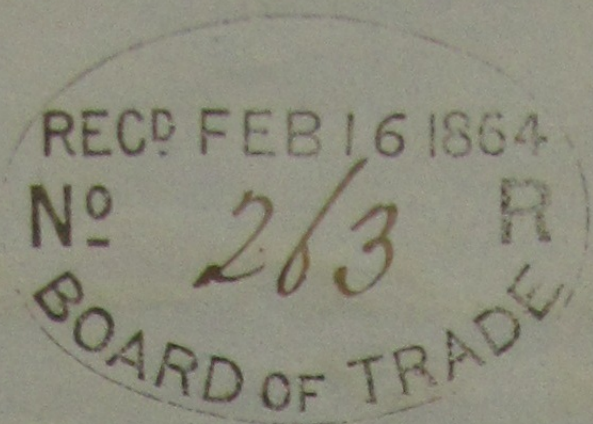




Bristol Hill
15th Feb^{ry} 1883

Sir.

I have the honor to report, for
the information of the Lords of the
Committee of Privy Council for
Trade, that in compliance with
your minute of the 8th Inst. I ~~have~~
inspected the Leekesbury & Malvern
Railway, from Malvern Wells to its
junction with the Midland Railway
near Leekesbury on the 13th Inst.

The line is now doubled,
from the Wells to a point beyond
Leekesbury Station, but ^{it joins} the Midland
Railway between Leekesbury & Ashbourne
on a single line, which is
very

Yours faithfully
The Secretary
Railway Dept
Board of Trade

very objectionable.

Par. 25 of the printed Regulations of the B.G.S.

specifics, that ^{it is desirable that} the Junction of two
single lines should be formed, as
an ordinary double line Junction,
but this is a far stronger case, in that
it is a double line, running into a
single one & where the traffic of a double
line, will have to be carried on, over a
single line. It would be desirable that

The Midland line, ^{to Ashchurch} be doubled as soon as
possible & I am informed that they propose
doing so, but the Junction should also be

~~decidedly~~ formed, as a double line
Junction. If possible, the Midland
R.R. should at once be doubled from the
Junction with the Malvern line up to
Leicester Station, on the Midland R.R. -

The bridges objected to in my first
inspection report, have been regulated &
strengthened, but there is a distinct

three 20th spans, with Cast Iron
Guides, some of which ~~showed~~^{gave} more
deflection than they ought. The Guides
are barely strong enough, if ~~the greatest~~
~~wright that can be brought upon them~~
& the rails, which have apparently been cut,
so as to bring the joints on the centres of the
Guides, should be altered, so as to bring the
joints on the abutments. ^{spans} The ~~rail joints~~
on the abutments ~~are~~ unsupported -
rails on the abutments ~~are~~ unsupported -
An extra sleeper & chair should be inserted,
or ~~the~~ longitudinal sleepers of proper
length substituted -

The Auxiliary signal at the Wells,
which is provided with an intermediate
signal, intended to act as a repeater,
is so fitted, ~~that~~ ^{of the intermediate signal} it does not ~~act~~ as
proposed - The wire, instead of being fitted
on to the Auxiliary wire ~~working~~ the
Auxiliary, should be worked by a
separate wire, brought back from the

The Auxiliary Station.

The fencing is incomplete in several places adjoining Gates & Abutments & also at Upton Station. The By road East of Upton Station and about 300 yds of the South side of the Line on the East of Ripple Station is insufficiently fenced.

The fencing h-ovr bridges generally is very weak. The platforms

at Ripple Station, are unfinished & unfit for ~~use~~ in their present state. Those at Newbury Station

are also unfinished & ~~the~~ temporary platforms has only been provided for one line at the latter Station. The platforms should be completed at both these Stations. The Buildings are also incomplete & ~~unfit for use~~ no clocks have yet been provided.

No Bridge has ^{not} yet been built, at the unauthorised public road crossing
at

at 6 miles 65 Ch.

A Sountable has been provided at the Junction with the West-Middlesex R^r near Melbourn, but it was not in working order. - The Middlesex has a ^{the other end of the line at} Sountable at Ashchurch, which they propose to use for the Melbourn & Stretchbury lines ~~at the other end of~~.

The Signals at the Junction near Stretchbury are still unconnected with the points - & Indicators should be provided to all facing points.

I beg to submit that in consequence of the requirements above enumerated I am of opinion that the Stretchbury & Melbourn Railway cannot be opened for passenger traffic without danger to the public using the same.

I have the honor to be Sir
Yours obedient servant
A. Rich.
24th Dec.