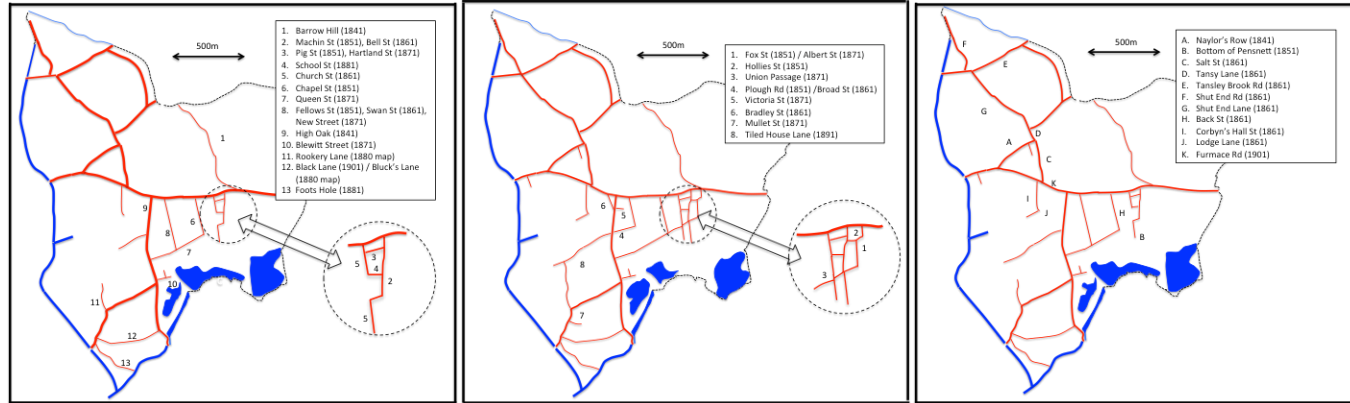
Figure 3.1a shows the roads on the 1840 Fowler's map, together with an indication of when they were first mentioned by name in the census returns. The 1841 census was somewhat vague in location terms, with much of the area simply being referred to as just Pensnett. However, from 1851 onwards road names were mentioned more frequently. The development to the east of the parish was well underway by 1841, but some street names changed over the decades. For example Machin St

(possibly named after Charles Machin, a young man from the area and the first organist / choir master of the parish church who took up a prestigious appointment as lay vicar at Kings College, Cambridge in 1851), became Bell Street, almost certainly named after the “Bell system” that was used in the National School on that road (see Chapter 6). Hartland Street began life as Pig Street, and the current Swan Street was variously called Fellows Street and New Street. Of some interest are those names for routes that did not ultimately develop into modern roads or streets. Rookery Lane was the old name for the Bromley end of Tiled House Lane, and the road from Bromley Bridge to the canal feeders that ran roughly along the back boundaries of gardens in the current Bryce Road, was called either Blucks Lane or Black Lane. On the 1784 Pensnett Chase Enclosure map, the end of this road on Commonside was referred to as Burn’s Lane End. The track from Bromley Bridge towards Brockmoor does not seem ever to have been formally named, but part of it was named as Foot’s Hole in the 1881 census and on the 1903 map.

The 1882 map in Figure 3.1b shows a number of new roads in residential areas. Broad Street was originally called Plough Lane after a public house named the Plough on Commonside. Tiled House Lane has now appeared, joining the unnamed road that led to the Tiled House to Rookery Lane. Bradley Street is of some interest, as this road seems to have originally been one of the many tramways that crossed the area. The 1903 map shows no further development of the road network.

Finally Figure 3.1c shows the possible location of a number of road names that appeared in the census returns but cannot be precisely located. Some of these are quite possibly alternative names for roads with other names – this is particularly true for those marked C to G in the figure, which seem in the census returns to make a circuit of the Tansey Green / Shut End area. Street A (Naylor’s

Row) has been identified with the current Dreadnaught Road, but the topography of this area has changed so significantly due to industrial degradation and population movement, it is difficult to be certain. The names of roads in this area in the 1784 Pensnett Chase Enclosure map were somewhat different. The current Dreadnaught Road was named Tansey Green Road and the current Tansey Green Road was named as Shut End Lane. The stretch of Smithy Lane from Tansey Green Road to Cooper's Bank was named as Gornal Lane Road



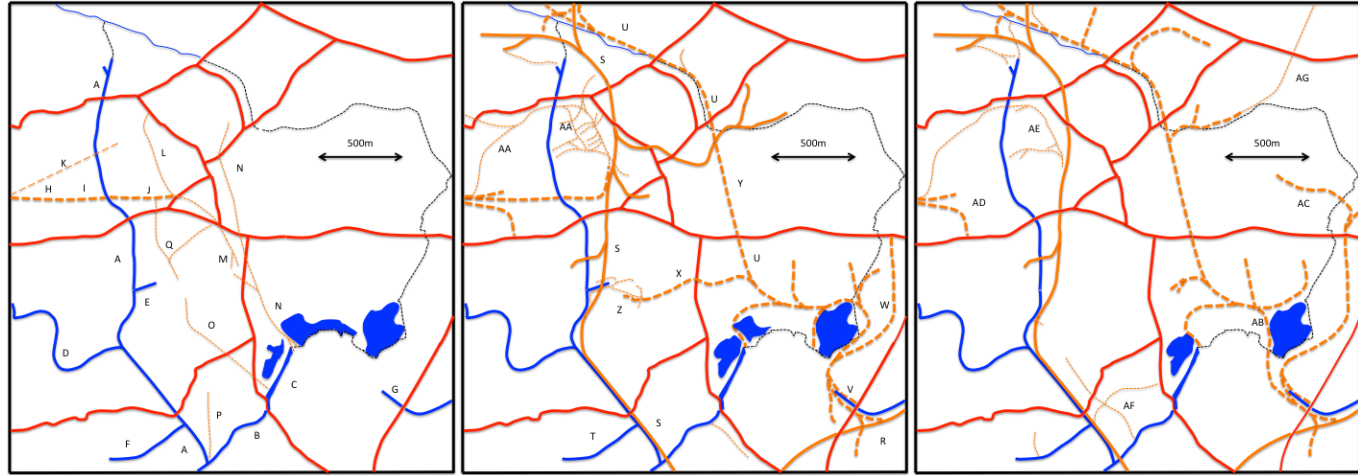
(a) 1840 Fowler Map

(b) 1882 OS Map

(c) Unlocated roads in census returns

Figure 3.1 The development of the road network in Pensnett

The dates against the street names indicate the census returns on which they first appeared



(a) 1840 Fowler Map

(b) 1882 Ordnance Survey Map

(c) 1903 Ordnance Survey Map

Figure 3.2 The development of railways, canals and tramways in the Pensnett area

Railways and tramways are indicated by brown lines. Solid brown lines represent “main line” companies. Thick brown dotted lines are the Kingswinford or Pensnett Railway and thin brown dotted lines are tramways.

Canals, tramways and railways

Much of the coal and iron production of the area being considered was moved by canal, tramway or railway, and this section considers how this transportation system developed from 1840 to 1903. The canal and rail networks from the 1840, 1882 and 1903 maps are shown in Figures 3.2a to 3.2c. Note that on these figures the canals and railways are shown in isolation for the sake of clarity (i.e. without the various industrial concerns they were built to serve). These industries will be considered further later in this chapter where variants of these figures will be used. These maps show a rather larger area than the defined parish of Pensnett, as the canals that formed much of its boundary served industrial concerns both within and outside the parish, and to concentrate on the activities of just one side of the canal would give quite a false impression of the situation.

Figure 3.2a shows the situation in 1840. The main canals in the area were the Stourbridge Extension Canal (A) and the Fens / Leys branch of the Stourbridge Canal (B) (Hadfield, 1966). The former ran from a junction with the latter at the south of the parish to a basin at Oak Farm in the north. The latter ran to the section of canal near the feeder reservoirs known as Wide Waters (C). At this stage the Stourbridge Extension Canal had two branches – the Standhills branch (D) and the short Corbyn’s Hall branch (E). In 1840 the former seemed to run into a rural terminus – presumably in anticipation of further industrial developments. The latter of course served the Corbyn’s Hall collieries and iron works. The construction of the short (and possibly unauthorised) Bromley Branch (F) in 1841 completed the system. There was another short canal in the area covered by the maps of figures 3.2a to 3.2c – the short Pensnett (or Lord Ward’s) canal that connected mines in the Wallows area to the Dudley Canal at Parkhead and was completed in 1840 (G).

The major railway in the area in 1840 was the Kingswinford Railway of the Earl of Dudley that ran from Ashwood Basin via an initial incline and a two-mile level section (Gale, 1975, Williams, 2014). At the Pensnett end of the line (H) the line rose through the 1:29 cable hauled Foster's Incline (I) to a terminus in the Tansey Green area (J). A further incline was built to serve the works of John Bradley and Co (K) but in 1840 this does not seem to have been used, and the works was served by a tramway from the terminus (L). It is interesting to note that no extant map shows the Bradley incline with tracks laid, so perhaps its working life was a short one and it proved easier to transport the products of the iron works via a branch to the top of the incline on the Kingswinford Railway. A further tramway, or possibly a simple extension of the railway, served mines on the Corbyn's Hall estate (M). There were other tramways in the area that connected the various mines with the canal network and to some extent served the internal needs of the industrial concerns – from Shut End to the top of Wide Waters (N); from Corbyn's Hall through Bromley and the bottom of Wide Waters (O); from the south of Bromley to the junction of the two canals (P), and internally within Corbyn's Hall itself (Q). An inspection of the gradients of these tramways suggest they were all operated by gravity for loads from the mines to the canal, and wagons were presumably then pulled back up by horses. There is no indication of the gauge of these tracks, although something of around 2 foot might be expected. Any indication of these tramways has long since been obliterated of course. One place where some evidence might still survive that could give an indication of the nature of these tramways is in the tunnel on the Corbyn's Hall tramway beneath Bromley. This can still be seen on the later OS maps and was probably simply filled in over the years as the road system was developed and may still contain evidence of the nature of the bridge and

the track. This is potentially quite an important site in industrial archaeological terms.

The situation was very different in 1882. A main line railway now existed in the Round Oak area - the Oxford, Worcester and Wolverhampton line between Worcester, Stourbridge, Dudley and Wolverhampton (R). This was built in 1852 and was eventually taken over by the GWR in 1863. The OWWR's Kingswinford branch (S) had also been built in 1858 diverging from the main line at Brettell Lane and running parallel to the Stourbridge Extension Canal to its terminus at Oak Farm, with a number of branches along the way serving mines and iron works. The OWWR became owners of the canal in 1847, but allowed it to continue in use, and traffic increased significantly, with a trebling of profits between 1850 and 1859 (Hadfield, 1966).

The Earl of Dudley's estate also significantly grew its railway operations with the construction of the Pensnett Railway. The story of this extensive railway system is well told by Gale and Williams, and we will only briefly discuss it here. The main line (U) was built in the 1840s from the Wallows near Round Oak (V) to Oak Farm and beyond, again with a number of branches serving various industrial concerns. The two longest in our region of concern were the High Lanes to Old Park (W) and the Tiled House branch to Corbyn's Hall (X). There were some significant gradients on the main line, with a 1:48 incline at the Wallows and a 1:25 at Barrow Hill (Y). Whilst the former was in general worked by locomotives traction, the latter used cable haulage for most of its existence, with a stationary engine house at the top of the incline. The gradient of the Corbyn's Hall branch was also quite fearsome at 1:25.

A comparison of Figures 3.2a and 3.2b will show that most of the early tramways had disappeared by 1882, their

function being served by the new railways. Some survived however – a small siding system in Corbyn’s Hall where goods were loaded onto the Pensnett Railway, the GWR line and the Extension Canal; and a very extensive system (AA) in the Bradley works, which is only shown in outline on Figure 3.2b. We will consider these Ironworks railway further below.

Again, the situation changed somewhat between 1882 and 1903. The Pensnett Railway main line changed course in 1883 to follow the embankment between the Fens and Middle Pool (AB) rather than to the east of the pool, and some of its branches were removed and new ones added. In particular, the High Lanes branch was extended into the Old Park area (AC). The Bradley works closed leaving just a few mines in the area with the results that the Kingswinford Railway (AD) was truncated, and the Bradley works tramway (AE) shrunk significantly. New tramways opened however from collieries around Bromley to the Fens Branch (AF) and in the Cooper’s Bank area, Benjamin Gibbons (a first cousin twice removed of Benjamin Gibbons (1783-1873) – see Part 1 Figure 5.9) opened a line in 1899, worked by his own locomotives to his Dibdale works (AG).

One railway that is not shown on the 1903 map for the sake of clarity is the Kingswinford branch of the Dudley, Stourbridge and District Electric Traction Company. This was built in 1900 with a 3’ 6” gauge and ran through Pensnett along the Turnpike Road – the first passenger-carrying railway of any sort in the district.

The Ironworks railways

Figure 3.3 shows the overall railway network in the vicinity of the Iron Works at Corbyn’s Hall and Shut End in 1882. The iron works at Shut End (A) and Corbyn’s Hall (B

and C) are shown as dotted circles. There are three distinct railway operations. The first is the GWR line (in black) that broadly follows the line of the canal to the terminus of both near Oak Farm (D), which began life as an OWWR branch before that company was taken over by the GWR in 1863. The second is the Pensnett Railway of the Earl of Dudley (in brown), with the main line from the Wallows and Round Oak going down the Barrow Hill incline (E to F), before looping around to the north of Oak Farm to a junction with the original Kingswinford Railway (G to H). Of particular note is the long Tiled House branch (J) to Corbyn's Hall. The third is what we will call the Shut End Railway, around the Shut End works (in green). Not all details of this railway can be shown at this scale, but a larger scale plan is included in the discussion of the John Bradley company below. The dotted line indicates the course of the original incline to the works (K), which at this stage was not used. There was also a fourth system (the Corbyn's Hall Railway), which cannot be shown at this scale. Again, a larger scale plan is included in the discussion of the Corbyn's Hall works below. Figure 3.3 also shows locations of working coal pits, which can be seen in the main to be rail connected.

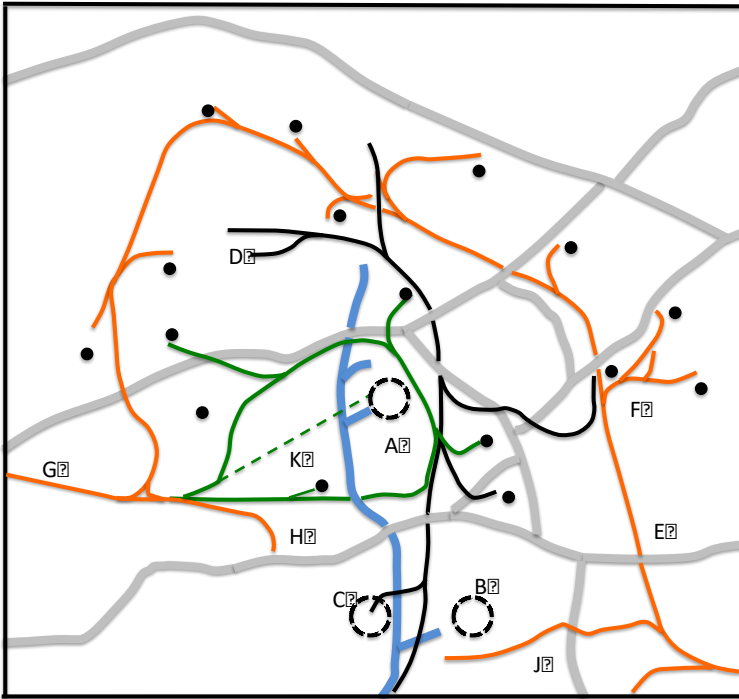


Figure 3.3. The railway network around the Iron Works

GWR lines in black, Pensnett Railway in brown, Shut End Railway in green. Black dotted circles show iron works. Small black circles show coal mines in operation.

The development of Iron Works at Corbyn's Hall and Shut End can be considered to have three phases.

- Phase 1. Where the works developed in an area where both coal and ironstone were readily available, and the first priority was to develop links to transport their products to local markets.
- Phase 2, where the immediate sources of supply were used up and a transport system to bring in coal and ironstone from the surrounding area was developed.

- Phase 3 where all the raw materials within easy reach of the works have been exploited and either material needed to be brought from a distance, the works needed to shut or its nature needed to change.

In terms of these phases, Corbyn's Hall in 1882 seems to have been in phase 3 and Shut End in phase 2. Corbyn's Hall Iron Works was developed by the Gibbons brothers in the 1820s, and its phase 1 transport links was provided by a tramway to the Fens branch of the Stourbridge Canal to the south. This was replaced, to some extent, by the Kingswinford Railway in 1829 and by Stourbridge Extension Canal in 1840, which indeed purchased the tramway. The Kingswinford Branch of the OWR in 1858 also gave another outlet for the products of the works. The phase 2 supply lines were also provided by a complex set of tramways on and around the estate, which can be seen on the 1832 one inch to the mile OS map and the 1840 Fowler Map. By 1882 all the local mines were exhausted and raw materials were brought to the Corbyn's Hall works from elsewhere.

Shut End Iron Works developed somewhat later than Corbyn's Hall, in the mid-1830s, and its phase 1 transport links were immediately supplied by the Kingswinford Railway and later by Stourbridge Extension Canal and the Kingswinford Branch of the OWR. By 1882 the map of Figure 3.3 shows a phase 2 pattern, with its external railway network extended into surrounding areas, to mines some distance from the works. By 1903 the Iron Works had closed although some mines were still exploited, and other industrial concerns were later to develop at the site (Phase 3).

As an aside, it is interesting to note that the Round Oak Iron works of Lord Dudley can also be considered within this pattern, with the Pensnett Railway shown on Figure 3.3

acting as the phase 2 transport links to bring in raw materials from the surrounding area from the many mines to which it was connected, although in this case this railway was also used to transport coal for export to elsewhere in the UK.

Other railway proposals

The original scheme for the Pensnett Railway, drawn up by F. P. Mackelcan in 1842, envisaged a line from the eastern end of the Kingswinford Railway up a further incline to the Barrow Hill area, where it would meet what was to become the main line of the system. Apparently this was not built because of concern over the stability of the existing Foster's incline. Then in 1861, the minutes of the Trustees of the Primitive Methodist Church on Tansey Green reveal an offer for the purchase of the building from the proponents of the Dudley and Bridgnorth Railway, part of the Welsh and Midland Counties Junction Railway – a line that was never given parliamentary approval and about which little detail is available (Dodd G, 1983). (Hale, 1990) gives an account of a meeting in Dudley where the railway was described, and the route seems to have been from a junction with the West Midlands Railway at Netherton, then over two turnpike roads, before descending towards Tansey Green on much the same route as Mackelcan proposed (and with the same formidable gradients). From there it would turn north towards Wall Heath, onto Swindon and Bridgnorth and then on to Craven Arms. Judging by the desire to purchase the chapel, it seems that the scheme might have involved some interaction with the eastern end of the Kingswinford Railway, but the route from Tansey Green to Wall Heath is not totally clear.

Chapter 4. Industry

Coal Mining

Figures 4.1 and 4.2 show the distributions of operating and disused coal pits, brick works and iron works, taken from the maps of 1840, 1882 and 1903. Again, these maps show an area that extends somewhat beyond the borders of Pensnett parish. The maps for coal mines in 4.1 show a thinning out of activity in the central areas of the parish as the century progresses, with mines being opened in the north of the parish. The gap is filled by the distribution of old pits - Figure 4.2.

Figure 4.3 shows the “mine openings” as defined by the Coal Authority (2020). These mines were not of course all operating at the same time, so the map gives no temporal information. The majority of them however will date from the nineteenth century. The large number of openings is instructive (and the density here is by no means as high as in the older Black Country mining areas of Bilston and Wednesbury). The site gives name information for many of these, which to some degree is indicative of ownership. The five main groupings are indicated on the map of Figure 4.3 as follows.

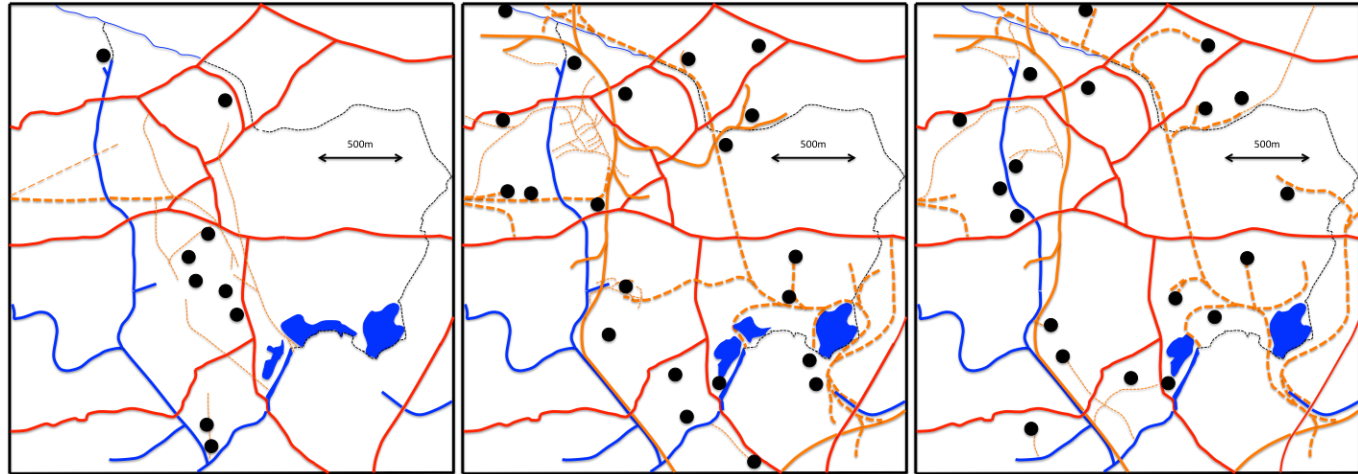
- The Shut End group, originally owned and operated by James Foster in the 1830s as part of the Shut End Iron Works complex, and later by the Shut End Colliery Ltd.
- The Tiled House / Corbyn’s Hall group, developed by Ben Gibbons and his associates in the 1830s to 1850s, and which provided coal for the Corbyn’s Hall Iron Works.
- The Himley Group of the Estate of the Earl of Dudley. It can be seen that this was to the east of Comonside, which was, in the main, the boundary

of the Pensnett Chase Enclosure Award of 1784. A clause in the act reserved all the underground mineral rights to the Earl of Dudley and his successors, even where the land itself was allocated to others. The estate exploited these rights to the full over the next century and a half.

- A group in the Old Park area, which had been mined to varying degrees for several centuries by the Earls of Dudley.
- A group of mines around the Wallows / Woodside, which were probably also part of the Dudley estate.

If the “mine opening” category at Coal Authority (2020) does not give temporal information, the “mine working” category does. For each mine that is included, it gives a year when it was working. The precise definition of this year is not clear, but it at least gives an indication of when mines were in operation. The data is presented in Figures 4.4a to 4.4c in twenty-year time slices – 1830-1850, 1850 to 1870 and 1870 to 1890. A comparison of the maps is instructive. Between 1830 and 1850 the highest concentration of mines is in the Shut End area, where the Iron Works was in operation, with limited mines around the Corbyn’s Hall area, presumably feeding the Iron Works there. Between 1850 and 1870 the mines close to the Shut End Iron Works had clearly all been worked out, and supplies were brought in from somewhat further afield by rail. In this period there was much more activity around Corbyn’s Hall and the High Oak area of Pensnett, and mines were operating in the Wallows and Old Park areas. It can thus be seen that the exploitation of the coal reserves by the Earl of Dudley’s estate was well underway in this period. In the 1870 to 1890 time slice, the situation has changed again with the most heavily exploited areas being in the Fens and Barrow Hill regions. Many of the mines in this area

were in the residential areas of upper Pensnett. Comparing this information with that given Figure 4.1 for the distribution of the coal pits on the 1840 Fowler Map and the 1883 Ordnance Survey map, shows that these two sources show far fewer pits than the Coal Authority map. This might be of course simply because they show the situation at a particular time rather than in a twenty year time slice, but it does give some idea of both the short lived nature of many of the mines, and the uncertainties in handling data from different sources.

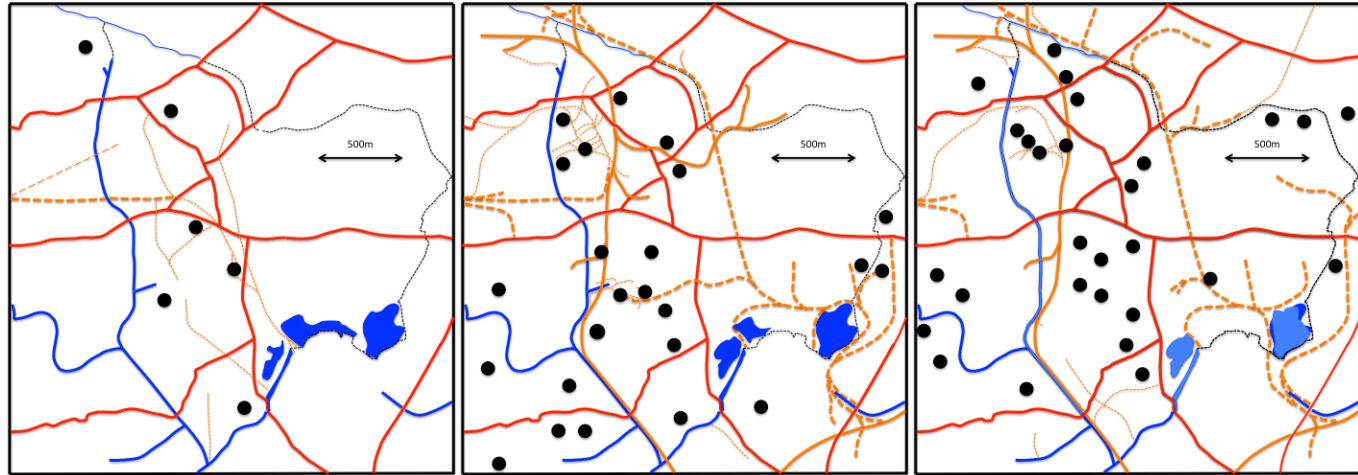


(a) 1840 Fowler Map

(b) 1882 Ordnance Survey Map

(c) 1903 Ordnance Survey Map

Figure 4.1 Coalmines in the Pensnett area



(a) 1840 Fowler Map

(b) 1882 Ordnance Survey Map

(c) 1903 Ordnance Survey Map

Figure 4.2 Disused coalmines in the Pensnett area

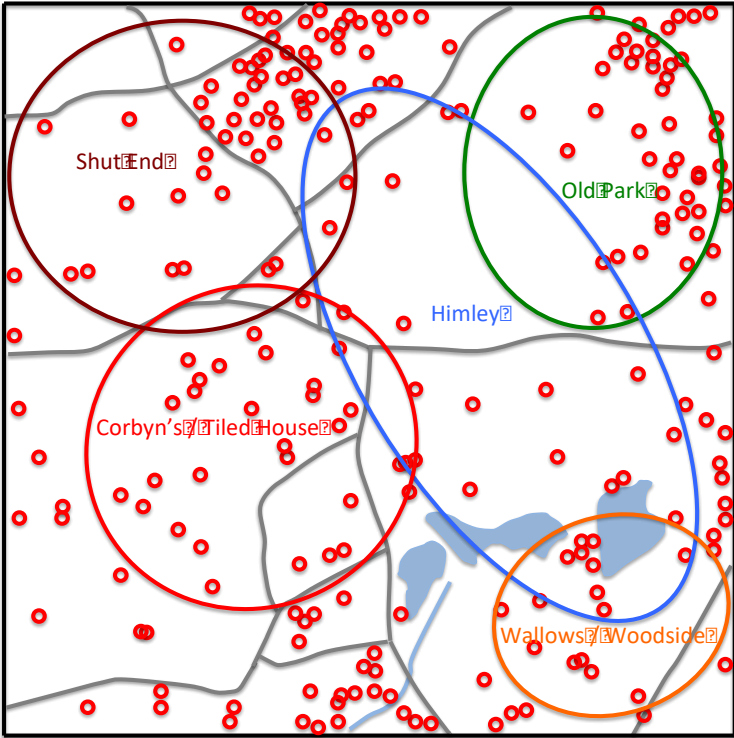
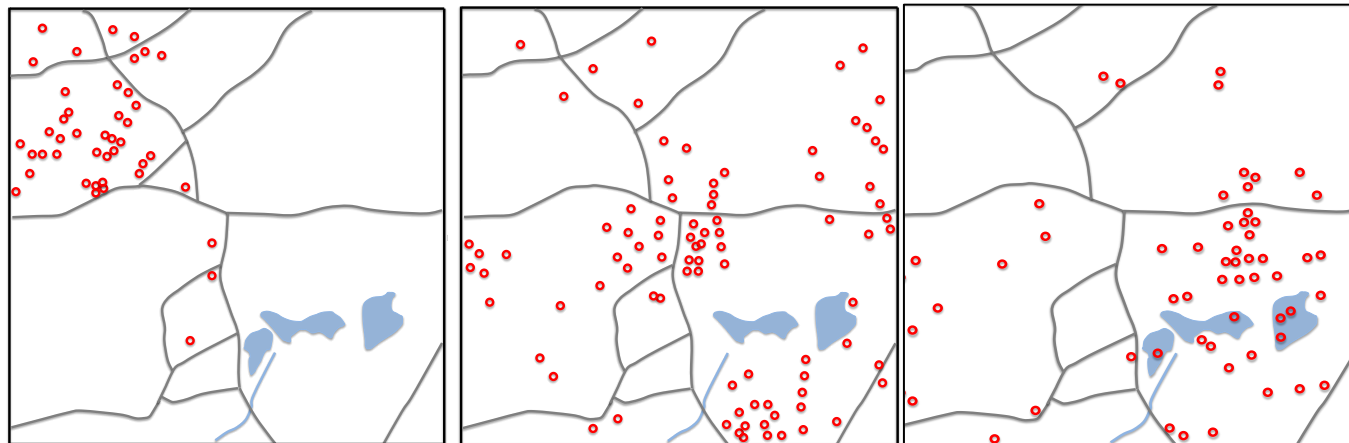


Figure 4.3 Disused pits on the Pensnett area

Coal Authority (2020)



a) 1830-1850

b) 1850-1870

c) 1870-1890

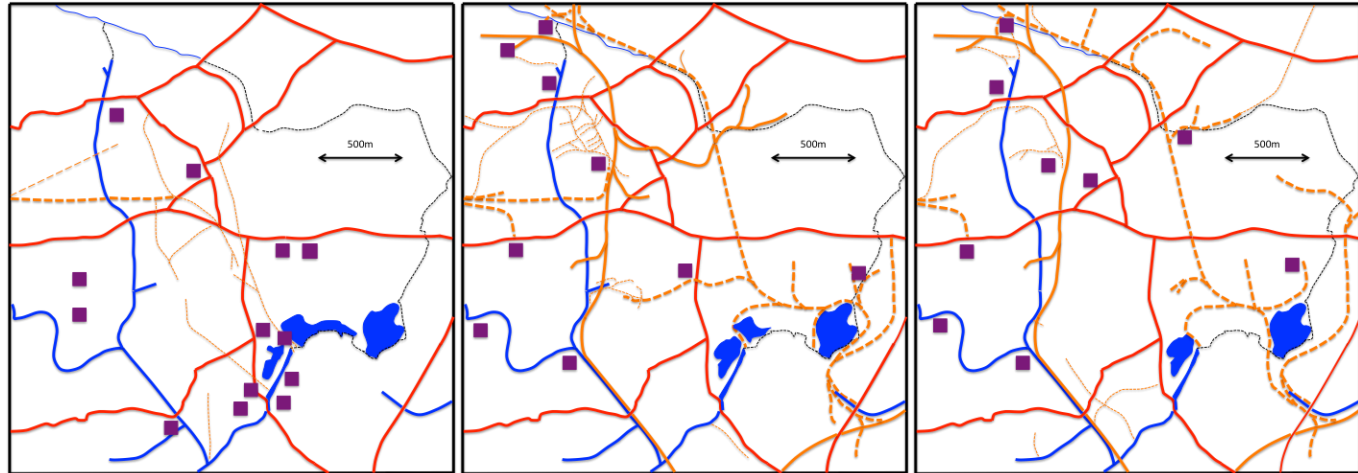
Figure 4.4 Operational pits in the Pensnett area in different periods

Coal Authority (2020)

Brickworks and Ironworks

The same northerly movement can be observed for the location of brick works in Figure 4.5, although the trend is somewhat less obvious. This movement is simply due to the available resources running out in the central areas, and new resources being sought elsewhere. It is clear however that almost all the coalmines and brick works are connected to canals, railways or tramways allowing movement of their produce to a wide range of markets.

For iron works the situation is somewhat different however, with a remarkable stability of location over the period from 1840 to 1903 (Figure 4.6). In the south, outside the parish boundaries, there is the Leys Ironworks owned by Hunt and Brown near the junction of the Stourbridge and Stourbridge Extension Canals (A) and the Earl of Dudley's works at Round Oak (B), founded in 1845. The Brockmoor Iron works (C) was owned by William and John Wheeley, and the nearby Bromley works (D) was operated by James Foster of John Bradley and Co. In the centre of the parish, the Corbyn's Hall works had two locations – the old one (E) to the east of the Extension canal and the new one, just outside Pensnett parish, to the west of the canal. In the north we have the Shut End works of John Bradley and Co (G), and again, just outside the parish, the Oak Farm works (H). In the following sections we will look in more detail at the Shut End and Corbyn's Hall works and chart their development and decline over the latter half of the nineteenth century.

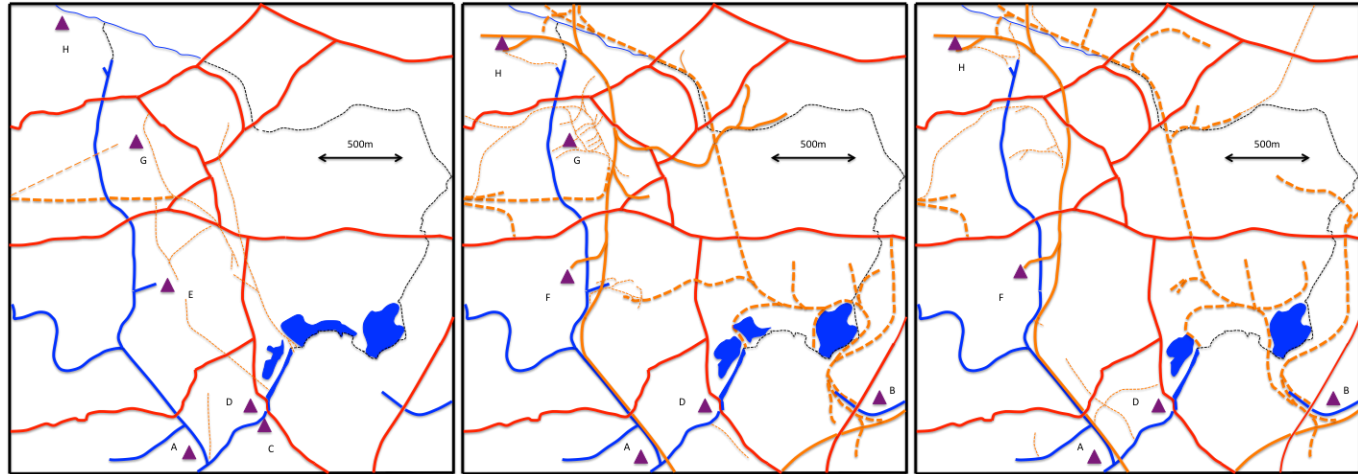


(a) 1840 Fowler Map

(b) 1882 Ordnance Survey Map

(c) 1903 Ordnance Survey Map

Figure 4.5 Brick Works in the Pensnett area

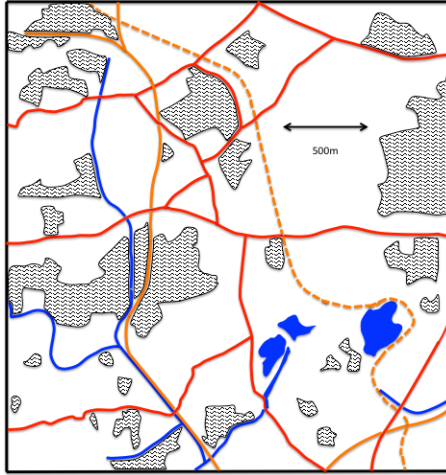


(a) 1840 Fowler Map (b) 1882 Ordnance Survey Map (c) 1903 Ordnance Survey Map

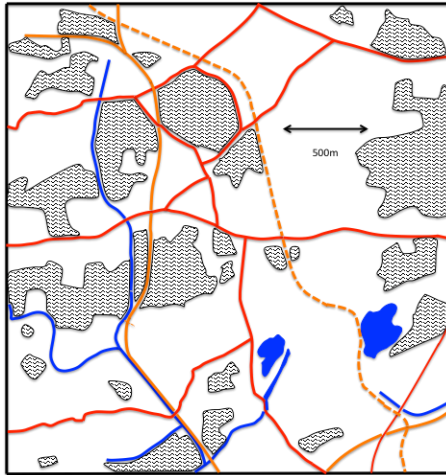
Figure 4.6 Iron works in the Pensnett area

Waste and spoil

It is very clear from a perusal of the various maps that as industry spread northwards through the parish, it left behind in its wake a great deal of dereliction, in terms of spoil from the mines and waste from various industrial process. Figure 4.7 shows the land marked as waste land on the 1882 and 1903 maps (although it has to be admitted there is a degree of subjectivity in assigning areas to such a category). By 1903, astonishingly, around half of the land area of the parish could be classified in this way, including many smaller pockets of land within the main residential areas. The environmental costs of the quest for coal were not insubstantial.



(a) 1882 Ordnance survey Map



(b) 1903 Ordnance survey Map

Figure 4.7 Waste land in 1882 and 1903

John Bradley and Co.

The Shut End Iron Works of John Bradley and Co. were set up on land purchased from J.H.H. Foley by James Foster in the 1830s (GG, 2019e). The firm of John Bradley and Co had been set up in 1802 by John Bradley, Thomas Collier and the trustees of John Bradley's stepfather Henry Foster, and operated the Stourbridge Iron Works (GG, 2019f). After Bradley died in 1816, Henry Foster's son, James Foster, took over the running of the company. In 1819 Foster and his partner John Rastrick also set up the firm Foster Rastrick and Co., the builders of the Agenoria and operated it on a site next to the Stourbridge Iron Works. In 1827, Foster went into partnership with Henry Bradley to run the iron works. In 1830 the assets of both the Foster Rastrick and the John Bradley Companies were merged. At that stage the company owned a range of coalmines and iron works in Shropshire, Worcestershire and the Black Country and was a very substantial entity.

The Shut End furnaces were operable by 1835, on the site of Shut End Hall. Transport connections were originally provided by and inclined plane the Kingswinford Railway and onward to the Staffordshire and Worcestershire canal. In 1837, Foster became the sole owner of the company. The opening of the Stourbridge Extension Canal gave a further means of transport of iron products from the works to the south and, via the Stourbridge and Dudley canals, to the east. In 1853 Foster's nephew, William Orme Foster, inherited the £700,000 estate and under his stewardship, John Bradley and Co continued to grow, although the lack of investment in new technology, the arrival of cheap steel and generally depressed economic conditions over the next few decades resulted in a gradual decline in production. The extent of the iron works in 1882 can be judged from Figure 4.6b and, to larger scale in Figure 4.8, where it can be seen that there was a very considerable internal railway network that connected

furnaces and mines (solid green lines) and also an internal works system (dotted green lines). By this time, the products from the works could be transported from the works in a number of ways - the Kingswinford Railway, the Stourbridge Extension Canal, the GWR Kingswinford branch, or the Pensnett Railway. After the death of William Orme Foster in 1899, his son, William Henry Foster (1846-1924), took on the company. The 1903 map shows that the Iron Works had closed by this time, although some collieries on the site were still in production.

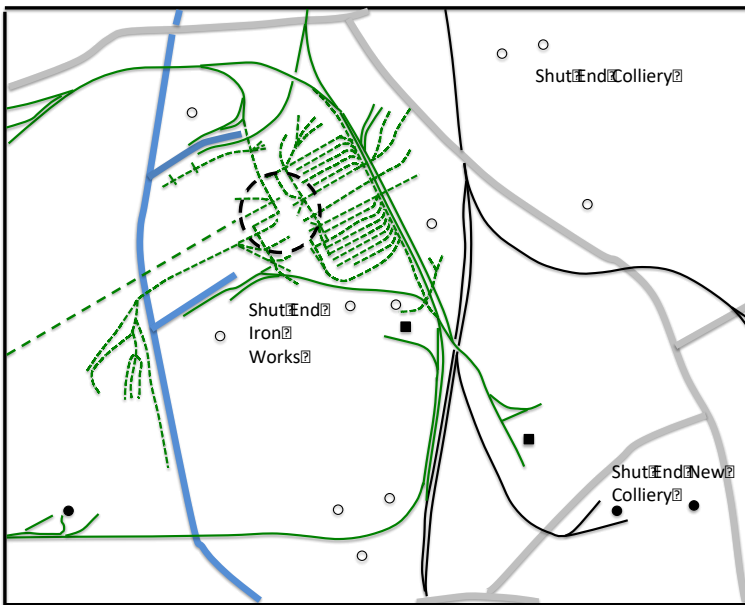


Figure 4.8 The Shut End Iron Works railway network

GWR and Shut End Railways are indicated by black and green lines respectively. Working mines are shown as filled circles and old mine shafts are shown as open circles. Brickworks are shown as filled squares.

Corbyn's Hall

The development of the Corbyn's Hall estate from its origins as the home of minor aristocracy through to its development as a major industrial site has been outlined in previous chapters and its varying extent described. In 1840 it was owned by the brothers John Gibbons of Edgbaston (1777-1851) and Benjamin Gibbons of Corbyn's Hall (1783-1873), although from 1838 much of the land and the industrial concerns had been leased to William Mathews and John Dudley, ironmasters, for a period of 63 years to 1901 (DA, 1838). William Matthews was born in Hagley in 1796 and in his obituary from 1871 we read the following.

He acquired a minute knowledge of all the practical details and the successive improvements in the manufacture of pig, iron from the South Staffordshire ores, as well as a very extensive acquaintance with everything relating to the iron and coal trades of that district; and was constantly consulted upon all matters affecting these interests. He took an active part in the promotion of various railways in the district, especially the Oxford Worcester and Wolverhampton Railway, of which as well as of the South Wales Railway he was a director (GG, 2019i).

In 1860 he read a paper to the Institution of Mechanical Engineers on the South Staffordshire Coalfield, with particular reference to Corbyn's Hall. It is clear from that paper, that he was much more than a simple entrepreneur, but rather he possessed deep knowledge of the nature of the coalfield and the working methods – and was able to write about them fluently and lucidly (Matthews, 1860). A copy of one of the figures from that paper, showing the fractured nature of the seams below Corbyn's Hall, is given in Figure 4.9, and gives some indication of the difficulties that would have been involved in extracting the coal.

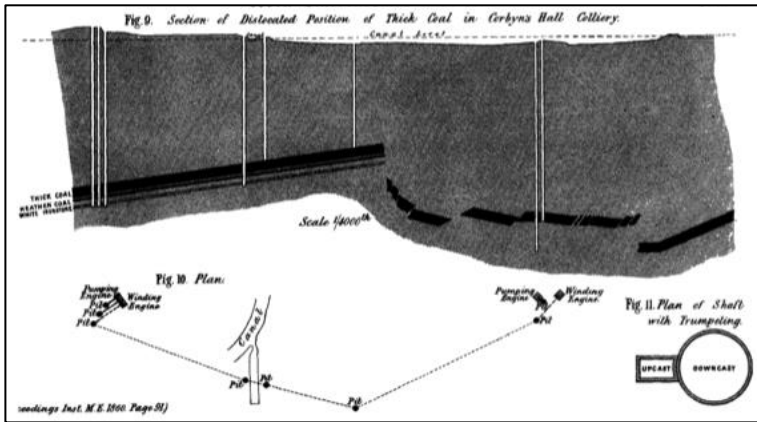


Figure 4.9 Section through Corbyn's Hall showing coal seams

Coal measures shown in black. Vertical scale is in feet (from Matthews, 1860)

In 1842, Matthews and Dudley seem to have bought at least part of the Estate themselves for a sum of £9995. The Matthews / Dudley partnership was dissolved by mutual agreement in 1846, and the estate passed fully into the hands of William Matthews. John Dudley (1807-1861) was a member of the Tipton Dudley family (Part 1 Figure 5.10). He was a grandson of Thomas Dudley who was the last resident of Shut End Hall. It seems that he emigrated to New Zealand and the breakup of the partnership with Matthews might have been to facilitate this move.

From then on, for the next 50 years, the lease of the Corbyn's Hall estate was held by a number of industrialists. These are given in outline in Table 4.1 (GG, 2019g). The plan with the lease of 1847 is interesting in that it shows the land that has been spoiled by industrial activities – and indicates that any holder of the lease would be required to make it good. These intentions never seem to have been acted on (DA, 1847). The regularity with which the lease changed hands would suggest an inherent lack of profitability.

The most notable event to occur during that period was the major boiler explosion in 1862. The Chelmsford Chronicle gives the following account (BNA, 1862a).

A fearful boiler explosion occurred at about six o'clock on the 27th ult. at the Corbyn's Hall Malleable Iron Works (Messrs. Blackwell and Sparrow), situated about two miles from Dudley, which resulted in the death of four men and serious injuries to about ten others. The exploded boiler was about 30 horsepower and was heated by the flues of the puddling furnaces. At six o'clock number of men were at work in the puddling furnaces, when a fearful explosion took place. The roof of the furnaces was immediately broken through by a mass of falling debris, and the whole place presented a scene of wreck. The bodies of four men were speedily found in the debris, all of them being employed at the works. Ten or twelve others were found to be seriously injured, some of them so seriously that no hopes are entertained of their recovery. The cause of the explosion at present remains a mystery.

The inquest revealed that the boiler had run out of water before the explosion. Those who died were Thomas and George Hudley, Daniel Mason and Ezekiel Newnman (puddlers), Joseph Harper (a fireman) and Morris Christopher, a labourer. The person in charge, Mark Simpson, was absent from the building when the accident occurred, which seems to have not been an unusual occurrence. He was duly charged by the coroner with manslaughter (BNA, 1862b) and tried at Stafford Assizes, but the charges could not be proved, and the judge ordered the jury to acquit him.

1847	<i>Lease by William Mathews of Edgbaston esquire to William Malins of Mansion House Place, London and George and Charles Rawlinson of Newton Nottage, Glamorgan, iron and coalmasters, of the Corbyn's Hall estate, 4 blast furnaces with foundaries, casting houses and related buildings (with specified reservations), and thick coal/ten yard coal, heathen coal and brooch coal, and ironstone, etc., etc. plus other adjacent lands and minerals (specified), for a term of 56 years</i>
1849	<i>Corbyn's Hall and Tiled House estates offered for lease (to 1901 and 1863)</i>
1853	<i>Lease to Samuel Holden Blackwell of Dudley of a mill, forge and premises</i>
1853	<i>Lease by the Trustees of the will of William Hughes of Kingswinford, gentleman, to William Mathews of Edgbaston and George Hickman Bond of Tiled House, parish of Kingswinford, coalmasters and co-partners, of coal and ironstone under the Ketley Estate for a term of 14 years</i>
1862	<i>Lease of mill and forge to Henry Sparrow of Woodfield House, Wordsley for 6 years</i>
1867	<i>Lease to Paul Robinson of Sedgley, Staffs., coalmaster, Gabriel Jones of Kingswinford, coalmaster, George Glaze of Brockmoor, parish of Kingswinford, ironfounder & Daniel Parsons of Pensnett, same parish, engineer, of mines under Tiled House Estate</i>
1868	<i>Agreement with Samuel Hingley of Cradley, Staffs., ironmaster for an annual tenancy of the Corbyn's Hall Estate, with plan and detailed schedule of buildings, fixtures and machinery</i>
1869	<i>Agreement with Hingley for renting number 1 Blast Furnace</i>
1870	<i>Lease to Hingley of ironworks at Corbyn's Hall for 7 years</i>
1872	<i>Lease to Benjamin Williams, Benjamin Williams the younger and George Williams, all of Kingswinford, iron manufacturers, of the ironworks at Corbyn's Hall, for 7 years</i>
1903	<i>Sale to Caleb William Roberts of Stourbridge, Worcs., colliery proprietor, of the Tiled House and Common Side Estates, parish of Kingswinford and mines under 97a of land there</i>

Table 4.1 Leases of Corbyn's Hall and associated estates

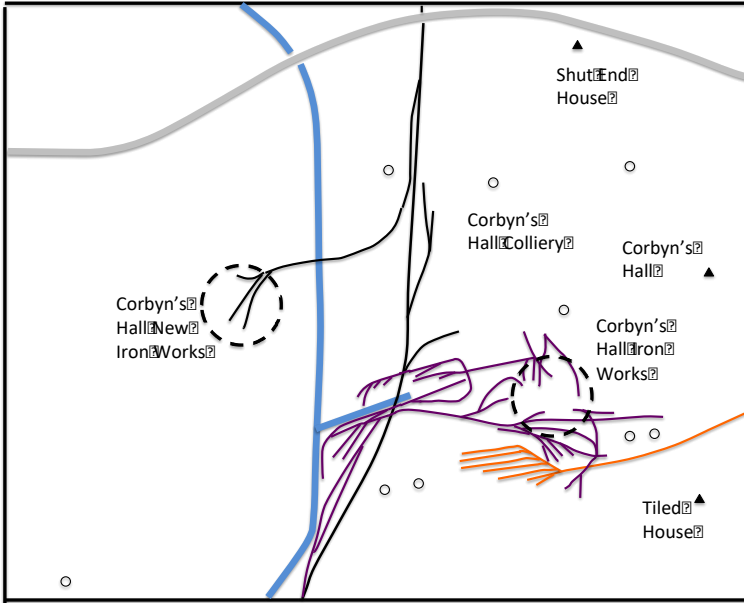


Figure 4.10. The Corbyn's Hall Iron Works.

GWR and Pensnett Railways are indicated by black and brown lines respectively, and the Corbyn's Hall railway by purple lines. Old mine shafts are shown as open circles, and the major residential properties as filled triangles.

As with the Shut End works, Corbyn's Hall had an internal railway network for the transportation of coal and iron products to and from the canals and other railways that surrounded it. The situation in 1882 is shown in Figure 4.10, which is at the same scale as Figure 4.8. It can be seen that there are two iron works. The original one was to the east of the Canal, near to Corbyn's Hall itself, and is marked on the 1882 map as disused, but was clearly still in situ. The new works was to the west of the canal, so we probably here have a picture of the transitional situation. The map also shows the major residential properties of Corbyn's Hall itself, by this time becoming increasingly derelict; the Tiled House and Shut End House. Many disused collieries can also be seen, from where the original raw material was obtained in the 1820s and 1830s. The

Corbyn's Hall railway itself is a complex set of interlinked lines serving the immediate needs of the old works and providing connections to the Corbyn's Hall branch of the Stourbridge Extension canal and the GWR Kingswinford Branch. The Tiled House branch of the Pensnett Railway (in brown) can be seen in the bottom right of the figure, ending in a set of sidings. The gradient of this branch is severe, at about 1 in 25, and there is no indication of an engine house anywhere that could provide motive power for hauling full trucks up the branch. It thus seems sensible to regard this branch as being to supply the needs of the Iron Works for coal and ironstone, rather than taking away finished products, with trucks descending the branch by gravity (but with brakes!) and empty trucks being hauled up the branch by horses. It can also be seen that the Corbyn's Hall railway provides a somewhat convoluted connection between the Pensnett Railway and the GWR in this region.

After the estate was leased by Matthews and Dudley, both the 1840 Fowler Directory and 1841 census indicates that Benjamin Gibbons continued to live at Corbyn's Hall and his cousin William and his family in Shut End House (Part 1, Figure 5.9). By 1851, the situation had reversed with Benjamin living at Shut End House with a solitary housekeeper, and William's widow and family living in Corbyn's Hall itself. By 1861, Shut End House only has a housekeeper present and Benjamin is living near Stourport. He was later to move to the Leasows in Birmingham and then to Halesowen where he died in 1873 (GG, 2019h).

After the Gibbons moved out, Corbyn's Hall then found a variety of uses. In 1861 it was occupied by M. H de Summercourt (originally from Paris) and his family, the Manager of the Ironworks. By that time a considerable community, presumably of estate workers had come into existence around Corbyn's Hall, and the new Corbyn's Hall

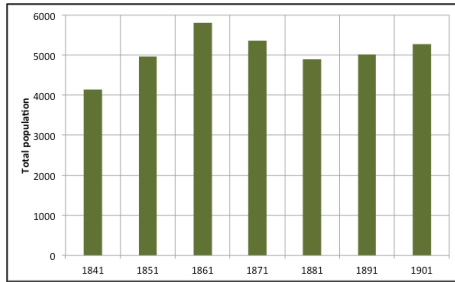
St and Corbyn's Hall Lane are recorded in the census. In 1871 the occupation is not clear, as the hall was not specifically identified in the census returns. In 1881 there was again record of a community of sorts around the Hall with a set of houses called Corbyn's Hall cottages, and the offices of the old Corbyn's Hall Ironworks (to the east of the canal) were also used as a family residence. Corbyn's Hall itself was occupied by the families of John Wilkinson, a timber merchant, and David Greenway, a coalminer. In 1891, it seems to have been subdivided still further. Corbyn's Hall cottages still existed, but there was also a Corbyn's Hall Villa and an Old Corbyn's Hall. John Wilkinson and his extended family and servants lived in Old Corbyn's Hall, whilst at Corbyn's Hall villa we find Thomas Brown and his family, an Inland Revenue Officer. There thus seems to have been an effort to make as much accommodation as possible, with the old house now providing for the local professional class.

In many documents of this period the Tiled House Estate and the Corbyn's Hall Estate are treated as a unity. It is not clear who purchased the Tiled House Estate from the Trustees of Richard Mee, but certainly by the late 1830s William Matthews was in residence, and clearly came to own the estate at some point in the years that followed. Matthews died in 1871 and his estate passed to his son, Benjamin St John Matthews. However, William Matthews' residence at the Tiled House was brief, and in the 1841 and 1851 census it is recorded as being occupied by Charles Woodcock, a Coalmaster. From sometime before 1861 till after 1891, the house was occupied by the family of William and Letticia Barlow. Barlow was a corn merchant and one of the founders of the New Connexion Chapel in Chapel St and remained an active member of that church and a Sunday School Superintendent for many years.

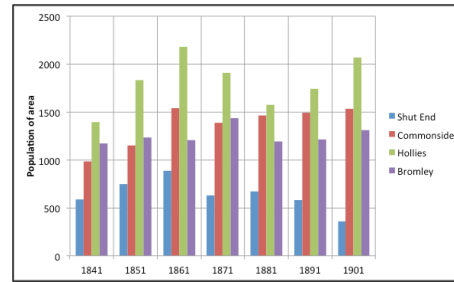
Chapter 5. A migrant society

Introduction

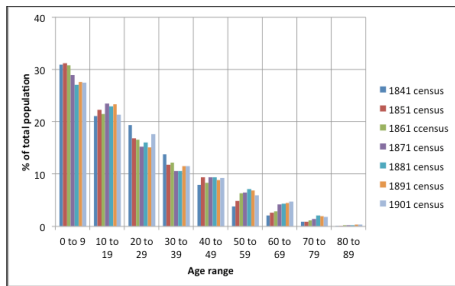
The last chapter looked at how the village of Pensnett developed in geographical terms in the second half of the nineteenth century. This chapter will look at how the society of the village developed over that same period. It begins with an investigation of the nature of the population (population size, age and gender split, origin, employment) through an in depth analysis of census records from 1841 to 1901, and then investigates industry and commerce, based on Ordnance Survey mapping (specifically the 25 inch to the mile 1882 and 1903 maps) and a range of trade directories. It then moves on to consider the nature of education and religion in the village, before a brief look at the sporting scene in Victorian Pensnett – from a variety of official sources and newspaper stories. In Chapter 7, some of the material presented in this chapter will be used to describe a tour around the village in 1881, a year where there is extensive, census, mapping and newspaper reporting available, to give a snapshot of life in the village in that year.



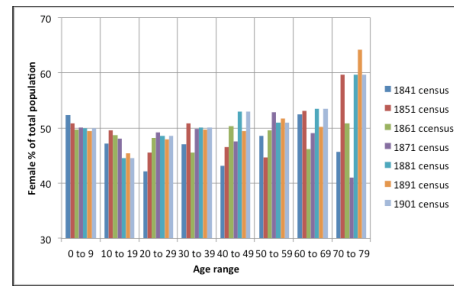
(a)



(b)

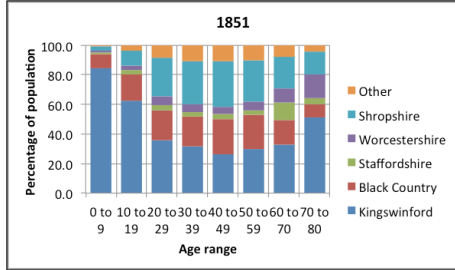


(c)

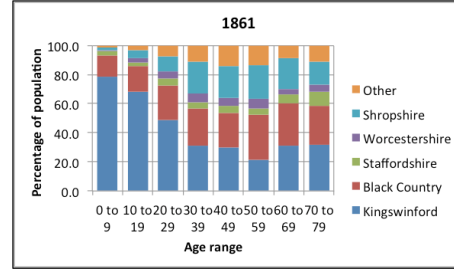


(d)

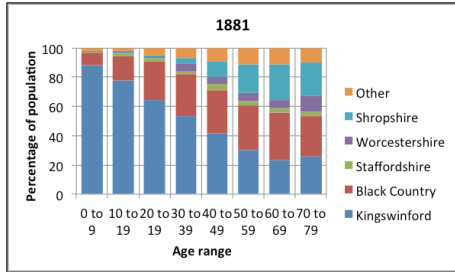
Figure 5.1 Population statistics



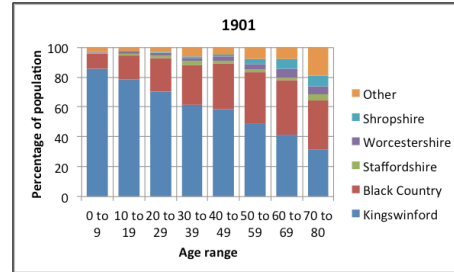
(a)



(b)



(c)



(d)

Figure 5.2 Population breakdown by age and origin

Society

The census records enable the population of the Pensnett region to be studied between 1841 and 1901, and the results of this are summarised in Figures 5.1a to 5.1d. It can be seen from Figure 5.1a, that there is a growth from around 4000 to almost 6000 from 1841 to 1861, then a decline to below 5000 in 1881, with a slight rise to a little over 5000 in 1901.

Figure 5.1b shows the population by area within the parish. Four rather arbitrary areas are defined – Shut End to the north of the Turnpike Road and west of Barrow Hill coppice; the Hollies taking in Old Park and the new housing developments south of the Turnpike Road and east of Swan Street; Commonside, along the length of that road with the various roads that run into it as far south as the junction with Bromley; and Bromley itself. After an initial growth between 1841 and 1851, the populations in the four chosen areas remains fairly stable, with the exception of that in the Shut End area, which declines quite significantly in the latter censuses following the closure of the Bradley Iron Works and associated mines. The Hollies area is the most populous, with Commonside and Bromley having roughly similar populations.

The census information also allows an analysis of the age and gender distributions of the population to be undertaken. Figure 5.1c shows the breakdown of the population by age between 1841 and 1901. The significant drop between the 0 to 9 and 10 to 19 age groups indicates the level of child mortality, which is of the order of 30%, for all census years. The percentages in each age band are broadly consistent for all ages below 50 for all census years. Above that age however, it can be seen that there is a marked increase in the percentage of the older population over the period – due to improved living standards and better health care.

Finally Figure 5.1d shows the breakdown of the population by gender. The percentage of females drops significantly below 50% in the 20 to 29 age band, particularly for the early censuses, due no doubt to mortality in child birth, and rises above 50% in the 70 to 79 age band, particularly for the later censuses, reflecting the longer life span of females.

Figure 5.2 shows an origin analysis for four censuses – 1851, 1861, 1881 and 1901, broken down into region of birth – Kingswinford (which includes the parish of Pensnett), the rest of the Black Country, Staffordshire, Worcestershire, Shropshire and other. The large-scale immigration of the early years of the 19th century is apparent in the 1851 and 1861 graphs particularly. Indeed, in the 20 to 70 age groups in 1851, around 70% of the population originated from outside Kingswinford parish. The large component from Shropshire who arrived in the 1820s and 1830s is particularly obvious. There was actually a street in the Oak, just outside the parish boundary, that was named Shropshire Row. This level of immigration, even from surrounding areas, may well have resulted in significant social tension. In the mid-nineteenth century it seems fair to say that Pensnett was very much a migrant society.

The 1881 census returns also identify the nature of the employment for each of those returned, including those who are not in employment for various reasons. Table 5.1 shows the overall breakdown of the population from this data. It can be seen that those in employment, or those classified as unemployed and thus seeking employment, amount to only 39% of the population. By far the largest single category is for school aged children – a remarkable 31% of the population. This table shows a breakdown by industrial sector of those available for employment. Note that there is some arbitrariness in allocating individuals to sectors, particularly to “Other trades and manufacture”.

	% of total population	Employment sector	% of employable
Pre-school child	9.5		
School child	31.0		
Housewife or domestic duties	18.6		
Elderly	2.0		
Employable	38.8	Coal industry	20.8
		Metal industries	21.0
		Other trades and manufacture	18.0
		Brick industry	5.1
		Pubs and shops	5.1
		Domestic service	7.0
		Teaching and professional	2.1
		Labourer	11.5
		Unemployed	9.3

Table 5.1 1881 Employment statistics

“Teaching and Professional” is also something of a mixture, ranging from pupil teachers and solicitors’ clerks to church ministers and surgeons. It was not possible to allocate a sector to those who declared themselves as “Labourers”, but these are likely to be split between the coal, metal and other trades categories. It is clear however that the extraction and manufacturing industries are by far the major employers, with around 70% of the jobs (including labourers) in these categories. The relatively high unemployment rate of 9% is also worthy of note.

Commerce

The commercial life of the village of Pensnett can be judged from the entries in the various Trade Directories produced between 1850 and 1900. A precise comparison of the entries in these directories over the decades would be misleading, as the descriptions applied to various activities change over the years, and indeed the entries themselves are a function of the information that was available to the compilers, either through surveys or paid advertisements. Nonetheless they all show a thriving village with a wide range of activities. For example, Kelly (1882) indicates that there were 54 food shops (grocers, greengrocers, butchers, bakers, beer sellers), 10 clothes shops (drapers, boot and shoe makers, dressmakers), 10 tradesmen in the building sector (builders, glaziers, painters and decorators, ironmongers, brick layers) as well as what might be called in modern terms small and medium sized enterprises - timber merchants, corn merchants, coal merchants, boiler makers, nail makers, and blacking works. In addition, there was a sub-post office, a druggist, two hairdressers and two pawnbrokers. In a number of circumstances one individual filled a number of different roles i.e. as shopkeeper and blacksmith or publican and farmer.

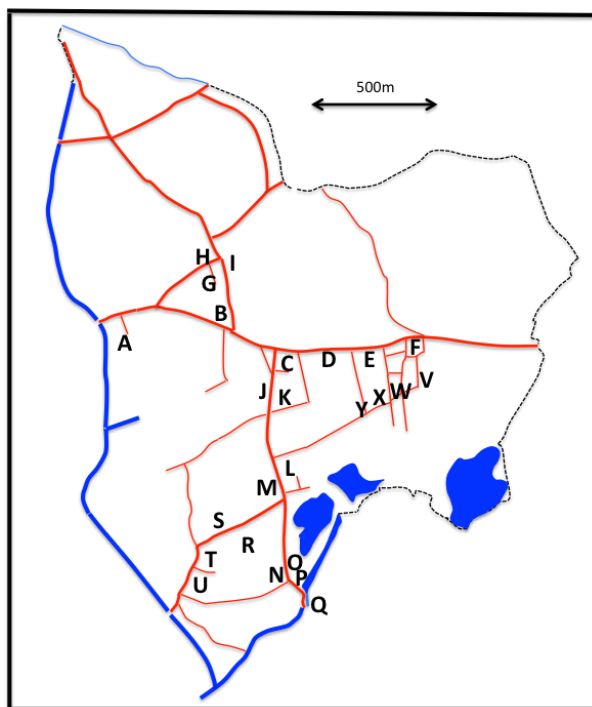


Figure 5.3 Locations of Public Houses in 1882

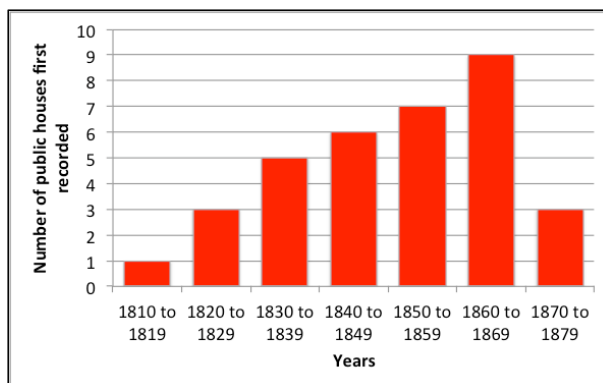


Figure 5.4 First recorded mention of Public Houses

Public Houses

The only category of enterprise that has sufficient detail on maps and in directories and censuses to allow a more detailed investigation to be made is that of Public Houses. Much of this information has been gathered together in Hitchmough's *Black Country Pubs* (Hitchmough, 2010). In total there were 34 public houses first recorded in Pensnett parish in the 19th century, and those that can be located in 1882 are shown in Figure 5.3. Along the High St. from west to east there was the Talbot at Lench's Bridge (A), the Four Furnaces at the junction with Tansey Green (B), the High Oak (C), the Blacksmith's Arms (not located, but somewhere near High Oak), the Swan (D), the Fox and Grapes (E) and the Lion (F). In Tansey Green there was the Brickmaker's Arms (G), the Tansey Green Inn (H) and the Foster's Arms (I). Commonsides was particularly well endowed – from north to south we have the Fountain Inn (J) at the junction with Bradley St, the Albion at the junction with Broad St (K), the Queen's Head at the junction with Queen St (L), the King's Head at junction with Bromley (M), the Fish Inn at the junction with Bryce Road (N), the Cross Inn (O), the Shingler's Arms (P) and Bull's Head (Q) with the latter three being close to the canal at Wide Waters. The Bush, the Harborne Inn, the Crown and the Plough were also on Commonsides but cannot be precisely located, although the latter was somewhere in the vicinity of the junction with Broad St, which was at one point named Plough Lane. Along Bromley there was the Elephant and Castle, (R), the Rose and Crown (S), the Commercial (T) and the Jolly Collier (U), with the Horseshoe and the Pheasant not being located. Finally, in the Hollies area there was the Holly Bush in Bell St (V), the Rifle in Church St (W), and Sampson and the Lion (X) and the Old Swan in Queen St (Y).

Figure 5.4 shows the dates when these public houses were first recorded, plotted as a histogram. It is interesting to see the increasing number of establishments opening from the 1820s to the 1860s, and then a sharp fall in new openings in the 1870s. This no doubt reflects the rapid growth of the area, and its stabilisation in the 1860s. The first to be recorded was the Bull's Head on Commonside at Wide Waters, reflecting the early importance of the canal in the area, and the last (in the 1870s) were the Rifle and the Holly Bush in the Hollies area, and the Albion on Commonside.

Of these public houses, 10 closed in the 19th century, another 5 before World War II, and 16 in the economic carnage of the 1990s and 2000s. Only three remain – the Talbot (renamed the Lenches Bridge), the High Oak, and the Fox and Grapes, all on High Street. The former has spent some time as a Thai Restaurant, and the High Oak bore the indignity of being called “Roost” between 2008 and 2011.

Public Houses were also important as headquarters of Friendly Societies that collected subscriptions from members, and then supported them in sickness and retirement. Such societies were regulated by law in a series of Acts from 1875 to 1895, and encouraged societies to register, giving them some legal rights, and also responsibilities to make regular reports of their finances (Wikipedia, 2019m). In Pensnett there is record of several of these associated with public houses - Tradesmen's Benefit (Four Furnaces Inn), Heart of Oak Benefit (Swan Inn), Court Magdala AOF (Fox and Grapes), Pensnett Old Oak (High Oak Inn), Prosperity Lodge UOFG (Sampson and Lion), Hopeful Branch No 11, National Federation of Engineers (Tansey Green Inn). The largest of these, at least in terms of assets, seems to have been the one with the most outlandish name - Court Magdala of the Ancient Order of Foresters that met at the Fox and Grapes

(Wikipedia, 2019q), with between 90 and 100 members in 1875 and 1877, during which period its assets rose from £234 to £406. Prosperity Lodge UOFG had rather more members (124 in 1876 and 112 in 1880), but its assets were only of the order of £200. In general, the ratio of assets (in £) to number of members rose from around 1.0 in the 1860s to between 2 and 4 in the late 1870s.

Sports

The 19th century was of course the great era for the development of mass participation sports in England. At the start of the century the laws of cricket, the major summer sport, had been codified by the M.C.C. and the game developed over our period from one based on clubs and informal societies, playing “friendly” if competitive games, to one based on counties, with the highly competitive County Championship being finally established in 1890. Locally in 1889 the Birmingham and District Cricket League, the oldest in the world, was formed, consisting of seven teams from Birmingham and the Black Country. The major winter sports were of course all variations of football, and the century saw the codification of the rules of association football, rugby union and rugby league. Again most of the games were “friendlies” but competition came through a number of cup competitions – the FA cup from 1871 and locally the Birmingham Senior cup from 1876, and later through leagues – the Football league itself from 1888 and the local Birmingham and District league from a year later.

The information on what sports were played in Pensnett in the latter half of the nineteenth century is limited, but a little can be gleaned from local newspapers. It seems that there was a cricket team from the 1850s onwards, and several football teams from the 1880s. A cricket match between Pensnett Victoria and Kingswinford is recorded

from 1859, with a win for the former (BNA 1859). The scorecard is given in figure 5.5. Note that this is a one-day game yet featured two innings from each side – the pitches were of course not prepared, and the batsman’s task was more than a little difficult.

Over the course of the following decades, further matches are recorded against a range of local sides - for example Wednesbury (BNA 1862c, d), Brierley Hill Amateurs (BNA 1864), West Bromwich Peep O’Day (BNA 1872a), Netherton (BNA 1872a), Droitwich (BNA 1872b), Bridgnorth (BNA 1874a) and Oldbury (BNA 1874c). The press mentions of the club cease after a notice of a General Meeting was published in March 1875 - either because the club ceased to function or because it simply stopped sending match reports to the newspapers (BNA 1875). Reports resume about 15 years later with a small number of matches reported between 1889 and 1894. Victoria was not the only Pensnett team however. A Pensnett Albion team was reported in 1864 (BNA 1864), and for a brief period in the early 1880s there also seems to have been a Pensnett Vicarage cricket team, which will be described in a little more detail in Chapter 7. Also, in 1887 a match between Pensnett Oak Farm and Smethwick Eagle Works is recorded (BNA 1887a). Most of these were again two innings matches, with scores being typically low at around 30 or 40 per innings.

An interesting variant was the “single wicket match” and a report on such a match (between Pensnett Victoria and Brierley Hill Amateur) is given in Figure 5.6 (BNA 1867b). It is not clear what the rules were for this game, but clearly it involved two players a side which batted sequentially.

<i>PENSNETT VICTORIA</i>			
<i>1ST INNINGS</i>		<i>2ND INNINGS</i>	
<i>Bache b Brewster</i>	<i>22</i>	<i>b Taylor</i>	<i>2</i>
<i>Webster c Taylor</i>	<i>0</i>	<i>c W. Allen</i>	<i>12</i>
<i>Lowdham l b w</i>	<i>6</i>	<i>b Taylor</i>	<i>1</i>
<i>R Bond, Esq. c T. Tinsley</i>	<i>3</i>	<i>b Taylor</i>	<i>1</i>
<i>Matthews c Brewster</i>	<i>1</i>	<i>b Brewster</i>	<i>2</i>
<i>J. Caswell b T. Tinsley</i>	<i>4</i>	<i>b Brewster</i>	<i>1</i>
<i>Stokes b Brewster</i>	<i>1</i>	<i>not out</i>	<i>18</i>
<i>W. G. Caswell b T. Tinsley</i>	<i>2</i>	<i>c J Tinsley</i>	<i>2</i>
<i>Upstone b Taylor</i>	<i>13</i>	<i>b Brewster</i>	<i>5</i>
<i>Guest b T. Tinsley</i>	<i>4</i>	<i>b Taylor</i>	<i>1</i>
<i>Richmonds, not out</i>	<i>0</i>	<i>b Brewster</i>	<i>0</i>
<i>Byes, &c.</i>	<i>12</i>	<i>Byes, &c.</i>	<i>3</i>
<i>Total</i>	<i>69</i>	<i>Total</i>	<i>48</i>
<i>KINGSWINFORD</i>			
<i>1ST INNINGS</i>		<i>2ND INNINGS</i>	
<i>W. Allen b Bache</i>	<i>0</i>	<i>c Bond</i>	<i>3</i>
<i>J. Allen run out</i>	<i>1</i>	<i>not out</i>	<i>0</i>
<i>Brettle b Bache</i>	<i>7</i>	<i>b Webster</i>	<i>0</i>
<i>T. Tinsley b Webster</i>	<i>0</i>	<i>c Bond</i>	<i>6</i>
<i>J. Tinsley b Webster</i>	<i>0</i>	<i>not out</i>	<i>19</i>
<i>Fazey b Webster</i>	<i>2</i>	<i>b Bache</i>	<i>9</i>
<i>Taylor b Webster</i>	<i>4</i>	<i>c J. Caswell</i>	<i>8</i>
<i>Brewster c Bond</i>	<i>4</i>	<i>run out</i>	<i>1</i>
<i>M. Baugh b Bache</i>	<i>0</i>		
<i>Barlow b Bache</i>	<i>0</i>		
<i>Turner not out</i>	<i>0</i>		
<i>Byes, &c.</i>	<i>5</i>	<i>Byes, &c.</i>	<i>2</i>
<i>Total</i>	<i>23</i>	<i>Total</i>	<i>39</i>

Figure 5.5 Pensnett Victoria versus Kingswinford scorecard

From BNA, 1859

BRIERLEY HILL AMATEUR v. PENSNETT VICTORIA. – On Saturday last a single wicket match was played between two of each of these clubs, on the ground of the former and resulted in favour of the Pensnett by 5 runs. The Brierley Hill were represented by Messrs. Vaughan and Newton. The Pensnett by Messrs. Baker and Yates. Pensnett first taking the bat. Yates was run out for 0. T Baker next going in scored 4 with 3 wides making 7. It was now time for the Brierley Hill to try their prowess, which was done creditably by scoring 11. Newton 5 bowled by Yates, Vaughan 6 caught by Baker. At this time the Brierley Hill were confident of success and to make matters more sure Yates went in, and after some steady play lost his wicket for one run, bowled by Vaughan. The game looked sure lost at this point, however still maintaining that by steady play from Baker it might turn the tie in their favour, which looked very promising after two being hit over the fence and counted two each; some good play was shown, but Baker was at last bowled by H Vaughan for 8 runs and 2 wides. The game assumed a very exciting appearance, some of the immense crowd maintaining that the chance of the Pensnett looked well, which was soon verified by Newton being out for 1. Vaughan again took the bat and soon made a 1 run and a splendid cut for another, when by Baker running from bowling stump and then threw the ball a distance of 30 yards, felled the wicket and brought the game to a close. A large crowd was present and showed considerable interest in the game.

Figure 5.6. Report of single wicket match between Pensnett Victoria and Brierley Hill Amateur

From BNA, 1867b

A Pensnett football team existed from the early 1880s and fielded both first and second teams, playing at a ground near Lenches Bridge. The first recorded match was in 1881 against Brierley Hill (BNA, 1881xx). Numerous further matches are recorded between 1882 and 1885, including some with the major teams in the area - for example with Stourbridge Standard first and second teams (the forerunner of the current Stoubridge club) (BNA 1882d), Dudley (BNA 1882e) and West Bromwich Albion second team (BNA 1883c). As far as it is possible to tell most of these matches in the early days were friendlies. The only competitive match that was recorded was in 1883, where Pensnett beat St John's Swifts of Birmingham 6-1 in a "cup tie", but the nature of the competition is not clear (BNA 1883d).

After 1885 the situation becomes somewhat confused with a paucity of press reports, and the ones that do appear refer to different teams - Pensnett Rovers, Pensnett Junior, Pensnett Villa and Commonside Unity. A Pensnett Victoria team appears in 1889, at the same time as the reappearance of the cricket club. A court case of 1892 over payment for a field at Lenches Bridge on which to play both football and cricket, refers to the Pensnett Victoria Football and Cricket Club - possibly a refoundation of the former club (BNA 1892). Again, most of the football matches that were played in the later period were friendlies, but more competitive games also took place. In 1889 the local newspapers give quite full details of the Pensnett Junior Charity cup - a knockout competition for around twenty local teams, including Pensnett Juniors, Brockmoor Harriers, Kingswinford White Star and Kingswinford Rovers (BNA 1889f).

The situation changed however in 1899 with the formation of the Brierley Hill and District Football League, in which Pensnett Victoria played (BNA 1899). This really marked the end of the era of friendlies, and from this point on the

structure of the game became league based, and much more familiar to modern eyes.

It was mentioned above that the Pensnett football ground was at Lenches bridge in both the early 1880s and early 1890s, possibly on the Kingswinford side of the bridge, just outside the parish where the land was available and flat enough to accommodate a suitable pitch. Clearly in the early 1890s, the cricket ground was there as well, and that may well also have been its location in the 1860s and 1870s.

From the match reports in the newspapers, it is possible to identify the names of some of those who played for the cricket and football teams. In principle it is then possible, through the use of census information, to find out a little more about these individuals - "in principle" because it is not always easy to do so. Often only surnames or initials are published and these can't be unambiguously identified with specific individuals in the census records. That being said, it has been possible to identify with some certainty seventeen individuals who played for the cricket team between 1859 and 1872, and seven of those who played for the football team between 1882 and 1883. In terms of their profession, both sets of players reflect the make-up of the area at the time, with a mix of skilled and unskilled industrial workers, and a few from other trades. For example, the seventeen cricket players included labourers, miners, boiler and chain makers, engineers and shopkeepers and the same mix can be seen in the football players. The three cricketers from the 1859 scorecard who can be identified are the opener batsman, Joseph Bache (27) who was a chemist and druggist on High St, John Caswell (18) who was an engine fitter from Chapel St., and William Caswell (19) who was a chain maker from Tansey Green. The two Pensnett players who took part in the double wicket match in 1867 described above were William Yates (23) an Ironworks labourer from John St in

Brierley Hill, and Thomas Baker (37) a coal miner from Chapel Street. The other point that emerges from these considerations is that by no means all the players came from the parish of Pensnett itself. Of the seventeen cricketers identified, seven came from neighbouring parishes (Kingswinford, Brierley Hill and Brockmoor) and of the football players, only one came from Pensnett (the captain, Albert Colley (25), a timber merchant from Bradley Street) with the rest again coming from neighbouring parishes.

Finally, two other points are worthy of note before we end. Firstly, whilst the football played by the various teams in Pensnett was at what might be called junior level, the senior level of the game was played just outside the parish. Brierley Hill Alliance was formed in 1887 from a merger of Brockmoor Harriers and Brockmoor Pickwick and, before they moved to their Cottage Street Ground in Brierley Hill in 1888, played on the Labour in Vain ground in Brockmoor, a few hundred yards out of Pensnett parish. They went on to join the Birmingham League in 1890 and remained there, with some success, up to their eventual demise in 1981. Secondly, the name of Pensnett Victoria is not confined to the football and cricket teams. In 1880 a few matches played by a Pensnett Victoria Quoits team are reported (BNA 1880b). However, most newspaper mentions of the name refer to performances of the Pensnett Victoria Saxhorn band, rather than to any sports team.

Chapter 6. Education and Religion

Schools

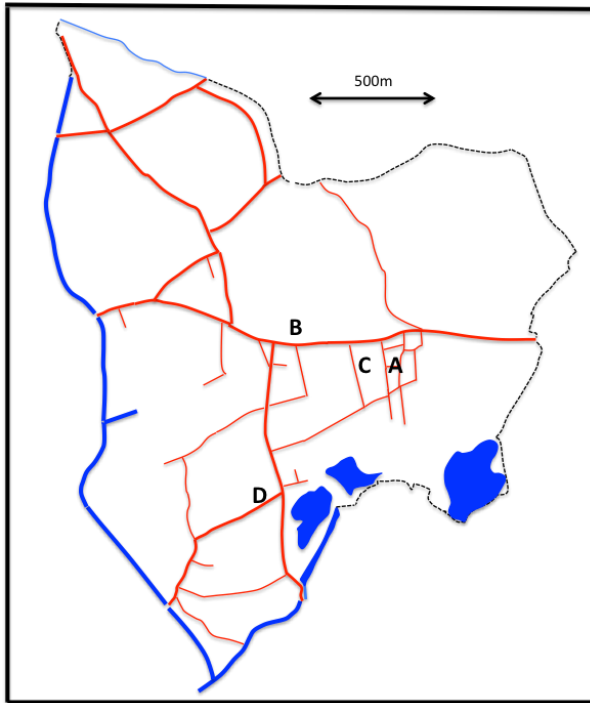


Figure 6.1 Pensnett Schools

The education system went through several phases of development in the 19th Century. The system of grammar schools that had been in place since the middle ages, gradually evolved, through a series of Acts of Parliament, to change from schools that taught only the classics, to become much broader ranging but still academically oriented schools, with mainly fee paying pupils (Wikipedia, 2019k). However, there were no such schools in Pensnett or Kingswinford as a whole, and at the start of the 19th century, there was widespread illiteracy amongst most of the inhabitants. It was not until the 1830s and the 1840s that even the most rudimentary forms of

elementary education came to be offered to the children of the area. All the Schools that were set up worked on the “mentor” principle, first derived independently by Andrew Bell and Joseph Lancaster in the late 18th century, where the older pupils (12 and above) were paid a small amount to teach the younger children, under the direction of a Schoolmaster and Mistress, perhaps with a number of adult assistant teachers (Wikipedia, 2019l). This system was not always successful, and a parliamentary report of 1848 reports that

“the Rev Henry Downing of Kingswinford states that the portion of the measure relating to pupil teachers is quite useless as regards his school. At the age of 12 boys can get work at more than double the proposed salary and it is not probable that parents would consent to their children undertaking the office of teaching, even if found competent to do so” (GP, 1848)

In essence there were two types of Schools in the middle of the nineteenth century: National Schools, that were set up by the National Society for Promoting Religious Education, and supported by the established church (Wikipedia, 2019o), and which used the Bell system for teaching; and British Schools that were non-sectarian and were set up by the British and Foreign Schools Society (or, more fully, the British and Foreign School Society for the Education of the Labouring and Manufacturing Classes of Society of Every Religious Persuasion) (Wikipedia, 2019j), which used the Lancaster system. Both National Schools and British Schools became eligible for state support from 1833. The Education Act of 1870 allowed the State to provide for up to 50% of the costs of voluntary schools, and also enabled a third type of School to be set up – the Board School, where religious education was non-denominational and kept to a minimum. As the name implies, such schools were supervised by an elected board and a rate could be levied in their support (Wikipedia,

2019r). All three types of School were present in the Pensnett area (Figure 6.1).

For many years the largest School in the area was the National School. The foundation stone for the Pensnett National School was laid in late 1834 (BNA, 1834). The school was situated in Bell Street, at what later was to become the junction with (unsurprisingly) School Street (A). Indeed, Cope (1999) suggests that Bell Street was named after the school, which was known as the Bell School, because it had adopted the Bell monitorial system described above, as did the National (Anglican) schools in general. Sermons were preached calling for support of the School at Kingswinford and in the School itself in September 1836 (BNA, 1836). It seems that in the early years of its life, the School also served as an Anglican Chapel in Pensnett, and it is so recorded in the 1839 Fowler Map Book of Reference. However, Cope further suggests that the School and the Chapel were next to each other rather than being the same building. When the church of St Mark's was built some years later, sermons calling for support of the school were a regular part of its life. The School received capital grants of £70 in 1846 for infant school provision and £735 in 1861 for boys and girls school provision (GP, 1863). The latter was for the development of a School on the north side of High Street, which was eventually to become known as St Mark's School (B). Parliamentary records refer to grants of land in both 1845 and 1861. In 1850 the Master and Mistress were John and Elizabeth Bryce, who will appear again in Part 4 of this book. The 1903 OS map indicates that the School Street building continued in use as a School in some form, although the building has disappeared on a 1910 map. This is further substantiated by a Friendly Society return for 1873 for the "*Church Mission Men's Sick and Death Club (Bell School Room)*".

The history of the British School is less clear. A schoolroom was opened at St James New Connexion chapel in October 1839, and sermons were preached in support (BNA, 1839). An entry in the records of the Parliamentary Education committee in 1854 sets out a grant of £12 to the School at St James (the New Connexion Chapel) (GP, 1853) and in 1850 its Master and Mistress are recorded as Mr Christopher and Mrs Rosanna Cooke. This was situated behind the church, with a frontage onto Chapel Street. There is also mention in the Parliamentary records from 1862 to 1871 of a British School and it seems that it is likely that these are one and the same (C).

The other major school in the area was the Pensnett Board School. As noted above, these were eligible for Government grants, but could also raise money from a precept to the local Poor Law rate and through fees from the parents of children who attended them. In view of the fact that the British School disappears from the record as the Board School appears, it is likely that the latter is a continuation of the former (C). Williams (2010) indicates that the trustees of the New Connexion chapel offered their School Room to the Board School for a rent of £25 per annum in 1871, a year after the passing of the Education Act. A Mr Hinton was appointed as the first Headmaster and Miss Gibbons as the Infants Teacher. In 1882, the School moved to new premises in Bromley, next to the Kings Head (D), where it remained in use until the 1960s. From 1879 the master was David Clark, a position he was to hold for the rest of the century. Gregory (2001a, b) provides a brief discussion of extracts from the school logbook that touches on the social conditions of the time (particularly childhood illness) and also describes the role of school inspectors.

Table 6.1 shows the annual grants to both the National and the British / Board Schools for the later part of the 19th century, together with the average attendances and school

capacity, with information from a range of parliamentary reports (GP, 1900). There was a steady growth in all aspects from 1850 to 1900. In 1865 the National School received £113, and in 1900 it received £528, plus £24 for evening class provision. The British / Board School received £24 in 1865 and £509 in 1900, with £79 for evening classes. The attendances rose in proportion – from 220 to 562 (plus 49 evening) for the National School and 96 to 564/49 for the British / Board School. In addition, as noted above, the National School received a grant of £735 for the building of St Mark's School in 1861. In 1880, school attendance was made compulsory for all children up to the age of 13, and this is reflected in the significant growth in numbers after that date. The evening classes were mainly for drawing, and the parliamentary reports give detailed information on the performance of both ordinary and night school students in the subject on a school-by-school basis. These were possibly the first official school league tables.

Year	British / Board School			National School		
	Annual Grant	Attendance	Accom.	Annual Grant	Attendance	Accom.
1846				70**		
1854				3		
1860				108		
1861				735***		
1862	12 *			132		
1865	24*	96		113	220	
1868	37 9 *	158/27		106 / 9	355/10	
1870	85 / 17 *	161/47		110 / 10	217/20	
1873	166 / 21	165 / 50		173 / 25	311/59	
1880	213 .17	272	293	160	301	481
1883	206 / 26	254/43	461	236	302	481
1886	336 / 11	301/21	461	328	392	480
1897	517 / 20	537/23	534	461 / 33	527 / 57	720
1900	509 / 79	564 / 90	678	528 / 24	526 / 49	701

Table 6.1 Pensnett School Statistics 1846-1900

* British School ** Capital grant for Infants school *** Capital grant for Boys and Girls School
n/m indicates numbers or grant for main school / night classes respectively.

More detail is available concerning some aspects of the National School (GP, 1848). In terms of achievement in 1847/8, of 245 children, the number of children reading letters and monetary tables was 61, those reading easy narratives was 51, and those reading Holy Scripture was 25. The number of children writing on slate was 22 and on paper was 36. The number of children learning addition was 14, but only 3 could carry out compound calculations. It can be seen that this is generally at a very low level, with only a small portion being able to read and an even smaller proportion being able to write in any fashion. Achievements in arithmetic are also poor. More telling is what is not included in these figures as there were null data in the source for higher levels of writing, arithmetic and the study of other subjects. The work of the National School started from a very low base indeed. Also in 1847/48, the costs of teaching were £19 15s 0d for payment of the certified teachers, and £4 7s 6d for payments to Pupil Teachers.

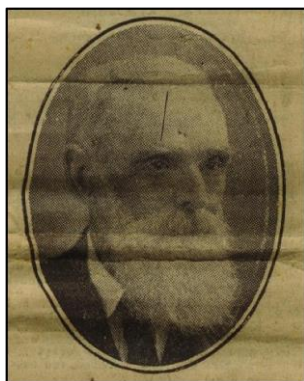


Figure 6.2 David Clark in 1911 aged 80

From Clark-Hogg Family History (2019)

There was one occasion in the late 19th Century when the Pensnett Board School attained national significance. As noted above, David Clark, originally from Aberdeen, was

the Headmaster of the School from 1879 and throughout the 1880s and 1890s, and had a wide reputation through the publication of several books including “Clark’s Comprehensive English Grammar” of 1871, “The Comprehensive Examiner” in 1887, the “Complete Object Lesson Book” in 1893 and “The Young Student’s Comprehensive English Grammar” in 1896 (Figure 6.2). In 1883 a 6 year old girl, Sophia Raybould, eldest child of David Raybould, a collier from Commonsides, and Hannah his wife, died after being sent home from school (GP, 1888). In letters to the press (BNA, 1883b) and in a report to parliament he alleged that this was due to “over pressure” – high levels of stress in children in today’s terms. She had become ill in School in the morning and had been sent home with another child. She passed into delirium, mainly concerned with her schoolwork, and died early the following day. The death certificate recorded she had died from acute meningitis and convulsions as a result of overwork of the brain, with the surgeon (James Bradley) attributing this to “the present system of cramming children under the Education act”. Other medical evidence suggested that death might partly have been due to an earlier bout of Scarlet Fever, and the over pressure explanation was not upheld in a parliamentary enquiry into the matter. It did bring David Clark to national attention however and in 1886 he gave evidence to the Royal Committee on Education concerning a wide range of issues, and it is clear that he was very much against the teaching of infants in a formal way and recommended that they should be allowed to play and to learn that way – a very modern concept. His evidence was extensive and sheds a fascinating light of the education system at that time, although it contains too much material to be discussed here. Nonetheless it was clear from his evidence that, in company with many modern-day teachers, he was far from impressed by School Inspectors.

Chapels and churches

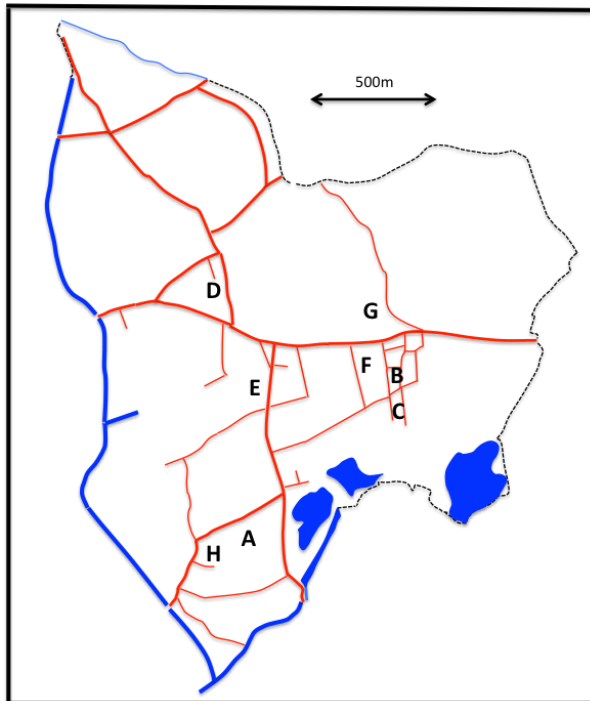


Figure 6.3 Pensnett Churches and Chapels

The 19th century was a time of religious ferment and change. The various non-conformist churches were growing rapidly and as was ever the case with such movements, became increasingly prone to splits and schisms over what would nowadays be regarded as minor issues. Such churches became particularly strong in the new developed industrial regions of the North and Midlands. The established church, partly in response to this, and partly through somewhat more elevated motives, was also experiencing a period of growth, at least in terms of infrastructure, with large numbers of churches being built around this time to serve areas of growing population. The village of Pensnett experienced both of

these trends – see the map of Figure 6.3. Wesleyan Methodist churches, the direct descendants of the original Methodist congregations set up in the late 18th century by John Wesley, were to be found in Bromley (A) and Church St (B). There were two Primitive Methodist congregations, one in Church Street (C) and one in Shut End (D). This branch of Methodism originated in the Potteries in 1811, and was of a charismatic persuasion, whose enthusiasm was much distrusted by the Wesleyans. The Shut End church was eventually, in the 1890s, to become the Independent Methodist Church on Commonsides, after it split from the Primitive Methodists themselves (E). The New Connexion Methodist chapel of St James was to be found at the corner of Chapel Street and High Street (F). The New Connexion formed in Sheffield in 1797 when it split from the Wesleyan Methodists over the role of the laity in the church, and soon spread across the country. Finally of the non-conformist churches, the 1851 Religious census indicates that there was a “non-denominational” meeting in Pensnett but where this congregation met is unknown.

The Church of England created the Ecclesiastical District of Pensnett in 1844, and St Mark’s church was opened in 1849 (G). An Anglican mission church, dedicated to the Holy Trinity, was opened in Bromley in 1869 (H).

Kelly (1888) gives the pattern of services at the various chapels and churches (Table 6.2). The Sunday services at St Marks at 8.00 and at Bromley at 9.00 were almost certainly Holy Communion, with sung services of Matins at 10.00 and Evensong at 6.00. The weekday 8.00 services at St Marks were again probably Holy Communion services, although they may have been said services of Morning Prayer. The services at the various Methodist chapels would have usually been preaching services, with less frequent services of Holy Communion.

St Marks Church	Sundays at 8.00, 11.00, 6.30 Daily at 8.00
Bromley Mission Rooms	Sundays at 9.00 and 6.30 Tuesdays at 7.00
Primitive Methodist, Shut End	Sundays at 10.45 and 6.00 Wednesdays at 7.30
Primitive Methodist, Church Street	Sundays at 11.00 and 6.00 Thursday at 7.00
Methodist New Connexion	Sundays at 10.30 and 6.00 Wednesdays at 7.00
Wesleyan Church Street	Sundays at 10.30 and 6.00 Thursdays at 7.00
Wesleyan Bromley	Sundays at 10.00 and 6.00, Thursdays at 7.00

Table 6.2 Church services in 1888

The non-conformist congregations

The first chapel in the area seems to have been the Wesleyan Methodist chapel in Bromley (A in Figure 6.3). The Methodist society there stretches back to 1812, and the chapel, on the south side of Bromley close to the Elephant and Castle was opened in 1828, with a Sunday School being added to the rear in 1848 (Williams, 2010). In the 1851 Religious Census, it is recorded as having morning, afternoon and evening congregations of 90, 100 and 60 respectively, with the morning and afternoon congregations having a large proportion of children. There were a total of 411 sittings provided. A note was also added on the census form to the effect that the congregations were much smaller than usual as it was mid-Lent (i.e. Mothering) Sunday.

The first reference to a Wesleyan Methodist Chapel in Pensnett (B) seems to be in 1851, when it was used to

commemorate the laying of the foundations stone for the new Primitive Methodist Chapel (BNA 1851b), presumably the one in Church Street. The religious census of that same year indicates that the chapel was built in 1835. However it would seem that this chapel was not in its later location in Church Street, as a press advert of 1858 records a sale of land in Bell St / Fox St which included the former Wesleyan Chapel, which had potential for being turned into two houses (BNA, 1858). The morning, afternoon and evening congregations in the census were recorded as 146, 143 and 80, and there were 166 sittings. Other than these references, nothing is known of either of these two chapels in the 19th century.

There were two Primitive Methodist chapels in the area. Little is known about the one in Church St (C). It does not feature in the religious census of 1851 as its foundation stone was laid in March that year (see above). The other was the Shut End Methodist chapel, the history of which begins in 1832 (Dodd, 1983). The Chapel was situated on Tansey Green Road (D) and consisted of a Chapel Building and a Schoolroom. Directly behind it was the Shut End Pit, and there were later to be subsidence problems due to this. The first services were held in December 1832, and by 1836 meetings of some sort were also being held in Commonside and at Shropshire Row in The Oak. The life of this Church is discussed in detail in Part 4.

The New Connexion Methodist Chapel of St James was consecrated in 1837 (St James Church, 2019) and it is shown on the Fowler Map of 1840 (F). A Sunday School was built in 1839 (BNA, 1839), and seems to have been extended or refurbished in 1850 (BNA, 1850) through a gift of £2000 from John Worton, whose father Samuel left Pensnett in the 1840s for Glasgow, where he became a successful brewer. Further details, including pictures of the chapel can be found on the church website (St James Church, 2019). This Schoolroom was eventually to become

the base for a British School and hosted the Board School from 1872 to 1882. In the 1851 census the congregation numbers were 290, 140 and 258 in the morning, afternoon and evening respectively, in a building that had 384 sittings. Major renovations took place in 1865 when the church was extended by several yards, an “orchestra” added and the interior renovated, including the installation of a new heating system and a new organ (BNA, 1865a). The press reference gives full details of the stops and pedals of this organ. The 19th century existence of the chapel seems to have been fairly uneventful, with press notices of sales of works, church teas, Sunday School trips etc. (BNA, 1848, 1853, 1860). Some of the mentions in the press suggest a church with a deep concern for its community – a concert at St James in aid of widows and children (BNA, 1848); and the place of the formation of the Land, building and investment Society (BNA, 1849a).

Finally mention must be made of the “non-denominational” congregation that was meeting somewhere unspecified in Pensnett in 1851, with a building that could hold around 100 people. At the census date it had morning and evening attendances of 21 and 17 respectively. The census form contains the following rather blunt remark, which seems to be characteristic of small schismatic groups down the centuries.

“Christ’s body being only one we consider all denominational names whether “established church” or others to be opposed to the unity of that body. In Christ’s name, therefore we meet, believing it to be the only true way in which Christians can assemble together. Many clear Christians there are in the different denominations but we consider them in a position unscriptural.”

The Church of England

The earliest mention of an Anglican presence in the Pensnett area is in White (1834) of the curate of Kingswinford, W. H. Cartwright, at Bromley, so one can conclude that there was some Anglican ministry in the Pensnett area before the parish was founded. The Ecclesiastical District of Pensnett was set up in the eastern part of Kingswinford Parish in 1844. It seems that initially the School building on Bell Street was used as a chapel whilst the church was being built, and was later used as a Church Hall (Williams, 2010), and is shown on the 1839 Fowler Map and referred to in the book of reference as Pensnett Chapel. A rather enigmatic press advert of 1837 refers to a “*sale of land on new street leading off turnpike road towards Pensnett Chapel*” which seems to refer to this location (BNA, 1837). The Reverend Francis Fowke was appointed to the Ecclesiastical District of Pensnett in 1845 and was, as late as 1851, living in Hunts Mill, just outside the parish beyond Barrow Hill. He is recorded in the Kingswinford Register of 1846 as being given £20 towards repairs and expenses of service at Pensnett chapel.



(a)



(b)

Figure 6.4 William Ward (1817-1885)

The building of a church close to the Turnpike Road on the slopes of Barrow Hill began in 1845, on land donated by

William Ward, the 11th Baron Ward who was to become the 1st Earl of Dudley (second creation) – see Figure 6.4a for a Vanity Fair caricature (Wikipedia, 2019n) and Figure 6.4b for something more conventional (National Portrait Gallery, 2019c). It was to cost £6,700, of which £5,500 was provided by Lord Ward himself. The church was consecrated in 1849 with much ceremony (BNA, 1849c) and Lord Ward was established as the patron (BNA, 1849b). It was, and is, architecturally striking, with a mixture of styles – indeed it has often been described as being inappropriate for its setting (Share History, 2019), (Figure 6.5). The original designs show a proposed spire, but this was never built due to fears of subsidence. Full architectural details can be found at Historic England (2019b). The first baptism in the church was recorded as being of Sarah Anne Jones in 1849. The church boasted a robed choir, which both assisted worship and gave secular concerts as fundraisers (BNA, 1851a). Its first Organist and Choirmaster, Charles J Machin, was to become a Lay Vicar at Kings College Cambridge in 1851 (BNA, 1851d). The 1851 census reveals that at that time he was 21 years old, the son of a grocer on the Turnpike Road, and gives his occupation as organist. The religious census of that year indicates that the church provided 955 sittings, but no details of attendance are given. In later years the choir regularly sang at Diocesan Festivals (BNA 1874b, 1874d). Sermons were regularly preached for the support of the National School (BNA, 1851c). As elsewhere in the parish, the building suffered from significant subsidence, caused by Lord Ward's mining activities, and major restorations were undertaken between 1870 and 1882. The life of the church in the late 1860s and early 1870s was however far from uneventful. This is discussed at length in Part 4.

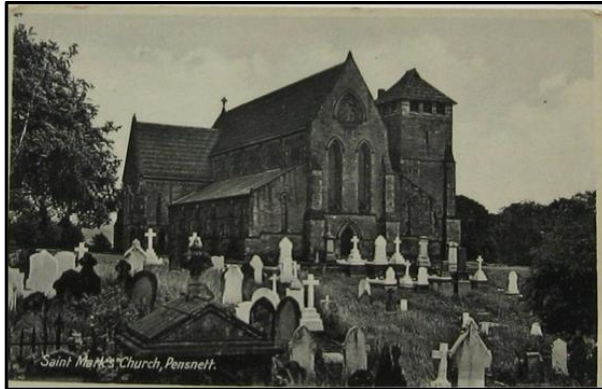


Figure 6.5 St. Mark's church

There were two mission room locations – one in Tansey Green, which seems to have been short lived, and the Anglican Mission Chapel of Holy Trinity in Bromley. The latter was opened in 1869 – an iron-framed timber clad building designed to hold around 150 people. A large wooden hall was erected next to it in 1894 (Williams, 2010).

Vicar / Perpetual Curates		Curates	
1845-1857	Francis Fowke	1850-1857	Earnest Frederick Whitehouse
1857-1858	Richard Flint Browne Winslowe	1853-1860	Henry James Bodily
1858-1867	Richard Webster Boot	1860	<i>William Henry Hyde</i>
		1861-1863	A C Baillie – Hamilton
		1863-1867	Charles Isaac Atherton
		1864-1866	Richard C Farmer
1867-1876	Charles Isaac Atherton	1867-1868	George Henry Brierley
		1869-1870	J Mander
		1870	Walter Henry Callis
		1870-1874	David W Williams
		1873-1875	Edwin H Mullins
		1875-1876	Charles A Dutton
1877-1883	Charles Henry Cole-Webb	1877	Francis D Backhouse
		1879-1881	Edward Arthur Jefree
		1880	B Griffiths
		1881-1884	Geoffrey R Wynn Griffith
		1881-1885	C W H Dicker
1883-1891	William Shuckforth Grigson	1889	Henry Atkins
		1889-1891	R W Williams
		1891-1893	Richard Jenkins
1891-1898	Lewis Kennedy Kinder	1893-1895	Lorenzo Alfred Pritchard
		1895-1898	James Condon
1900-1918	Thomas Earnest Eagle Chataway	1900-1903	Henry Gainford

Table 6.3 Anglican vicars and curates

The vicars of the parish (known in the first instance as perpetual curates) and their curates, as far as they were known, are shown in Table 6.4 (Anderton, 1965). The first of these (Francis Fowke) was born at Stafford in 1816 and educated at Peterhouse Cambridge, gaining a BA in 1840, being ordained deacon and priest in 1840 and 1841 (Cambridge University, 1840), and taking his MA in 1843. Before coming to Pensnett, he served a curacy at Wolverhampton. He was much involved in the building of the new church (DA, 1845), and he is also recorded as being a member of the Royal Standard Freemasons lodge in Dudley in the early 1850s (Royal Standard Lodge, 1850). He is recorded (in 1902) as having died at some unspecified time, at Withpoort in Orange River State in South Africa, aged 93, although the age and birth date are not consistent (Cambridge University, 1922). Nothing of his career in between leaving Pensnett and his death is known, although it can be conjectured that he became a missionary in the African colonies.

The tenure of the next vicar, Richard Flint Browne Winslowe, was very short. He was appointed in 1857 after the departure of Francis Fowke, from a curacy in Kent, having married Anne Eggers in Brighton in June of that year. Anne died in January 1858, and Richard himself died in June 1858 from an "*attack of fever and inflammation of the bowels*".

The next two incumbencies (Boot and Atherton) were very full of incident and require an in-depth presentation. This will be discussed in Part 4. After the departure of Atherton in 1876, the church settled down to a more mundane existence and the press reports of the time concentrate largely on the normal affairs of an Anglican church of that period – choir and Sunday school trips, flower festivals and garden parties, special sermons and services, visiting preachers and so forth. One incident of note occurred in 1886 when W S Grigson, the vicar at the

time, refused permission for a woman's body to be brought into church for the funeral service, based on some aspects of her life that clearly did not meet the approval of the church. The proceedings

"called forth some uncomplimentary remarks from the bystanders" and there was "a small body of police in the churchyard, or there would probably have been a disturbance, for the affair has produced considerable excitement in the hamlet". (BNA, 1886a)

Closing comments

At the end of Part 2, the first half of the 19th century was described as a period of both continuity and change across Kingswinford parish. The same can be said of the situation in Pensnett in the second half of the century, although in this case change comes to predominate. The area that was to become Pensnett was primarily agricultural around 1840, but by the end of the century agriculture had ceased in Corbyn's Hall, Shut End and the Fens, and the only remaining farms were in the Hollies area. Barrow Hill coppice also remained much as it was across that period. Perhaps the major geographical features of the parish of Pensnett, at least from the 1780s, were the canal feeder pools. However as has been shown, even these huge features changed over time, with the Middle Pool in particular shrinking through the century. The nascent coal, iron and brick industries in the area in 1840, continued and prospered, and coal mines spread northwards from the original mining areas in Brierley Hill and could be found in every part of the parish of Pensnett by the end of the century. In the wake of this industrial expansion, there was an inevitable spread of waste and spoil, which eventually was to cover around half of the parish.

From one railway in the area, and one canal on its southern boundary in 1840, Pensnett experienced a massive growth in both railway and canal provision, and became the centre of one of the largest independent mineral railways in the country, as well as being connected to the national canal network through the Stourbridge Extension Canal and the national rail network through the GWR Kingswinford branch. The internal works railway in the Bradley Ironworks had developed into a very intensive small-scale network by the 1880s and then disappeared rapidly as iron making declined.

The nature of society within the parish comes into sharper focus in the second half of the century. The censuses reveal the migrant nature of the population in the middle of the century, with incomers outnumbering those originating from Kingswinford, at least in the early censuses. In Pensnett we can trace a general increase in life expectancy and the statistics suggest that childbirth became safer. The growth of institutions can also be followed in more detail – with the increase in the number of non-conformist chapels and Anglican churches, the founding and development of schools, and a huge increase in the number of public houses and the friendly societies they housed, together with a wide range of shops and services.

Chapter 7. An extraordinary landscape

Introduction

This chapter takes the reader on a “tour” of the village of Pensnett, nominally around the end of 1881, looking at the physical environment and reflecting on the year just passed. The reason for choosing this particular year is because of the information available. There is detailed census data available from the April 1881 census, including data on occupations; a large scale, very detailed 25 inch to the mile Ordnance Survey map was produced for the first time in 1882; various directories from 1880 and 1882 that give information on the social and commercial life of the parish are available; and a number of newspaper stories were published that give detailed descriptions of a range of meetings and events. In other words, it becomes possible for the first time to describe the life of the village in some detail.

Firstly however, it is worthwhile to make a few general comments. The census analysis for the village in 1881 showed an overall population of just under 5000 (Chapter 5). Around 40.5% of the inhabitants were infants or school aged children, and a further 20.6% were engaged in domestic duties (housewives in particular) or had retired. The 38.8% who were available for employment was composed mainly of industrial workers in the mines and iron works, brick or other manufacturing industries, with only 0.78% of the total being classified as “teaching or professional”. The unemployment rate was 9.3% of those available for employment. On the hypothetical tour, those one would expect to meet would thus be primarily industrial workers, or children at school.

In health terms, the analysis shows there was still a considerable infant / young person mortality, although

the deaths of women in childbirth seem to have fallen significantly since the first census in 1841.

In terms of housing there were major disparities in the accommodation, depending upon occupation or class, with some rather large houses for the well-to-do Iron- and Coalmasters. These will be highlighted, perhaps disproportionately, in what follows. Most of the industrial workers lived in clusters of rented accommodation in Tansey Green, the Hollies area, along Commonside and in Bromley. For the first two of these, which are quite concentrated and amenable to statistical analysis, the average number of people per house was close to 5.2 in both cases, and the average area per house (including garden and all outhouses) was 289 m² for Tansey Green and 284m² for the Hollies. These are really quite large plots of land – the equivalent of a 17m square plot. These figures are however confirmed by plot sizes given in house sales in the newspapers of 1881 – two shops and premises at High Oak with a combined area of 502m² (BNA, 1881xx), three houses in Church St with a total area of 469m² (BNA, 1881x); and one house in Broad Street with an area of 492m² (BNA, 1881vv). Whilst the average figures may have been skewed by the larger properties, nonetheless the size of ordinary houses and gardens is large by modern standards. This is perhaps best explained by a personal observation of the author from his childhood in the 1950s and 60s (and is thus probably one of the least reliable sources in this book), where he remembers a rather derelict old property belonging to an elderly aunt in Chapel St, as having a large back yard and garden, containing a covered well, and a disused pig sty. The garden size reflected the need to grow vegetable produce locally as far as possible and the keeping of pigs in this way was commonplace. Indeed, Charles Wall, Wheelwright on Commonside is recorded as having eight store pigs for sale

(BNA, 1881u). It was a lifestyle that had not totally thrown off its agrarian roots.

The mention of a well raises another major difference between the situation in 1881 and current expectations – the provision of water. Most properties would have had access to a well, and also to rainwater storage in some form – the former giving “hard” water and the latter “soft” water”. It was not until 1878 that water mains to the village began to be laid by the South Staffs Water Company (Van Leerzem and Williams, 2019) following a survey of occupants. They write

“In Pensnett near Kingswinford, out of 779 houses visited the great majority lacked a supply and 398 were willing to pay for a supply. Water rates that could be expected from these prospective consumers amounted to £291. Mains were immediately laid to the Pensnett area in March 1878 at a cost of £1,200.”

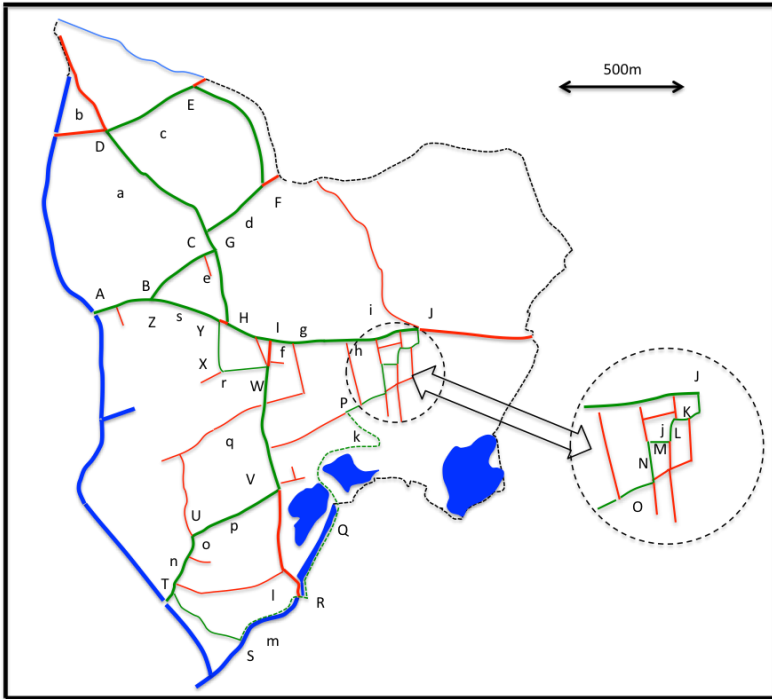
The census returns in 1881 indicate there were around 930 inhabited houses in the village at that time, so the house survey was quite comprehensive. In 1881, works to provide water to taps on domestic premises were probably still underway. Although the use of wells for water seems odd to modern readers, they would be reassured by the familiar sight of trenches in roads.

National events also of course impinged upon the village. In particular there were moves in the region and nationally to set up unions for miners, and presentations were made of these plans in Pensnett and elsewhere (BNA, 1881g). Representatives from the Shut End Colliery attended a regional meeting in Great Barr (BNA, 1881rr).

The main impression one gains from the various sources is how radically different lifestyles and environments co-existed in close proximity to each other – well off local gentry next door to labourers on the poverty line;

domestic housing next to heavy industry; open fields next to colliery spoil and waste. It is this juxtaposition that has led to the choice of title for the chapter. Pensnett in 1881 was quite an extra-ordinary landscape.

Moving onto the perambulation around the village, the route taken is shown in Figure 7.1. There the uppercase letters indicate roads or locations, and the lowercase letters indicate particular buildings or infrastructure. For convenience the route is split into four sections – A to H, H to P, P to T and T to Z. The descriptions of the four sections are interspersed with brief outlines of two specific topics – accidents and inquests, and the Kingswinford School Board.



A – Lench’s Bridge; A-B Turnpike Road; B-C Dreadnaught Road; C-D Tansey Green Road; D-E Stallings Lane; E-F-G Smthy Lane; G-H Tansey Green Road; H-J Turnpike Road; I – High Oak; K – Hollies St; L – Bell St; M – School St; N – Church St; O – Union Passage; P – Queen St Railway Bridge; Q Wide Waters; R Brockmoor Bridge; S Haywood’s Bridge / Foot’s Hole; T Bromley Bridge; T-U-V Bromley Lane / Bromley; V – W Commonsides; W-X Lane to Corbyn’s Hall; X-Y Lane from Corbyn’s Hall to Shut End; Y-Z Turnpike Road.

Figure 7.1 The Tour around Pensnett

Route around village is shown in green. Solid thick lines indicate major roads and solid thin lines indicate minor roads. Dotted lines indicate railways and tow paths.

Lench's Bridge to Four Furnaces via Shut End

The tour of the 1881 parish of Pensnett begins at Lench's Bridge (A). This bridge over the Stourbridge Extension Canal was named after Joseph and May Ann Leach who were Licensees of the nearby Talbot Inn from 1845 to 1865 (Hitchmough, 2010). Note the spelling that we use here. The name can also be found in the historical sources and in modern documents as Lenches Bridge – reflecting the confusion in English between the possessive and the plural. We will use the former here. The road here was a Turnpike Road – one that was managed by a Trust that was allowed to take tolls for the upkeep, in this case authorized by an Act of Parliament in 1790 (DA, 1790). Looking towards Dudley in the east, the canal on the left led to its terminus at Oak Farm, and on the right to Bromley Basin and its junction with the Fens Branch of the Stourbridge Canal. A rather crude calculation, using data for tonnage figures from Hadfield (1966) suggests that in 1881 there were around 30 boats a day passing beneath the bridge in each direction. The Talbot Inn was on the right (south) of the road and dates back to around 1845 i.e. not long after the canal itself was built. The proprietor in 1881 was Edward Hale “*publican and lime brick manufacturer*”. It seems to have been fairly common for publicans to have more than one occupation, and it will be seen that this pattern repeats itself a number of times along the route. He was clearly fairly well off, and lived in the Talbot with his wife, two sons, four daughters and two servants. There was a small, somewhat mixed community in the area - William Fasey, co-owner of Fasey Boiler makers at Corbyn's Hall and a variety of industrial workers, pensioners and others (including a cow keeper). Behind the Talbot there was the Shut End Sawmills of Joel Hildick and Co.

Following the road towards Dudley, there where allotments on the left before the road passed over a

railway bridge. The railway here was the Kingswinford Branch of the GWR, with its terminus at Oak Farm, again an important artery for taking the products of the iron works in the area to local and national markets. Shortly afterwards the route turns left (B) up what is now Dreadnaught Road, and passes underneath a railway bridge that carried a GWR siding to a mine, and soon after reaches the hamlet of Tansey Green, a community of iron workers and miners. At the junction with Tansey Green Road (C) there was the Tansey Green Inn, which was first recorded in 1822. John Plant "*malster and publican*" was the licensee in 1881. When it had come up for sale in 1873, it was said to have "*ample cellaring, large club room, five chambers, tap room, bar, kitchen, scullery, large brewhouse, stabling, piggeries, bowling alley, slaughterhouse and store room*" (BNA, 1873). The route turns left at the junction, going past on the right the Blacking Manufactory of the Pensnett Blacking Company and the Foster's Arms, obviously named after the proprietor of the nearby iron works. On both sides of the road here there were fields, but beyond them large expanses of waste and colliery spoil. The route then passes beneath another siding of the GWR and then over a bridge over the main Kingswinford Branch itself. On the left there were the extensive buildings of John Bradley and Co., James Foster's major iron works in Shut End, built on the site of the old Shut End Hall (a). Within it, there was a very extensive railway system for moving iron and its products around the works buildings. There were even a few folks living on the factory site – three families of fifteen people in total, two headed by pensioners. It is possible that these were former workers at the iron works who found a cheap place to live there in retirement. At the junction with Stallings Lane (D), named after Stawlins Farm, the route turns right. Straight ahead there was the canal terminus and basin (b), with another small community of blacksmith's, labourers and canal agents, and those on the boats that found a mooring

there overnight. On the right there was the Shut End Colliery, with its pits and spoil heaps (c), with fields on the left. After a few hundred yards the route turns right down Smithy Lane (E), just before Sandfield Bridge over the Pensnett Railway and the Holbeach brook that marked the edge of the parish. Smithy Lane wandered through pits and spoil, before coming to another junction. Cooper's Bank was to the left, but the lane itself continued to the right (F). At the junction there was another small community of miners, labourers and ironworkers. Continuing down Smithy Lane, there was a brick works and its clay pit on the left (d) and fields on the right. The route passes under another GWR siding before the disused Tansey Green Colliery on the right. The equipment from this mine was put up for sale during 1881 (BNA, 1881p), and brief details are given in Figure 7.2, which gives an illustration of the machinery that was used in a typical Black Country pit at the time.

Arriving back at the Foster's Arms in Tansey Green (G) the route turns left, and overlaps for a few yards with that already described. Straight ahead after the Tansey Green Inn, along Tansey Green Road, there were the rather large gardens of the house of Edward and Mary Ann Woodall "*Coal & Brick Master Employing 21 Men 19 Women 3 Boys*". On the right there was the Shut End New Colliery, and then the third pub in the Tansey Green area – the Brick Makers Arms, with Charlotte Boden as licensee, having taken over from her husband who died during the year. Behind the pub, there was the Primitive Methodist Chapel (e), at this stage falling into some disrepair due to the coal mining activities directly behind it. The congregation would eventually move to a new building on Commonsides in the early 1890s, and the building in Tansey Green would become one of the first cinemas in the Black Country. Next to the Brick Makers Arms, there was the grocer's shop of Sylvia Palmer. After the shop we find the families of the

Cottons, stalwarts of the Primitive Methodist church. The otherwise unremarkable Cottons find their way into this story simply because they are the ancestors of the author. The matriarch of the family was the widow Hannah Cotton, living with her two youngest children. She was born in Wombridge in Shropshire in 1822 and was one of the last representatives of the migrant generation. She had 12 children by James Cotton, a miner also from Wombridge, the youngest born when she was nearing 50 years old. All the children were born in Pensnett. Close by live the family of her eldest son Thomas (another miner), his wife Hannah and their five school age children. Finally, the route arrives at the Four Furnace's Inn (H), dating from 1834, at the junction with the Turnpike Road. The landlord there is Heber Hubbard who made one appearance in the press in 1881 (BNA, 1881jj).

"A Prolific Potato. Mr Heber Hubbard, of the Four Furnaces Inn, Shut End, Pensnett, has grown more than 18lb weight of potatoes, from one single potato given to him by a friend and weighing not more than two and a half ounces. The seed is from Daniel Brothers and is called the "White Elephant". Five of the potatoes weighed 5½lbs, the others of being more ordinary size."

15 minutes of fame indeed.

To Colliery Proprietors. Coalmasters, Iron Merchants and Others. Sale of colliery plant, machinery, loose stock, railway trucks and effects of Tansey Green and Cooper's Bank collieries, Pensnett, near Dudley.

Messrs. Batemen and son beg to announce their instructions from Messrs. Woodall and Co. to sell by auction at the above collieries at Tansey Green in the Parish of Kingswinford on Monday and Tuesday 25th and 26th April 1881 the whole of the colliery plant, machinery, loose stock and effects at the above collieries, comprising two 25-horse power horizontal engines, with fly wheels and winding apparatus complete; six large cylindrical boilers and fittings; one 5 horse power horizontal engine; pair of new pitch pine pit frames with pulleys and frames and other pit frames; two flat wire pit ropes; quantity of wrought and cast bridge and T rails and turnouts; pit cages; number of wood tubes and trolleys; iron skips; materials in engine houses; boiler seatings; stacks; hovels and blacksmith's shop etc.; large quantity of loose dressed bricks; pit timber and wood sleepers; thirty one excellent 8 and 10 ton railway trucks; 10 ton weighing machine; quantity of socket, gas and other piping; wrought and cast iron scrap; rick of well gotten hay, about 25 tons; chaff machine, scales and weights, carts, wagons, blacksmith's and pit tools, lashing and other chains, pit lamps, steam gauges and sundry other effects.

Full particulars will be given in the catalogues to be distributed and which may be obtained ten days prior to the sale from the auctioneers, Dudley, and at the place of sale.

Figure 7.2 Sale of Colliery Effects

BNA (1881p)

Accidents and inquests

It is clear from a study of the newspapers in 1881 that accidents and inquests were a regular feature of village life. The normal procedure in the case of an unexpected death or accident would be for an inquest to be convened at a suitable public house as close to where the incident occurred as possible, where evidence would be heard and a verdict delivered by a jury under instruction from a coroner. For example, in January 1881 one David Smith (55) living on the High Street was found hanging in his workshop (BNA, 1881d). An inquest was held at the Lion Public House two days later, and heard evidence from Samuel Blewitt, the butcher who was alerted by the man's wife and cut down the body, and various family members. The evidence showed that Smith was depressed with worries about money. A verdict of "*suicide by hanging*" was returned by the jury, "*whilst in a state of temporary insanity*". The speed with which the process was carried out was noteworthy. Similar procedures were carried out following the death by drowning of a young boy, Henry Carless in dense fog whilst taking a letter from Pensnett to Brierley Hill (BNA, 1881c); the death of a drunken pedestrian from Pensnett (John Spruce) after being run over by a cart in Dudley (BNA, 1881gg) with an inquest at the Lion; and following the death of Zachariah Hickman, a furnace labourer, who was drowned in the Canal near "Holling's Bridge", at the Bush Inn in Gornal Wood (BNA, 1881pp).

Sometimes matters became a little more complicated. William Bulger, a Chartermaster, was found dead in his bed on the morning of Thursday June 28th. (BNA (1881y, 1881aa). The inquest was held in the Lion on the Saturday afternoon, and heard that the day before his death he had fallen from the loft, and complained of pains in his chest, but otherwise seemed well. In the circumstances the coroner called for a postmortem to be carried out and the

inquest was adjourned. The post mortem was carried out by Dr. James Bradley (see the next section), who found there were no external injuries, but the heart was diseased, which led to the verdict that he died from this disease, rather than from injuries caused by the fall.

Industrial fatalities were also considered in broadly the same manner. In late November, Henry Griffiths, a sinker, was killed by falling down the shaft at the Himley Colliery number 2 pit in Bromley (BNA, 1881qq). The inquest was held at the Rose and Crown in Bromley and was attended by an Assistant Government Inspector of Mines, and there was a greater air of formality around the proceedings. It seems that the deceased was ascending the shaft in the “bowk” which failed to stop at the correct place and came close to hitting the pulley wheel above it. The deceased panicked and jumped from the bowk – but unfortunately fell to the bottom of the shaft. A verdict of accidental death was returned.

Four Furnaces to Hollies to Queen St Railway Bridge

The perambulation around Pensnett continues up the Turnpike Road from the Four Furnaces (H), the modern High Street, in the direction of Dudley. In doing so, it passes through the core of the commercial life of the village. To the left there were relatively unspoilt fields, although there were pits in the area there in the fairly recent past. Somewhere along the road here in December 1881, William Bennett of Gornal Wood was caught by the local constable “*driving without reins on the highway*”, and was fined 2s 6d (BNA, 1881vv). To the right however, the situation was different, with old pit wastelands on the Corbyn’s Hall estate. We will return to the estate later on the tour for another look at the extra-ordinary transformation that has taken place in this region in the previous 50 years. A little further along the road on the right, Bradley Street cut off the corner between the Turnpike Road and the High Oak. This street began its life in the 1840s as a tramway, part of a long route that took coal from the mines on the other side of the Turnpike Road to a wharf on the Fens branch of the Stourbridge Canal. The road was, by 1881, full of houses. Most were small and occupied by industrial workers, but the one on the corner was large and set in extensive gardens. This was “The Poplars” and was the home of the local doctor, James Bradley, who lived there with his wife Amelia, son, cook, housemaid and groom. Bradley was churchwarden for the latter part of the year, replacing his neighbour Henry Chappell in Shut End House just up the road (see below). In August 1881 he advertised for a 17 to 18 year old youth to look after his horse and carriage and “*to make himself useful*”, BNA (1881aa). As noted in the last section, Bradley was frequently called upon to perform post-mortems in cases of unexpected death. Just beyond the Bradley’s in Bradley St, there was another family of Cottons, this time James, the fourth child of Hannah in Tansey Green, with his wife Mary and four children. Unsurprisingly James worked as a coal miner. After crossing the end of Bradley St, there were a row of quite well to do houses occupied by. Joel Hiddick

“Timber Merchant Employing 7 Men”, the owner of the Shut End Sawmill mentioned above and a church warden at St Mark’s from 1869-1875; Mariah Stillard and family *“Colliery agent, assistant schoolmistresses, clerk”*; John Barlow *“corn merchant”*; and Thomas Rushton *“Nail Bagging Manufacturer Employing 2 Men 18 Women & Girls”*.

At the junction with Commonsides (I), stood the High Oak public house, with William Evans as the licensee. It has public rooms that are used for club dinners, inquests and other activities. Beyond the pub, on the right-hand side of the road we find a range of shops – a saddler, a boot and shoemaker, three grocers / greengrocers, a joiner, a painter and a glazier. Perhaps the most important of these however is the Post Office (f), looked after by the sub-postmistress Mary Ann Smith, a seventy four year old widow, who also doubled as a draper. Here one could obtain money orders, send telegraphs, collect government pensions, arrange insurance as well as posting and receiving letters. Letters from Dudley arrived on Monday to Saturday at 7.00am and 2.30pm, and the last posting times for letters to Dudley were 9.20am and 7.20pm. On Sundays the delivery and final posting times were both at 2.30pm. The post office also acted as a Savings Bank – in May 1881 there were 201 accounts, with a total of £3,234 saved (BNA, 1881r). Beyond the Post Office, at the junction with the road that was known variously as New St. or Swan St., there was the Swan Inn, with its licensee Henry Palmer.

Across the road, in a part of Barrow Hill coppice somewhat despoiled by colliery activities, the National (church) School (g) had been built about 20 years previously, and replaced the original school in Bell St. The latter continued to exist however as the Infants Department. The Master and Mistress in 1881 were William and Maria Page, and Sarah Ison was the Infants Mistress. The average attendance in 1881 was recorded as 314 for the day school and 33 for the Evening classes, with accommodation for 481. The School was also used for other purposes – for example births and deaths could

be registered there every Wednesday from 1pm to 2pm (BNA, 1881h).

Continuing up the turnpike Road towards Dudley, the route goes over the main line of the Pensnett Railway at the top of Barrow Hill incline. The cable hauled incline falls to the left, with the Engine House on the right. Just beyond the Engine House, and perhaps slightly obscured by domestic houses, the clay pits and the buildings of the Chapel Street brickworks can be seen. This was put up for sale in 1881 and the contents are shown in Figure 7.3 (BNA, 1881e). Again, they are of interest in showing the equipment used in a brickworks in 1881.

The trees of Barrow Hill Coppice would now be visible on the left as the route continues up the road to the junction with Chapel St on the right. The Methodist New Connexion church of St James stands at the corner (h). The minister here was Thomas Seymour, and he, his wife Mary and their six children lived in a house further up the High Street. Behind the Chapel was the site of the Pensnett Board School. At this stage, the buildings were in severe disrepair, and received a poor report from inspectors in 1880. As a result, a new school was being planned for land in Bromley, and this would eventually be opened in 1883. The Kingswinford School Board, who oversaw all Board Schools in the old Kingswinford parish, was a very political body, and the decision over the building of the new School was fraught. Further details are given in the next section. The master in 1881 was David Clark, and there were 209 students, with accommodation for 242. The Schoolmaster's role was as much that of a social worker as a teacher, with free food being distributed to hungry children in times of hardship (Gregory, 2001a, b). There were financial issues too at St James, with long-term debts of £600 needing to be paid off (BNA, 1881mm). To help achieve this a "Grand Bazaar" was held in the School in November 1881 (BNA, 1881kk).

To Brick Manufacturers, Builders and others. Chapel Street Brickworks, Pensnett

Messrs. Rollison and Beckley are instructed by Mr. J Collins (who is giving up the tenancy) to sell by auction on Tuesday March 1st 1881, the whole of the Brickyard plant, machinery etc., consisting of 10 horse power high pressure beam engine with cylindrical boiler 21ft by 3ft 6in and fittings complete; cast iron water tank 4ft 6in by 3ft by 2ft 6in and piping; capital clay and pug mill fitted with two pairs of rolls, winding and landing gear; tram road; chain and dobbin complete; the whole of materials in engine house;; stack; boiler seating; two large stoves; two kilns etc.; brick press and moulds; wheel barrows, shovels and picks; two wrought iron shafts; quantity of wrought and cast iron water piping; planking; covering boards; quantity of blue stock, consisting of stock bricks, ½-rounds, plinth, south bricks, ridge copings, O.G. bricks, garden tiles, Cress and about 10,000 good red tiles and numerous other effects.

Sale to commence at eleven o'clock.

Auctioneers' offices, High Street, Brierley Hill

Figure 7.3 Sale of Brickworks effects

BNA (1881e)

Further up the road the route passes a butcher, a pawnbroker and a draper on the right before coming to the Fox and Grapes public house. The Ancient Order of Foresters (Court Magdala), a Friendly Society, meets here every three weeks. The licensee was Mary Ann Smith. In May 1881 she was charged with adding sugar to the beer and not recording it, and fined £10 (BNA, 1881s). The lease was advertised for sale in November 1881, although this did not seem to affect her position (BNA, 1881rr). A little further along the road there was another yet another public house, the Lion, with its licensee Joseph Smith.

A few yards further the route passes a junction of roads – the

road to the left leading to the parish church of St Mark's (i), set in a wooded graveyard, past the vicarage and then onto Hunt's Mill, and that to the right leading down Hollies Street (J). At the vicarage the vicar, Rev. Charles Henry Cole-Webb and his lodger, the curate Rev. Edward Arthur Jefree resided with a housekeeper and two servants. The life of the church was fairly staid and conventional (which was perhaps appreciated by the congregation after the "Atherton" incident described in Part 4). The year saw special choral services and visiting preachers for Easter and for Harvest (BNA, 1881o, 1881ee, 1881ff), and an episcopal sermon from the Bishop of St Albans in aid of choir funds (BNA 1881pp). In addition, there were choir trips to Lichfield Cathedral (BNA, 1881v) and a Mothers Meeting visit to Enville (BNA, 1881cc). During the course of the year Jefree obtained his first living at Christchurch, Wolverhampton and was replaced by Rev. Geoffrey R Wynn Griffith and Rev. C W H Dicker as curates. The normal services of the church continue day by day and week by week – Holy Communion at 8am on Sundays, followed by Mattins at 11am and Evensong at 6.30pm, with daily Mattins at 8am. Cole-Webb appeared frequently in the press, either being present at social events (see below) or as the leader of the Tory group on the Kingswinford School Board.

In BNA (1881n, 1881r) three cricket matches are described – between Pensnett Vicarage and Hart's Hill on Saturday 25/6/1881 (won by Pensnett by 72 runs to 58); between Pensnett Vicarage and Price's XI (won by the latter by 26 runs to 14); and between Pensnett Vicarage and Netherton (won by Netherton by 93 runs to 12). This is something of a puzzle as this cricket team does not occur anywhere else in our sources. It is possible that it is an editorial mistake for Pensnett Victoria (who played in the 1860s and 1870s, but reports of matches are few and far between after the middle of the 1870s) or they might have been a scratch team who played in the grounds of the vicarage. Their playing record did not apparently encourage them to arrange matches the following season.

Although the route now turns right down Hollies St (K), further up the Turnpike Road, the buildings of Hollies Farm would have been visible. This farm had lands on both sides of the road – that to the north from the holdings of the Dudley Estate in Old Park, and that to the south resulting from the Pensnett Chase enclosure of a century before, which was acquired by the Dudley Estate from the original holders. Lower Hollies (perhaps to the south of the road?), is farmed by the Bailiff George Hornsbury, and Top farm (to the north of the road?) by Joshua Mantle (“*Farmer, one man, one boy, 150 acres*”). The latter figure is puzzling, since it represents a significantly greater acreage than is available at Hollies Farm itself and suggests that Joshua Mantle was also farming elsewhere.

The route now turns right into Hollies St (K) where there was a mix of houses and professions - from labourers and factory workers to the large house and garden of David Clark, the Board School Master, his wife Ann, and his nine children and servant. On the corner of Hollies St and Bell St there was another public house, the Bell, opened fairly recently in 1871. In Bell St itself (L) the old national school buildings (j) are passed, now restricted to being the Infants School under Miss Ison. It had a long history, being the original Pensnett Chapel, built several years before the Church itself. It was still regularly used for concerts, musical entertainments and other meetings (BNA, 1881d, 1881t, 1881nn). The Vicar Cole-Webb seemed to be an ever-present face at such meetings, either chairing or giving votes of thanks. Housing was dense in this area (but see the earlier comment about plot size) and was mainly occupied by industrial workers. Turning right into School St (M) there is much the same sort of housing.

At the end of School St, the route turns left into Church St, (N) and proceeds down that road to the junction with Union Passage. Here, as well as dense housing we have here grocers, a butcher, the Rifle Public House (again opened as recently as 1871), plus two chapels – Wesleyan and Primitive Methodists.

Turning right into Union Passage (O), a narrow passage that was later to become the top end of Queen St, there was the same sort of housing, plus the grocers shop of William Corfield, where Sarah Ison, the Infants mistress, was a lodger. Union Passage opened out into Queen St itself (P), with the Old Swan and the Sampson and Lion on the corner of Chapel St. Just ahead this section of the route ends at the bridge that carried the main line of the Pensnett Railway over the road.

The Kingswinford School Board

The 1870 Elementary Education Act allowed the establishment of non-denominational elementary schools where existing provision was inadequate. These were not to impose any form of religious education other than simply bible reading, and Anglican doctrine could not be imposed. A Kingswinford School Board was duly set up and opened a number of such schools across the old parish. From the start the Board was highly politicized, with the Liberal and Tory members being of similar numbers, and the control of the Board fluctuating through the years that followed. Very broadly the Liberal contingent were chapel based and wished to stick to the non-denominational provisions of the act, whilst the Tory contingent was church dominated (and indeed included clergy as members). It was cynically observed by one correspondence to the County Express in 1881, that the Tory party did not like Board Schools at all, but if they existed they would try to gain control and to extend religious education as far as they could along Anglican lines (BNA, 1881h), and there certainly seems to be much truth in that. Also, it seems that the Tory party resisted raising the School rate to enhance provision as far as they possibly could.

The Pensnett Board School was effectively a rebranding of the British School behind the New Connexion Chapel. By

1881, this was in a poor state of repair, and did not have sufficient accommodation for those who attended. In 1880 a School inspector had given the Board two years to do something about it, and had enforced the closure of two classrooms, making the accommodation issues that much more difficult. In 1881 this matter came to a head. Little action had been taken on a new Board School for Pensnett by March 1881, and the attention of the Board had been focused on the building of a new School in Bent St in Brierley Hill. At that point, the Board appointed a Miss Maud Wilkes as an Assistant Mistress. She was the preferred candidate of the then Tory majority, no doubt sharing some of their views, but the Liberal members of the Board wished to appoint a candidate whose contract at the school had just expired. Also, the controlling Tory majority attempted to impose a religious examination on the schoolchildren, and the (Anglican) diocesan Inspector was suggested as a possible examiner. This led to a ferocious row on the Board, which continued over successive meetings. The two main protagonists seem to be Rev Cole-Webb (the vicar of Pensnett) and William Barlow from the New Connexion church. However, under pressure from the Government Department, a decision was at last made to proceed with the new School and things then moved rapidly. Tenders were issued in early July for a site for the school (BNA 1881w); a site was agreed later in the month on a field in Bromley, part owned by Cornelius Chambers, another liberal from St James, who thus profited nicely from the proceedings (BNA, 1881yy); plans were drawn up and submitted to the Department in early August (BNA, 1881bb) and were approved by the Department in early September (BNA, 1881). A decision was taken that the new school should be mixed (i.e. not having separate boy's and girl's schools on the same site). During the discussion on this, William Barlow was quoted as saying that Pensnett "*had seen its best days*" and the accommodation would be more than adequate. Tenders were requested for the building of the School in early November

(BNA, 1881y), and the winner of the tender announced in early December - John Guest from Brettell Lane who gave a price of £1,850 (BNA, 1881ss). The new school would eventually be opened in 1883.

Queen St Railway Bridge to Rookery Lane

The tour of the parish continues from the Pensnett Railway Bridge over Queen St (P). Throughout its life the Pensnett Railway (k) was used as a footway to some degree (in the absence of health and safety laws) and so there is some justification for it being part of the route, which climbs up to the bridge, and then follows the line to the south. Behind the Engine House at the top of Barrow Hill incline could be glimpsed, that was last seen from the Turnpike Road. The long siding to the Tiled House area shared the bridge before joining the main line just to the south. Here there were fields and meadows on either side. After a short while, there was a passing loop, before the junction with the line from Wide Waters on the Fens branch of the Stourbridge Canal. Cutting the corner of the junction the route follows this branch past the Middle Pool, the second of the three canal feeder pools. In 1881 it was much shrunken from its original state and at the Fens pool end, there was actually a working clay pit. The track swung down to the left across the embankment between the Middle and Grove pools and then descends to the right to a series of wharf along Wide Waters, where there was much activity of boats loading and unloading (Q).

Leaving the railway, it is appropriate to mention an activity that was quite common in Pensnett at the time – that of stealing coal, usually in small quantities, from either the Earl of Dudley's railway or his many mines. The majority of those who were caught (usually by watchmen) were young man and women, clearly taking coal for domestic purposes. They were dealt with harshly by the magistrates: John Morris (16) – 5s or 14 days imprisonment (BNA, 1881o); George Terry (19) – 5s plus 10s for absconding, or 14 days imprisonment (BNA,

1881q); Edward Jones (a young man) – 10s (BNA, 1881jj); Richard Powell (12) – 6 strokes of a birch rod (BNA, 1881uu); Esther Hathaway (20) – 2s 6d (BNA, 1881uu); Edward Jones (16) - 6 weeks hard labour (BNA, 1881xx). It is difficult not to feel sympathy for these “offenders” who were almost certainly acting on behalf of their families who could not afford the most basic of necessities. The severity of these sentences is such that, after a century and a half, they still manage to provoke anger in the author.

The route continues along the canal, past a region of old mine workings on the south side of the canal, with Bromley Colliery to the north. At Brockmoor Bridge (R), where Commonsde crosses the canal with a sharp bend in the road, there was a small settlement with a couple of public houses – the Shingler’s Arms along Commonsde towards Pensnett (with the licensee Henry Male described as “*glassmaker and publican*”) and the Bulls Head (dating from 1818, with Isaac Fletcher as licensee). The latter is the oldest pub in Pensnett, which reflects the fact that industry and settlement proceeded from the south to the north in the earlier years of the nineteenth century. Crossing the bridge the towpath continued along the north bank of the canal, past Bromley Iron Works (I). On the south side there was a short branch with a wharf and a tramway to Wallows Colliery. A little further along on the south side there was the Leys Iron Works (m). At Haywood’s Bridge the path left the canal and turned right into Foot’s Hole (S). In 1881 there were three workman’s houses here with Bromley Colliery to the right and waste and spoil to the left. The map suggests it was neither a pleasant or particularly healthy place to be. The route continues to Bromley Bridge (T), up to the road that was in 1881 known as Bromley Lane. Today, the name Bromley Lane is reserved for the road that goes west from the bridge towards Kingswinford, and the road to the north and east is simply known as Bromley.

Bromley Bridge crossed both the GWR Kingswinford Branch and the Stourbridge Extension Canal. Looking north, both go

to Corbyn's Hall on the left (west) and to Bromley Basin on the right (east). Going north along Bromley Lane, there was a set of properties on the west side of the road that housed some of the more influential and wealthy members of the community. Firstly, there was the house of David and Ann Bryce whom we will meet again in Part 4, and their nine children. The census returns refer to David as a "*coke and coal merchant*". He had been a churchwarden at St Mark's since 1875. This was followed by the property of George and Elizabeth Glaze and their children, an iron founder at Corbyn's Hall. After a set of workmen's cottages we then come to Bromley House or Hall (n), which houses two families – that of David and Elizabeth Parsons "*Coal Master Employing 51 Men & 13 Boys*", and that of Cornelius and Elizabeth Chambers, the former being the Ironworks Manager at Bromley Iron Works. Again, we will meet Chambers again in Part 4. He was one of the leaders of the teetotaler movement in Pensnett, In December 1881, as manager of the Bromley Iron Works, he spent a two-hour period one lunchtime observing, somewhat surreptitiously, two of his employees getting drunk at the Fish Inn (BNA, 1881uu). Observation of dubious behavior seemed to be his special gift. He duly called the constable (Samuel Hicklin, whose career is described in Part 4), and the publican was charged with keeping a disreputable house.

On the east side of the road, Bluck's lane ran through fields back to Commonsides near to the Shingler's Arms. Continuing north, on the west side of the road there was an area of more intensive housing, mainly for industrial workers, both on Bromley Lane itself and also in Mullet St. These include that of Henry and Louise Randall and their lodger John Allcock, who are referred to in the census documents as "*paupers*" – the only such designation in the Pensnett census returns. There were two public houses in the region – the Jolly Collier (licensee Joseph Holloway "*Glass cutter and publican*"), and the Commercial Inn (licensee, John Lamb "*General Labourer*"). The Anglican Mission church (of the tin

tabernacle variety) was on the east side of the road at this point, with Bridgend Colliery directly behind it (o).

Continuing north, there were fields on the left, with the New Bromley Colliery a few hundred yards away, before the road turns sharply right (U). Rookery Lane (the bottom end of what is now Tiled House Lane) continued straight ahead to the Tiled House and Corbyn's Hall area to the north.

Rookery Lane to Turnpike Rd

Resuming the tour around the village, the route turns right along what in 1881 was referred to as Bromley Lane but is now simply called Bromley (U), and enters the core of the ancient hamlet of Bromley, with high intensity housing for industrial workers. On the south side of the road there was the Wesleyan Methodist church (p), the Elephant and Castle and a greengrocers. On the north could be found the Rose and Crown and an area of old coal shafts and spoil, before coming to a field where the new Board school would be built two years later, and finally to the King's Head at the corner with Commonside. About halfway along the road, the route crossed a bridge / tunnel through which the tramway from Corbyn's Hall to Wide Waters used to run and whose course could still be clearly seen.

The route then turns left up Commonside (V). After passing a horse dealer and grocer on the left and the housing in Blewitt St on the right, it passes the house of John and Sarah Raybould. John is 74 years old and was described as an "*Iron Master and Miller*" in the census returns. He was the owner of the Bromley Iron works, where Cornelius Chambers was the manager, and the father of Cornelius's wife Sarah and of her brother John, and the grandfather of John Raybould, an undergraduate student, who was staying with the Chambers at the time of the census. In 1881 the first John sought to be elected to the Board of Guardians (BNA, 1881m) and to the South Staffs Mines Drainage Commission (BNA, 1881ll).

The route then passes the disused Tiled House Colliery on the left of the road, before coming to the Queen's Head Inn at the junction with Queen St. Further along Commonside, the junction to the Tiled House was on the left. Just beyond the junction the road was crossed by the long branch of the Pensnett Railway that leads down to the Tiled House and Corbyn's Hall areas. The gradient of this line was savage (around 1:25) and must have made for hard work for the horses that, presumably, pulled the loaded wagons up from the mines. The Tiled House (q) was the home of William and Letticia Barlow and their family, a Corn Merchant. He was 67 in 1881 and one of the lay leaders of the New Connexion church. Perhaps more significantly he was also the de facto leader of the Liberal group on the Kingswinford School Board. Continuing along Commonside on the right the residential areas of Broad St and Victoria St are passed, before coming to the Fountain Inn at the corner of Bradley St (W). Along the course of the road from the Queen's Head to this point, there were a large variety of shops – two butchers, a grocer, a wheelwright a boot maker, a barber, a general shopkeeper and a beer retailer.

At the Fountain Inn, the route turns left down the road that leads to Corbyn's Hall (r). The old house still stood, surrounded by a continually decreasing area of formal garden (X). Figure 7.4 shows a photograph from the late 19th or early 20th century (Hancock, 1912). However around it, there was increasing desolation, and the area was filled with spoil heaps and waste. By this stage, the effects of subsidence were quite significant, and it was probably quite clear that the old house would not have much of a future. The industry associated with the Hall has over the years moved increasingly west, and the major works were, in 1881, on the far side of the extension canal (and thus technically out of the parish). John and Maria Wilkinson and their family lived in the Hall from where John ran a Timber Merchant business. At the Hall the route turns right and follows the lane to Shut End. Along this lane, a small community of industrial workers lived in what were called

Corbyn's Hall Cottages. Where this lane joined the Turnpike Road (Y), the route passes Shut End House (s), perhaps the grandest building in the village at the time. It was occupied a decade or two earlier by Benjamin Gibbons, but in 1881 was the home of Henry Chappell, Iron Founder, his wife, seven children and two servants. His coachman and housekeeper lived in a cottage next door. He was a churchwarden from 1877 to 1881, when he stepped down and was replaced by his near neighbour, Dr. Bradley. In November a presentation was made to him to acknowledge the hospitality he gave each year to the Sunday School for their annual treat (BNA, 1881oo).



Figure 7.4 Corbyn's Hall in the late 19th century

Turning left past Shut End House the route passed once again the junction of the Turnpike Road and the modern Dreadnaught Road (Z), and Lench's Bridge where the tour began was just a short distance along the road. At some point near the bridge, there was a football ground, and a match is recorded in 1881 between Pensnett and Brierley Hill (BNA, 1881ee).

At this point as the tour ends on the Turnpike Road, it is appropriate to reflect on what might have been. In late 1880

(BNA, 1880a) a scheme had been proposed to build a steam tramway from Dudley to Stourbridge via Brierley Hill, with a loop from Holly Hall to Kingswinford (along the Turnpike Road) and thence to rejoin the other line at the end of Brettell Lane. This had considerable local support in the locality. Whilst the direct line was approved by the Board of Trade, the Kingswinford loop was not (BNA, 1881k). The Pensnett area was to wait another 20 years before the Turnpike Road boasted a tramway – this time an electric version run by Dudley, Stourbridge and District Electric Traction Co. (Collins, 2013).

References

Deciding on a format for references for a work of this type is not wholly straightforward, as the source material is of many different types. The approach that has been taken is as follows.

- Books and journals are referenced in something approaching the normal “Harvard” style – author name, date, title, and publication details. DOI or web links are given where they are available.
- Web sites are referenced in a similar way as far as possible, but the date for all websites is given as either 2019 or 2020 i.e. the date on which they were last accessed.
- Items from Grace’s Guide to British Industrial History (GG), and from Wikipedia, are treated in the same way as web sites, with a 2019 date. Within that, these entries are ordered in chronological order of their subject, be that either an individual or an organisation. Wikipedia is used sparingly because of long term concerns over its accuracy, but those items that are included are convenient summaries of a range of sources, and as far as can be judged are accurate.
- Items from Dudley Archives, Staffordshire Archives and the British Newspaper Archive are indicated by DA, SA, or BNA. This is followed by the date of the archived item. The details of the item itself then follow. All newspaper references are included within the BNA category.
- Government or Parliamentary papers and reports are indicated by GP, followed by the year in which they were produced.

The overall system thus allows a convenient alphabetic and chronological ordering of all items into one list.

Anderton, R. (1965) "A History of the Parish Church of St Mark Pensnett",

<https://www.youtube.com/watch?v=WRmmpH9Uc1o>,

Accessed July 2019

Black Country Muse (2019) "Earl of Dudley's coalfields

map", <https://www.blackcountrymuse.com/coalmasters>,

Accessed July 2019

BNA (1834) Aris's Birmingham Gazette 15/12/1834

BNA (1836) Aris's Birmingham Gazette 6/6/1836

BNA (1837) Aris's Birmingham Gazette 5/6/1837

BNA (1839) Worcester Chronicle 16/10/1839

BNA (1848) Worcester Chronicle 27/12/1848

BNA (1849a) Worcester Chronicle 16/5/1849

BNA (1849b) Worcester Chronicle 30/5/1849

BNA (1849c) Worcester Chronicle 26/9/1849

BNA (1850) Worcester Chronicle 15/5/1850

BNA (1851a) Worcester Chronicle 19/2/1851

BNA (1851b) Worcester Chronicle 5/3/1851

BNA (1851c) Worcester Chronicle 27/8/1851

BNA (1851d) Worcester Chronicle 22/10/1851

BNA (1853) Worcester Journal 19/5/1853

BNA (1858) Birmingham Journal 2/10/1858

BNA (1859) Birmingham Daily Post 29/7/1859

BNA (1860) Birmingham Journal 6/6/1860

BNA (1862a) Chelmsford Chronicle 7/3/1862

BNA (1862b) Staffordshire Advertiser, 8/3/1862

BNA (1862c) Birmingham Daily Post 7/7/1862

BNA (1862d) Birmingham Daily Post 22/8/1862
BNA (1864) Birmingham Daily Post 20/6/1864
BNA (1865a) Birmingham Daily Post 16/2/1865
BNA (1865b) Birmingham Daily Gazette 28/8/1865
BNA (1867b) County Express 10/8/1867
BNA (1868b) Birmingham Daily Gazette 27/7/1868
BNA (1869a) Birmingham Daily Post 7/7/1869
BNA (1869b) Worcester Journal 7/8/1869
BNA (1869c) Birmingham Daily Gazette 20/9/1869
BNA (1872a) Birmingham Daily Post 10/6/1872
BNA (1872b) Worcester Journal 3/8/1872
BNA (1873) Dudley Herald 12/7/1873
BNA (1874a) County Express 16/5/1874
BNA (1874b) Staffordshire Sentinel 10/6/1874
BNA (1874c) County Express 13/6/1874
BNA (1875) County Express 13/3/1875
BNA (1880a) Dudley Herald 9/10/1880
BNA (1880b) County Advertiser 24/07/1880
BNA (1881c) County Express 29/1/1881
BNA (1881d) County Express 5/2/1881
BNA (1881e) County Express 12/2/1881
BNA (1881g) Dudley and District News 26/2/1881
BNA (1881h) County Express 5/3/1881
BNA (1881k) Dudley and District News 15/3/1881
BNA (1881m) County Express 2/4/1881
BNA (1881n) Dudley and District News 2/4/1881

BNA (1881o) County Express 9/4/1881
BNA (1881p) County Advertiser 16/4/1881
BNA (1881q) County Express 21/5/1881
BNA (1881r) Worcester Journal 21/5/1881
BNA (1881s) Birmingham Daily Post 24/5/1881
BNA (1881t) County Express 4/6/1881
BNA (1881u) County Express 11/6/1881
BNA (1881v) County Express 2/7/1881
BNA (1881w) County Express 9/7/1881
BNA (1881x) County Express 16/7/1881
BNA (1881y) Birmingham Daily Post 30/7/1881
BNA (1881aa) County Express 6/8/1881
BNA (1881bb) Dudley and District News 6/8/1881
BNA (1881cc) County Express 20/8/1881
BNA (1881ee) County Express 10/9/1881
BNA (1881ff) County Express 17/9/1881
BNA (188gg) County Express 1/10/1881
BNA (1881jj) County Express 22/10/1881
BNA (1881kk) County Advertiser 29/10/1881
BNA (1881ll) Birmingham Daily Post 31/10/1881
BNA (1881mm) County Express 2/11/1881
BNA (1881nn) County Express 5/11/1881
BNA (1881oo) County Express 12/11/1881
BNA (1881pp) County Express 19/11/1881
BNA (1881qq) County Express 26/11/1881
BNA (1881rr) Dudley and District News 26/11/1881

BNA (1881ss) County Advertiser 10/12/1881
BNA (1881uu) County Express 17/12/1881
BNA (1881vv) County Express 24/12/1881
BNA (1881xx) Dudley and District News 31/12/1881
BNA (1881yy) County Express 23/7/1881
BNA (1882c) Birmingham Daily Mail 29/12/1882
BNA (1882d) County Express 18/11/1882
BNA (1882e) Dudley and District News 14/10/1882
BNA (1883a) Birmingham Daily Mail 16/3/1883
BNA (1883b) Sheffield Weekly Telegraph 24/11/1883
BNA (1883c) County Express 17/02/1883
BNA (1883d) County Express 29/12/1883
BNA (1884) Birmingham Daily Post 7/3/1884
BNA (1886a) Tamworth Herald 16/1/1886
BNA (1886b) Worcester Chronicle 6/11/1886
BNA (1887a) Birmingham Daily Mail 6/6/1887
BNA (1887b) Worcester Chronicle 15/11/1887
BNA (1889a) Birmingham Daily Mail 1/4/1889
BNA (1889c) Dudley Mercury 29/6/1889
BNA (1889d) County Express 24/8/1889
BNA (1889e) Dudley Mercury 26/01/1889
BNA (1892) County Advertiser 20/02/1892
BNA (1894) Birmingham Daily Post 18/5/1894
BNA (1895a) Birmingham Daily Mail 8/4/1895
BNA (1899) County Advertiser 19/09/1899

Cambridge University (1840) Cambridge University Magazine 1, 1

Cambridge University (1922) "Alumni Cantabrigienses. A Biographical List of All Known Students, Graduates from Cambridge University", compiled by J Venn and J. A. Venn, Cambridge University Press,
<https://archive.org/details/alumnicantabrigipt1vol1univiala/page/n6>

Clark-Hogg Family History (2019) <http://www.clark-hogg-family-history.org/ch-gallery-clark-david.htm>,
Accessed July 2019

Coal Authority (2020) "Interactive Map",
<http://mapapps2.bgs.ac.uk/coalauthority/home.html>
Accessed October 2020

Collins, P. (2013) "By Tram from Dudley", The History Press, ISBN 13: 9780752493169

Cope, S. (1999) "The Black Country Cathedral. The history of St Mark's church Pensnett 1849/1999",
Huntsmill Publishing Ltd.

Cradley Links (2019a)
http://www.cradleylinks.com/park_lane_history.html,
Accessed July 2019

Cradley Links (2019b)
<http://www.cradleylinks.com/spa.html>, Accessed July 2019

DA (1790) DE/4/20/1 "Act of Parliament to create roads between Eve Hill, Dudley, to the New Inn, Pattingham and from Shut End, Kingswinford to the Dudley to Wolverhampton Turnpike Road"

DA (1838) DCOR/D1/2 "Lease by John Gibbons of Edgbaston, Warwickshire ironmaster"

- DA (1840a) DE/16/6/46 "1840 Fowler map of Kingswinford"
- DA (1840b) DE/4/4/4/3 "Reference for the 1840 Fowler map of Kingswinford"
- DA (1845) DE/4/15/12 "Correspondence regarding St Mark's Church and schools in Pensnett"
- DA (1847) DCOR/D1/7 "Lease"
- DA (1859) DE/16/6/104 "Photocopy of plan of Pensnett District, Kingswinford Parish"
- Dodd, G. (1983) "Shut End Primitive Methodist Church Baptism Registers 1845-1887"
- EDINA Digimap (2020) "Geology Roam",
<https://digimap.edina.ac.uk/geology>
- Gale, W. (1974) "History of the Pensnett Railway", Goose & Son Publishers Ltd; 1st edition, ISBN 10: 0900404280
- GG (2019e) "James Foster"
[https://www.gracesguide.co.uk/James Foster](https://www.gracesguide.co.uk/James_Foster) Accessed July 2019
- GG (2019f) "John Bradley and Co."
[https://www.gracesguide.co.uk/John Bradley and Co](https://www.gracesguide.co.uk/John_Bradley_and_Co)
Accessed July 2019
- GG (2019g) "Corbyn's Hall Colliery and Ironworks"
[https://www.gracesguide.co.uk/Corbyn%27s Hall Collie ry and Ironworks](https://www.gracesguide.co.uk/Corbyn%27s_Hall_Collie_ry_and_Ironworks) Accessed July 2019
- GG (2019h) "Benjamin Gibbons (1783-1873)"
[https://www.gracesguide.co.uk/Benjamin Gibbons \(1783-1873\)](https://www.gracesguide.co.uk/Benjamin_Gibbons_(1783-1873)) Accessed July 2019
- GG (2019i) "William Matthews"
[https://www.gracesguide.co.uk/William Mathews](https://www.gracesguide.co.uk/William_Mathews)
Accessed July 2019

GP (1848) "Minutes of the Committee of Council on Education: with appendices. 1847-8"

<https://wellcomecollection.org/works/kjcdcu2h>

GP (1853) "Twentieth report of the Commissioners of National Education in Ireland, (for the year 1853,) with appendices. Vol. I."

<https://archive.org/details/op1247746-1001>

GP (1863) "Capital grants 1863 [3171] Report of the Committee of Council on Education; with appendix".

GP (1888) "Parliamentary paper 1888 [C.5329] [C.5329-I] Elementary Education Acts. Digest of evidence taken by the Royal Commission appointed to inquire into the working of the Elementary Education Acts, England and Wales."

[https://books.google.co.uk/books/about/Elementary Education Acts.html?id=K10tAEACAAJ&redir_esc=y](https://books.google.co.uk/books/about/Elementary_Education_Acts.html?id=K10tAEACAAJ&redir_esc=y)

GP (1900) "General Education Reports of the Committee of Council on Education 1860-1900"

Gregory, L. (2001a) "Aspects of Victorian Pensnett Part 1", *The Blackcountryman*, 34, 4, 15-18

Gregory, L. (2001b) "Aspects of Victorian Pensnett Part 2", *The Blackcountryman*, 35, 1, 73-75

Hadfield, C. (1966) "The Canals of the West Midlands. Volume 5 of *The Canals of the British Isles*, editor Charles Hadfield", David and Charles. ISBN: 9780715386446

Hale, M. (1990) "The Welsh and Midland Counties Junction Railway", *The Blackcountryman* 23, 4

Hancock, W. (1912) "The Hall of the Corbyn's", *Dudley Almanack*

Historic England (2019b)

<https://historicengland.org.uk/listing/the-list/list-entry/1228789>, Accessed July 2019

Hitchmough, T. (2010) "Hitchmough's Black Country Pubs, Brierley Hill (including Pensnett, Quarry Bank, Round Oak)", 3rd Edition www.longpull.co.uk

Kelly (1882) "Kelly's Directory of Staffordshire", 1882

Kelly (1888) "Kelly's Directory of Staffordshire", 1888

Matthews, W. (1860) "On the ten yard coal of South Staffordshire and the mode of working" Proceedings of the Institution of Mechanical Engineers, 91-119, https://journals.sagepub.com/doi/abs/10.1243/PIME_PROC_1860_011_014_02

National Portrait Gallery (2019c) "William Ward, 1st Earl of Dudley" by John Watkins, 1860s to mid 1870s, NPG Ax21853

Ordnance Survey (1882) Staffordshire sheet LXVII.14 surveyed 1881 and published in 1882 and LXXI.2 surveyed in 1882 and published in 1884

Ordnance Survey (1903) Staffordshire sheet LXVII.14 surveyed 1901 and published in 1903 and LXXI.2 surveyed in 1901 and published in 1903

Royal Standard Lodge (1850) "Archives Dudley Lodge", number 730, Folio number 99

Share History (2019) St Mark's Church, Pensnett, <https://sharehistory.org/janes/uploads/2816-st-marks-church-pensnett>

St James Church (2019) "History of St James" <http://www.stjamesmethodistchurch.btck.co.uk/PastPresentandFuture>, Accessed July 2019

Van Leerzem, J, Williams, B. (2019) "The history of the South Staffs Waterworks Company 1853-1989", <http://southstaffswaterarchives.org.uk/SSHISTORY2.pdf>

Wesley History Society (1961) "Independent Methodist Societies – a checklist", Proceedings of the Wesley Historical Society, Volume XXXIII

White, W. (1834) "History, Gazetteer and Directory of Staffordshire",
<http://specialcollections.le.ac.uk/digital/collection/p16445coll4/id/339973>

Whitworth, R. (1774) "A plan for a navigation canal from Stourbridge in the county of Worcester from a canal between the Trent and the Severn near Stourton in the County of Stafford",
<http://collections.canalrivertrust.org.uk/bw178.19>,
Accessed July 2019

Wikipedia (2019j)
http://en.wikipedia.org/wiki/British_and_Foreign_School_Society, Accessed July 2019

Wikipedia (2019k)
http://en.wikipedia.org/wiki/Grammar_school, Accessed July 2019

Wikipedia (2019l)
https://en.wikipedia.org/wiki/Monitorial_System,
Accessed July 2019

Wikipedia (2019m)
https://en.wikipedia.org/wiki/Friendly_society,
Accessed July 2019

Wikipedia (2019n)
https://en.wikipedia.org/wiki/William_Ward,_1st_Earl_of_Dudley, Accessed July 2019

Wikipedia (2019o)
[http://en.wikipedia.org/wiki/National_school_\(England_and_Wales\)](http://en.wikipedia.org/wiki/National_school_(England_and_Wales)), Accessed July 2019

Wikipedia (2019q)
[https://en.wikipedia.org/wiki/Foresters Friendly Society](https://en.wikipedia.org/wiki/Foresters_Friendly_Society), Accessed July 2019

Wikipedia (2019r)
[http://en.wikipedia.org/wiki/School boards in England and Wales](http://en.wikipedia.org/wiki/School_boards_in_England_and_Wales), Accessed July 2019

Williams, N. (2010) "Britain in old photographs; Brierley Hill, Brockmoor, Bromley and Pensnett", The History Press, ISBN 10: 075245563X

Williams N. (2014) "The Earl of Dudley's Railway", The History Press, ISBN 10: 0752493086