

Islington, and another of 8,618 tons which appears to represent the amount of house and trade refuse forwarded to brickworks, so that these figures added together, i.e. 79,953 tons, would seem to give a reasonably approximate total for house and trade refuse, leaving a balance of 18,732 tons as the approximate total for street refuse.

On this basis the quantities of refuse forwarded out of London by rail in 1925-26 were :—

Railway Company.	Tons of refuse carried in 1925-26.		No. of loading stations in London.	No. of discharge stations or sidings on the railway system.
	House and trade refuse.	Street debris.		
L.N.E.R. ..	79,953	18,732	5	37
S.R. ..	62,556	19,114	6	38
L.M.S.R. ..	18,000	1,500	3	2
Totals ..	160,509	39,346	14	77

The house and trade refuse (street debris is separately referred to on page 68) sent out of London sidings by rail is forwarded into Bedfordshire, Hertfordshire, Middlesex, Sussex, Essex and Kent, but chiefly into Hertfordshire and Kent.

79. *Railway-side dumps.*—There are seven fairly large permanent railway-side dumps, and a few smaller ones to which refuse is taken for final disposal. There are others which are temporary places of storage and from which the refuse is subsequently removed either wholly or in part for utilisation at brickworks or on land: the former are dealt with in the section on "Utilisation at Brickworks" (see page 38); the latter are too small and too numerous to call for special notice.

Dump at Sundon.—The seven major dumps are widely distributed. The most northerly is at Sundon, in Bedfordshire, 35 miles from London. Some 22,000 tons were sent there by contractors in 1925-26 from St. Pancras and Hampstead, and the cost of carriage was 4s. 3d. per ton. The dump adjoins the main L.M.S. line some 5 miles beyond Luton, and is a single-layer and well-formed dump: the refuse was well covered on the day of inspection, which was not announced.

Dump at Blackbridge siding.—Another of the major dumps is at Blackbridge siding, about a mile east of Wheathampstead and 25 miles from London. This is a large and, at present, well isolated dump taking over 30,000 tons of crude refuse per annum from Islington. Several years ago there were serious complaints regarding an adjoining dump; this the owners abandoned, recommencing on a new site with fresh methods.

As a result of the complaints referred to, and after inspections by officers of the Ministry, Islington arranged with their contractors to apply the Ministry's suggested tipping precautions (see Appendix 2) at the new dump, and a substantial improvement has resulted. Several inspections have been made without previous notice and generally the conditions were found to be fairly satisfactory having regard to the quantity of crude refuse dumped daily: there was no fire, preventive measures being taken to minimise the risk, and efforts are also made to prevent trouble from flies or rats. In connection with the latter a special rats officer, employed by the Hertfordshire County Council, visits the dump weekly and uses special apparatus for the destruction of rats. This is a very different state of affairs from that on the riverside dumps in Essex, and, so far as one can judge by appearances, this rat-catcher is more successful than the numerous wild cats which haunt the Essex dumps; possibly the explanation is that the foreman manages the dump in such a way as to make it unattractive to rats.

Part of a special train of about 36 trucks from Islington arrives in the siding on this dump at about one o'clock every week-day, and the refuse is unloaded, dumped and covered with soil within 24 hours. Men are specially employed on a piece-work basis promptly to cover the new refuse with soil, and they have no other duties. The cost of railway transport is 3s. 5d. per ton, and the total inclusive cost per ton of disposal to the Council in 1925-26 was 10s.; this has since been reduced to 9s., which is still a very high figure for any method of disposal on land.

Dump at Holwell Hyde.—At Holwell Hyde, some 10 miles east of Blackbridge and about 24 miles from London, there is another dump to which the other half, representing some 40,000 tons per annum, of the daily refuse train from Islington is sent. The cost per ton and the instructions for formation are the same as at Blackbridge siding, but the results are not quite as good. The contractors own a large area of land and considerable quantities of sand have been and are being excavated from one part of it, but up to the present time the refuse has been deposited on the surface of a well-isolated field and not in the excavations. Layer formation is practised and, as at Blackbridge siding, a special staff for covering the refuse is regularly employed, but the general condition and appearance were found on inspection to be less satisfactory than at Blackbridge where, however, the site is perhaps more suitable for the effective covering of all refuse.

It is very difficult properly to cover with soil a mound dump, and the difficulty increases proportionately with the height. This, however, is a single-layer dump, and there were considerable areas of exposed refuse