



Tewkesbury & Malvern Railway.

26 Parliament ~~Street~~ Bridge Street, Westminster, S.W.

20th August 1863

Sir,

In acknowledging the receipt of the Report of Capt. Rich on his inspection of the Tewkesbury and Malvern Railway. I have the honor to submit to their Lordships the following remarks and proposals, and in doing so, I am directed to reply to Capt. Rich's observations verbatim, so far as they appear to affect the postponement of the opening of the line.

Capt. Rich admits that the whole of the bridges are substantially constructed and of sufficient strength, except the cross-girders of the Wrought-Iron Bridge at 11 miles 35 Champs on which he wishes that the weight should be better distributed. This can be done in a few hours and will be completed immediately. He also alludes to the bedding-stones of the girders of the adjoining bridge as being cracked, and I am directed to state that these cracked stones are being replaced by new ones of a harder description, which work will be completed in two or three days. As regards the viaduct of 126 feet span over the

2
River Avon, it has been calculated, and is fully
equal to a rolling-load of One Ton to the linear
foot, in addition to the weight of the bridge itself;
this weight has hitherto satisfied the requirements of
the Board of Trade Officers, and as the whole
of the Bridge was covered with Engines, (two of them
being about 50 Tons each) at the time of the inspection,
with a very slight deflection, it can hardly be intended
to rest the postponement of the opening of the line on any
plea connected with this viaduct.

I must add that the suggestions of Capt^m Inch
that six of the heaviest Engines of the Midland Company
should be at his disposal for the purpose of further
testing the bridge, is one which my Directors believe it
impossible to comply with. Capt^m Inch had two of
the heaviest Engines, and what he calls a small
Contractors Engine was a very heavy one, inasmuch as
the whole weight was thrown upon two pairs of wheels
within a very small space.

With regard to the Severn viaduct it was not
thought that any difficulty would arise in the
inspection of one half of the opening part as for a
single line as a fixed bridge, as the machinery
for moving the whole would be completed in three
or four weeks when the second line would be inspected.

3

The bridge in fact will never be opened at all, as there is no navigation requiring, or likely to require its opening. The blocks of timber under the cross-girders are of ample strength but at Capt. Rich's request the Engineer has undertaken to replace them by Iron supports. The alterations to the signals will be made immediately.

The construction of the double Junction at Tenkesbury as required by Capt. Rich will certainly increase the difficulty of working the line by adding a second pair of facing-points on the Ashchurch line which is single, and my Directors trust that this requirement will not be insisted upon, especially as the Ashchurch line is about to be doubled immediately by the Midland Company when this difficulty will disappear.

The proposed mode of working the line will be submitted by the Midland Company so as to require no Turntables on the line itself, which has no Stations at either point of Junction.

With regard to the road at 9 miles to Charns the Directors have had considerable difficulty in knowing how to treat it. The deposited plans indicated a level-crossing and many of the residents were in favor of that construction. The road is exceedingly narrow and steep, with several gates upon it and

almost wholly a grass road while the construction
of a bridge happens to be peculiarly difficult. The
Directors however undertake to build the bridge within
two months or apply next Session for power to continue
the level crossing. In the meantime a watch-box
and proper gates will be kept up.

With respect to the Culverts alluded to
by Capt. Rich it is intended immediately to lay the
timber beams suggested by him across them, but at the
same time I have to observe that although one of them
has lost its shape under the pressure of the very heavy
Embankment, which is a common occurrence, there is
no danger whatever to be apprehended on that account.

In conclusion I am directed to request
that on the arrangement of the Midland Company
for working of the line being submitted and proving
satisfactory, their Lordships will permit the line to be opened
as a single line for Public Traffic, on the 1st of September
next.

It is most important to the Company to use
the line during the month of September and as the
inspection of the second line will be required in October
Capt. Rich will have an opportunity, then, of seeing
all the points on which he can be met have been completed
with.

5
I am, Sir,
Your obedient servant

Richard Stephens
Secretary.

To the Secretary
Railway Department
Board of Trade
Whitehall. S. W.