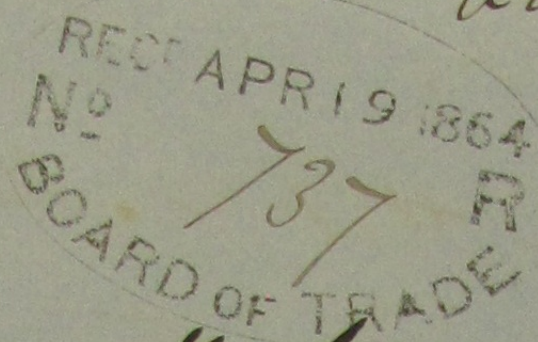


2 copies
Washington Hotel
Liverpool 18th Apr. 1864



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
13th Inst., I inspected that portion of
the Larkesbury and Malvern Railway,
which extends from Malvern Wells to
Larkesbury Station on Saturday the 16th Inst.

The requirements enumerated
in my letter of the 15th Feb^r. 1864, appear
to have been ^{nearly} completed. ^{the} ^{exceptions are}
in connection with the Midland East of
Larkesbury N^o.; but as this part of the line
now forms a part of the Midland
system it will therefore be referred to, in
a

to the Larkesbury Railway &c.
Board of Trade

a separate report.

I conceive that, as the Stockbury
& Malvern Railway now terminates
at Stockbury St., & that the engines
which work the traffic, are no longer
intended to work thro' to Ashchurch,
that a turntable should be provided
at Stockbury, if not, the single line
of the Midland Co. between that Station
& Ashchurch, will not only have to bear
the traffic of the double line to Malvern,
as well as its own, but - further, the traffic
of all the engines working the Malvern
lines, which would have to be sent
to & from Ashchurch, to be turned -

The Co. propose undertaking to do this,
& the Midland Co. further propose to
undertake, that only one engine in
steam shall be on this portion of single

line at one time. ^{the carrying out of} If these Reg^{ns}.
could ^{be} strictly ^{secured} carried out, there ~~could~~
~~be~~ no danger of a collision,
with one Engine only on the line, but
Experience shows, that most, if not all
accidents occur from the disregard
or from mistakes in the working of
regulations, which impede traffic -

The Midland Co. are about to double
the line L. Ashchurch; The Constructors
Engine may be mistaken for the passenger
Engine & a result - similar to the last
serious accident ~~at~~ ^{near} the ^{Station} in Scotland
be the result. At all events, ^{the danger} the danger
line L. Ashchurch (if it has to take, not
only the passenger traffic of the double line
L. Malvern, but also of all the Engines
working that traffic) will be considerably
increased - I cannot therefore recommend
that a turntable at Leekesbury be
dispensed with. The recommendation at

at Ashchurch is also ~~not~~ limited,
& of inferior description -

The unauthorised public level
crossing of the old road to Chatterham
still exists & I am now informed, that
the Co. do not propose passing to Port
for a mile to regularise it -

The Eastern Auxiliary signal for
this crossing cannot be seen distinctly

The level handles of the Aux^y signals
at Upton have reversed. The Eastern signal
handle & wire being to the West, & the Western
one to the East, these require altering.

They therefore submit, that the
Leekesbury & Malvern Railway cannot
be opened for passenger traffic without
danger to the public using the same, by
reason of the incompleteness of the works

I have the honour
to be

Yours faithfully

J. R. Smith
J. R. Smith

See
Minutes
to be read
at the next
meeting
on 27/6/64
X Mr. J. R. Smith
States in
his letter of
the 25th inst
that these
alterations have
been made
on 27/6/64