

Sir,

I have the honor to state for the information of the Lord  
of the Committee of Privy Council for Trade, that, in obedience  
to your minute of the 8<sup>th</sup> instant, I have inspected the portion  
of the Tewkesbury and Malvern Railway situated between  
the Junction with the <sup>Worcester</sup> ~~Redditch~~ and Bewdley Branch of the  
West Midland Railway, and the Malvern Wells Station  
a length of  $1\frac{3}{4}$  miles. - This portion of the line is laid single  
throughout with sidings at the junction with the Worcester and  
Bewdley Branch, and at the Malvern Wells Station - but  
the land has been purchased, and the over bridges have been  
built, for a double Line of Railway.

The width of the Line at formation Level is 16 feet - the gauge  
is 4 ft 8 $\frac{1}{2}$ " and the width between the rails when there are  
two lines is 6 feet.

Double Headed Rails weighing 60 lbs to the yard and  
in lengths of 15.21 and 24 feet are used - These rails are  
fixed in Cast iron Chairs each weighing 22 lbs, secured by  
two iron spikes, grubbing by 10" x 5" spikes half round, and

The Secretary of the Board of Trade

laid 3 feet apart at the joints and 3 ft 6 in apart between the  
intermediate. The joints are fitted with wrought iron plates  
and 4 Bolts.

The Ballast is of Kingle and Gravel and it is stated to be  
18 inches deep.

There are two over and 2 under bridges, one of each is  
constructed with wrought iron girders, but the under bridge  
is for an opening only of 12 feet span - ~~the bridge~~  
~~constructed with iron girders~~.

There are no other works of importance on this portion of  
the Line - but in making my inspection I noticed the following.

1. An additional sleeper is required in each rail's length, so  
as to diminish their distance apart - especially at the joints,  
where it should not exceed 2 feet from centre to centre instead  
of being as it now is 3 feet -

2. Indicators are required on the facing joints - and  
those leading into the siding, at the foot of the decline  
of 1 in 80, should be weighted to stand open for the  
siding instead of the main line.

3. A repeating signal that can be seen from the Platform  
is required at the Malvern Wells Station - and also a clock  
to face the Platform

4. The Line requires lifting and packing throughout -  
The putting up of

5. Mile Posts and Gradient ~~and~~ boards to be completed

An 18 feet Turntable has been erected at Malvern Wells Station,  
but the Line should be worked by a Tank Engine until more of it  
is opened - and then an engine Turntable will be required at-

The Malvern Station if the traffic be worked from that Station -  
as it is a line with steep inclines.

I understand that this portion of the Line is to be worked by  
the West Midland Railway Co. for the present - but I have

not received the undertaking shewing the mode that is to  
be adopted - I am however informed that ~~only~~ one engine  
~~in steam~~ ~~on each side~~ is to be used.

When the undertaking is received, and the requirements  
I have pointed out as necessary, have been completed, then  
with no objection to the line being opened - but until  
~~the line~~, <sup>further</sup> ~~and~~ I report that the opening of the portion  
of the Leckesbury and Malvern Railway between the  
junction with the Worcester and Hereford Railway and  
the Malvern Wells Station <sup>for traffic</sup>, will by reason of the incompleteness  
of the works be attended with danger to the public in using  
the same.

I have the honor to be,

Sir,

Your most obedient Servant

W. Holland Colonel

Royal Engineers.