

Sir

I have the honor to state for the information of the
Lords of the Committee of Privy Council for Trade
that in obedience to your minute of the 14th Instant,
I yesterday inspected the South Fork of the Worcester
and Leupus Section of the West Midland Railway,
situated at Worcester. Its length is $17\frac{1}{2}$ Chains
and it is double throughout, on the $4\text{ft } 8\frac{1}{2}\text{ inch}$ Gauge.

The width of the line at formation level is 30 feet
and the width between the lines 6 feet.

The permanent way consists of double headed rails
weighing 75 lbs per linear yard in lengths of $\mathbf{\pounds}10$,
20 and 23 feet. The joints are fished - and the
rails are secured to transverse sleepers 9 feet long $9\text{ inch} \times 4\frac{1}{2}\text{ inch}$,
placed 3 feet apart by cast-iron chairs respectively
weighing 57 and 29 lbs. The Ballast of gravel is
stated to be 21 inches in depth.

The only works on the line, are two under-bridges
one of stone and brick - and the other with stone
abutments and wooden platforms - both are well

Secretary of the Board of Trade

constructed and sufficiently strong. There is a
sharp curve on the Line, but it is guarded by a ~~chuff~~ ^{chuff} ~~and~~ ^{with} ~~throughout~~
The connection of this Worcester and Newford
Section with the main Line, will be greatly
improved by the opening of this South Fork Line -
and great pains have been taken with regard to
the mode of signalling Trains into and out of
the Worcester Station - and the proper arrangements
have been made by which the Signalmen will
be prevented from making mistakes that might
produce Collisions.

Some bolts were required to be inserted in the
fished plates - and some of the sleepers required
to be lifted and packed - A tree was
taken down or lopped so as to allow a distant
signal to be seen from one of the ~~the~~ ^{the} Signal
Boxes - and Call-bells with semaphore
arms are to be put up, at the three ~~signal~~
Junctions - so that each signalman shall
have the power of calling the attention of the
^{two} others to the state of the Line, and thus prevent the
passage of a Train when the Line is not clear.

The notice on the part of the Company, names
the 23rd Instant, as the day on which they propose

to open this Lane for Public Traffic - and the small
items which I have mentioned can be completed in
40 hours - Under these circumstances I am
of opinion that their Lordships sanction for opening
the Lane may be given.

I have the honor to be,

Sir,

Your most obedient Servant

W. Holland Colonel.

Royal Engineers.