Registered

Great Western Railway.

General Manager's Office.

Paddington Station.

London W.

6th 9th 1868

30481

REC^D OCT 10 1868
No 24314 R
BOARD OF TRADE

Your R2204

I beg to acknowledge the receipt of your letter of the 3rd instant, with reference to the working of Engines in steam on portions of the single line on the Worcester and Hereford Railway, and the East and West ends of the Quakers Yard Tunnel.

I note that the Board

Gloucester Archives

of Trade will consider the undertaking which has been given sufficiently complied with, when the Engineer are at each end of the train in the case of Goods trains, but that in the case of Passenger trains, the Engine must be attached to each other, in front of the train.

I am obliged for your communication, and the necessary direction shall be given accordingly.

I am Sir
Your Obedient Servant.

The Assistant Secretary
Railway Department
Board of Trade
Whitehall. S.W.

Regd 30 H

REC.D OCT
No. 2
BOAR

the engines should always be attached
the front of the trains, when more than one

of Trade will consider the
undertaking which has been
given sufficiently complied
with, when the Engines are at
each end of the train in the
case of Goods trains, but that
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The Assistant Secretary
Railway Department
Board of Trade
Whitehall. S.W.

Register

REC.D
No.
BOA

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the
steam
ring
and
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Qua

the engines should always be attached
the front of the Trains, when more than

Board of Trade. **R.** N° 2204 Railway Department.

Registered the 18 day of Sept. 1868.

Date of Paper.	No. of Previous Paper.
Sept 17	1884

Great Western

Question as to construction of terms of undertaking of Co. in ref: to working portions of single line of the Worcester & Hereford Sects.

(Minutes.)

Wm MacGregor / Ask A and Report to Colonel Rich who inspected the line.

WMcG Sept 18/68

done 18 Sept

I think that in the case of Passenger Trains the Engines should always be attached to the front of the Trains, when more than one Engine is used - With Goods Trains, I think the second Engine being attached behind, might be admitted, as this affords us double facilities in the working & steering objection to its being done with Goods Trains - I should recommend the question being submitted to the other inspecting Officers, in case their experience may suggest objections.

Capt Tyler
Col Wilbraham
Col Hutchinson C.B.
W. Herbert

F H Rich Major
19.9.68

Refer to the other Officers
WMcG Sept 21/68

done
21 Sept 68

Over

I agree with Colonel Reid that the practice of attaching a 2nd Engine to the rear of goods Trains may in some cases be expedient, but should in no case be permitted with passenger Trains.
I think however the wording of the clause objected to admits only of one construction, by which the Engines must be coupled together, and not separated by the length of a train, and that an attendant to the clause would be necessary if it was desirable to sanction the practice of Engines being attached to the rear of goods trains.

Chas Fitzmaurice
21 April/68

The undertaking proposed to be enforced
to prevent the possibility of collisions by Engines travelling
in opposite directions on a single line, & not to prescribe any
particular form of working. In the case of goods trains in
steep inclines, great risk may in many cases be avoided by employing
an assisting Engine at the back of trains - and while there are
objections to the adoption of that mode of working with passenger
trains, still it must not be forgotten that two of the worst
accidents on record could have been avoided if an Engine had
been in rear of the passenger Carriages -

H. W. Tyler
22 Sept. 1868

The practice of assisting Goods and Even Passenger Trains by a Pilot Engine following these Trains, with or without coupling on to them, is now frequently adopted by Railway Companies on their own responsibility, but it is objectionable, It is

Colonel 30 Oct

Great Western Railway.

General Manager's Office,

Paddington Station,

London, W.

Sept 17th 1868

REC'D SEP 18 1868
No. 22011
BOARD OF TRADE

Sir,

On the 23rd July last an undertaking signed by the Chairman and Secretary of this Company was given to the Board of Trade in reference to the working of the portions of the Single line on the Worcester & Hereford and the East and West ends of the Quaker's Yard Tunnel to the following effect:—

"That only one Engine in
"Steam unless coupled to

"another Engine shall be on
"the single line at the same
"time".-

It is found necessary
in practice, in the case of
the rails being slippery and
from other causes, to couple
a pilot Engine to assist
trains in rising gradients.
and the question has arisen
whether the Board of Trade
would consider that the
undertaking is not complied
with in the case of a goods
train requiring to be assisted
where the second Engine is
coupled to the rear of the
train?

I ask this question
because of the words "coupled
to another Engine" are to
be taken as meaning that

the Engines themselves must
in all cases be coupled
together, considerable delay
and inconvenience would be
caused at times in attaching
and detaching the second Engine,
and it may be that a certain
risk is run which would be
avoided by coupling the
Engine in the rear of the
train without any corresponding
objection to the latter mode
of working.

I am, Sir,
Your Obedient Servant
J. Grierson
Major

The Secretary
Railway Department
Board of Trade
Whitehall

K.

2204 3rd Oct. /68

Sir

The B.d of Trade have ~~to which~~ to had under consideration the 17 ult.o communication ~~the~~ as to the construction placed by the B.d of Trade on the Undertaking given by the Great Western R.y Co.y on the 23.d July last, in reference to the working of Engines in steam, &c. on the Single line on the Worcester & Hereford R.y and the East & West ends of the Ludlow Yard Tunnel. Lam

Sincerely I am ~~Sir~~ to acquaint you that in the case of Goods Trains the B.d will consider the Undertaking sufficiently complied with when the Engines are at each end of the Train; but that in the case of

J. Grierson. Esq
General Manager
Great Western R.y Co.y
Paddington

Of Passenger Trains
the Engines must be
attached to each
other in front of the
Train.

Sanction

Ltr

3.10.68

Dr Meg

(signed)
Thomas Grey

well known that there is considerably more risk of a Truck or Carriage getting off the Rails when a Train is pushed from behind, than when it is drawn by Engines in front - and a Truck once off the Rails is also more likely to be diverted across the other Line of Rails, when pushed than when it is drawn, as the Driver at the tail of the Train only might not be enabled to see when the Truck got off - and stop it. For these reasons, I do not think the Board of Trade should sanction the practice either for Passenger or Goods Trains -

This Epidemic, as Capt Tyler states, that if there had been an Engine behind the Passenger Trains, that ran down the Inclines, and caused two fearful Collisions, these would not have occurred, but that can scarcely be urged as a reason for Passenger Trains being similarly worked. These Collisions would not have occurred if the Engines had remained at the Summit of the Incline. Cases of a similar nature have occurred on other Inclines by Engines at the tail of the Train - One of the Longest and worst Inclines in the Kingdom - (The Lickey Incline) has been worked by means of additional heavy breaks, with breaksmen in them, attached to the tail of Trains when ascending - and descending, for a very large number of years on the Midland Railway - and without any mishaps - I think that is the proper mode of working -

J. W. Ashland
22nd Sept 1868.

Although due weight shd be given to Col Ashland's suggestion that danger may be caused by Goods Trucks being pushed off the line, I think the balance of opinion inclines to our permitting the two Engines to be attached to the two ends of Goods Trains, but not of Passenger Trains.

The President.

I agree with Mr. Herbert. who has not initialled this Minute. R. Sept. 27.

Agreed with the Co that in the case of Goods Trains the Duty of the undertaking sufficiently complied with when the Engines are at each end of the Train, but that in the case of Passenger trains the Engines must be attached to each other in front of the train.

H Yorke Sep 30/68

H Yorke Sep 30/68

H Ch Merivale 3/10/68

close 3 Oct

44845

R.

Board of Trade. N° 1684 Railway Department.

Registered the 23 day of July 1868.

Date of Paper.		No. of Previous Paper.
July	23	1607

Great Western

Framing: Undertaking as to working 2nd line between Malvern Wells & Hereford and between Middle Duffryn & Quakers Yard, and as to Strengthening of Bridge between Quakers Yard and Middle Duffryn. 1 Encls.

(Minutes.)

Mr Mac Gregor

I think this should be referred to Colonel Rich who will be at the Palatine Hotel Manchester this Evening with a Request that he will telegraph to Mr F. G. Saunders his opinion as to the powers of the Lines in question being at once sanctioned. I have written a private Note to Mr Saunders to the above effect & his Messenger who brought the letter & Undertaking.

JMcG July 23/68

Done 23. July. 68

Mr Herbert

Agd July 23/68

The Undertaking appears Satisfactory & I have telegraphed to Mr Saunders as directed —

F. H. Rich
25th July 1868.

Mr Herbert 3—68

Letter of 23 July 68 Agd

Done 25. July. 68

Great Western Railway.

London Terminus
Paddington W.
23rd July 1868.

RECD JULY 23 1868
No 1684 R
BOARD OF TRADE

No 1595
Between Malvern Wells & Hereford

On behalf of The Great Western Railway Company we undertake that only one Engine in steam, unless coupled to another Engine, shall be on the single line at the same time between the north end of the Colwall Tunnel and the Colwall Station; between the north end of the Ledbury Tunnel and the Ledbury Station or between the East and West ends of the Quakers Yard Tunnel.

No 1596

No 1596
Separate Report

And we further undertake that Col. Rich's requirements as to the strengthening of the Bridge between Quakers Yard and Middle Duffryn shall be complied with.

Paul Foot
Chairman

Fred Saunders
Secretary

Great Western Railway.

London Terminus
Paddington.
W.

RECD JULY 23 1868
No 1684 R
BOARD OF TRADE

23rd July 1868.

Sir.

In reference to the Reports of Colonel Rich to the Board of Trade of the 9th inst. upon the subject of the second line of rails between Malvern and Hereford and between Lakers ford and Middle Duffryn. I beg to state that the requirements therein referred to have been complied with on the lines between Malvern and Hereford.

I beg to enclose the undertaking required relative to Working the single line

on the portions of Railway referred to.
and as to the strengthening the Bridge
between Quakers Yard and Middle Duffryn.

I presume there will now be
no objection to the opening of the second
line of rails on the Railways referred
to.

I am. Sir.

Your Obedient Servant

Fred Saunders

Secretary.

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

1684 K

25 July 1868

Sir

I am d? to ack: the
receipt of your letter of
the 23? Inst, enclosing
an Undertaking of the Great
Western R. C. with respect
to the working of the Second
Line of Rails between Malvern
Wells and Hereford and
between Middle Duffryn
and Quaker Pond, and also
that the Bridge between
Quaker Pond and Middle
Duffryn shall be strengthened
as required by Col Rich.

In Reply I am to inform
you that the Undertaking
is

The Secy of the
Great Western
R. C

is satisfactory, and that
the B. of T. no longer
objects to the lines in
question being opened
for public traffic

D McG

Ryan

44245

Board of Trade. **R.** N° 1607 1684 Railway Department.

Registered the 14 day of July 1868.

Date of Paper.		
July	13	

No. of Previous Paper.

1596.

Great Western

Jn Mr Owen the Engineer

Undertaking to strengthen Wrought Iron Bridge over the Aberdare Canal on Second Line between Middle Duffryn and Quakers Yard, as req^d by Col: Rich.

(Minutes.)

Mr Mac Gregor

We wrote to the Company yesterday stating that the B. of T. would not object to the opening proceeded they had on Undertaking by strengthening the Bridge in the manner specified in Colonel Rich's Report - No 1596 - and also a Undertaking as to the mode of working the portion of Angle line in Quakers Yard Tunnel.

I think we may wait for the reply to our letter of yesterday

D McG July 14/68

Mr Herbert returned July 14/68

44245

Board of Trade. **R.** N° 1607 1684 Railway Department.

Registered the 14 day of July 1868.

Date of Paper.	
July	13

No. of Previous Paper.

1596.

Great Western

Jno Mr. Owen the Engineer

Undertaking to strengthen Wrought Iron Bridge over the Aberdare Canal on Second Line between Middle Duffryn and Quaker's Yard, as req^d by Col: Rich.

(Minutes.)

Mr Mac Gregor

We wrote to the Company yesterday stating that the B. of T. would not object to the opening proceeded they had on Undertaking to strengthen the Bridge in the manner specified in Colonel Rich's Report - N° 1596 - and also a Satisfactory Undertaking as to the mode of working the portion of Single line in Quakers Yard Tunnel.

I think we may wait for the reply to our letter of yesterday

D McG July 14/68

Mr Herbert returned July 14/68

Reference to this letter: 29/764

Great Western Railway

In reply to your:

Engineer's Office, Paddington. W.

July 13th 1868

RECD JULY 14 1868 No. 1607 BOARD OF TRADE

To the Secretary of the
Railway Depart.
Board of Trade

Sir

I am informed that when Col. Rich examined last week a wrought Iron Bridge over the Aberdare Canal, on the Line from Quakers Yard to Mountain Ash, he made some objections to the Strength of some Cross Girders and required that the Engineer of the Taff Vale Railway should give an undertaking to strengthen the same within two months, I have the

honour of assuring Col. Rich
that the Girders shall be
strengthened in a manner
satisfactory to him, within
that time, and trust he
will now give the certificate
necessary for opening. —

I am Sir
Your obed
W. J. Owen

Board of Trade.

R.
N° 1596

Railway Department.

Registered the 13 day of July 1868.

Date of Paper.	No. of Previous Paper.
July 10	1595

Great Western

—

Colonel Rich. Report of inspection of Second line of Rails between Middle Duffryn and Quakers Yard.

(Minutes.)

Mr MacGregor

Colonel Rich recommends that the opening be allowed on receiving a satisfactory Undertaking as to the mode of working the portion of a single line in Quakers Yard Tunnel and also an Undertaking to strengthen a Bridge with additional girders.

I think we should send a Copy to the Co and inform them that the B. of T. will not object to the opening provided they receive the Required undertakings. D.P. herewith

D.McG.
July 13/68

Mr Herbert Rtn. July 13/68

Done
13. July. 68

Inspecting Officers
W. Yolland 27th July 1868.

Ok 27.7.68
F.H.R 29-7-68
R.W.T. 29th July 1868.

F & T 1000 3—68

REC'D JUL 13 '68
Sir, No. 1596
BOARD OF TRADE

Palatine Hotel
Manchester 10th July 1868

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 22nd ult. I inspected on the 8th inst. the 2nd line of rails, between Middleton Jeffreys and Lumbers Yard Simpson Vale, on the Vale of Neath and Aberdare Extension Ry. This line forms a part of the Great Western Railway—

The New line extends from Middleton Jeffreys to the Junction with the single line at the West end of Lumbers Yard Tunnel—a distance of 2.25 chs. The line through the Lumbers Yard Tunnel is single and the line is also doubled from the East End of Lumbers Yard Tunnel through Lumbers Yard Station to Lumbers Yard Junction—a distance of

The Secretary,
Board of Trade,
Railway Department.

34 chs

The permanent way consists of a double headed rail that weighs 80lbs per lineal Yard - It is fished & fixed with outside wooden keys in chairs that weigh 33lbs 2oz - The chairs are fixed with fang bolts, & sleepers laid transversely, at an average distance of 3ft apart - The chairs rest & the rail joints are about 2ft apart - The sleepers are 9ft long 10" X 5" - The line is ballasted with broken Stone -

The only new work is a bridge over the Canal and road. The abutments are of Stone & the Girders are W. Iron - the Spans are 49 and 67ft. The Iron Girder Sides of this Bridge are ~~too light - & Stone enough~~. I have suggested, that a Cross rib girder, similar to those now fixed, shall be placed between each

pair of Facing Points fixed — So that the intervals between the Crossings should be only 3 ft. The weight of the sighting load is distributed over the Crossings by Barlow Rails

Middle Steffyn West Junction requires to be worked with the Main Line Signals

The Down Dist. Signal at Middle Steffyn East Junction requires to be cleared, so as the Line plainly from the Junction Box and the Up Dist. Signal, at the Quakers Yard West End Inward Junction, should be seen 700 yds from the Jc. and should be placed, so as to be seen from the Line to the West of the Canal Bridge

The Contractor Engineer has promised to Complete these Signals at once

I submit that the Inward Line of Rails from Middle Steffyn to Quakers Yard Junction, may be opened for Passenger Traffic, so soon as a Satisfactory Locking is given by the Co. for working the Single part of the Line, in the Quakers Yard Inward and to put a 20 chain Facing Points

Yours

girder of similar dimensions & the
present ones, ~~between~~ in each ~~pair of~~ 6 ft. intervals between the
transverse girders, now fixed on the Bridge
over the Canal and Road-

Thanking the Honble

Directors

I. Brunel Asst.

J. R. Reid

Lt. Col. Pasley R.E.

1596 R.

13 July 1868

Sir

I am d? to transmit to you to be laid before the Directors of the Great Western R. C. the enclosed copy of the Report made by Colonel Rich R. E. the Officer appd to inspect the Second line of Rails between Middle Duffryn and Quakers Yard.

I am to state that the B. of T. will not object to the line being opened for ~~Passengers~~ public traffic provided they

1596 R

The Secy of the Great Western R. C

They became a Dalen factory
made of working the person
of single line in the Quadrant
Good Funeral, and he put
in additional Guides in
the Bridge referred to by
Colonel Roth.

Board of Trade.

R.
N° 1595

Railway Department.

Registered the 13 day of July 1868.

Date of Paper.	No. of Previous Paper.
July 9	1376.

Great Western
—
Colonel Rich.

Report of inspection of 2nd line of Rails between Malvern Rd & Hereford.

(Minutes.)

Mr Mac Grego/

Colonel Rich reports that the opening of the 2nd line of Rails between Malvern Rd & Hereford may be allowed so soon as a satisfactory Undertaking has been received with respect to the proposed mode of working the Single line through the Tunnels.

I think we shd send a Copy and state the Conditions upon which the Opening will be allowed

Dft herewith

DMcG July 13/68

Mr Hebert Return July 13/68

done
13. July. 68

B.T. J Inwards 9th July 68

RECD JUL 13 1868
No. 1595 H
BOARD OF TRADE

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 22nd Ulto I inspected the Second Line of rails between Malvern Wells & Hanford on the 7th Inst.

The Line from Malvern Wells to Hanford forms a portion of the Worcester & Hereford Branch of the Great Western Railway.

The Line portion is about 17 m. 67 ch. long. The permanent-way consists of an 80 lb. double headed rail which is fished with wrought iron chairs

The Secretary,
Board of Trade,
Railway Department.

but weigh 32 lbs each. The chairs are fastened with fang bolts & keys, which are laid transversely

at an average distance 83 ft. apart.
those East & the East points, being only 28 ft.
apart. The Line is ballasted with broken
Stone and Gravel.

All the Overbridges and the brick &
Stone Under bridges were constructed
for a double line when the Railway was
first made but now W^t and East bound
Trains have been laid on 12 Under Bridges
in Carry the 2nd
Line of rails -

The two second Line of rails extends
from Malvern Wells, to the East end of
Malvern Tunnel.
It then joins the Old Single Line through
the Tunnel. There is a 2nd Junction at
the West End of the Tunnel & the Line is
doubled as far as the East End of Ledbury
Tunnel. It then joins the Single Line as far as the West End of
the Tunnel, when it again becomes a double
Line into Hereford -

at an average distance 3 ft. apart.
those next the rail joints, being only 2 ft.
apart. The line is ballasted with broken
Stone and Gravel.

All the Overbridges and the brick &
stone Under bridges were constructed
for a double line. When the Railway was
first made but 1 rd and Cast Iron
Girders have been laid on 12 Under Bridges
line of rails - to carry the 2nd

The 2nd Single line of rails extends
from Malvern Wells, to the East end of Malvern Tunnel.
It then joins the Old Single Line through
the Tunnel. There is a 2nd Junction at
the West End of the Tunnel & the line is
doubled as far as the East End of Ledbury
Tunnel. It then joins the Single line as far as the West End of
the Tunnel, where it again becomes a double
line into Hereford -

The ~~Works~~ Bridges appear to be substantially
constructed of sufficient strength. Materials
found has ~~been~~ to be inferior, given way
more than once since the line was opened.

It appears to have been well repaired,
and with careful watching, seems
likely to apprehend danger, in time
of the Summer.

The fencing posts at the Stations,
which were necessary while the line
was a single line, are all to be taken
out as soon as the 2nd Line is opened.
and all the Sidings, & cross roads
with the D. Signals, belonging to the Line
which this Siding interfere with, should
this does not already have done.
intermediate

The Up D Signal at Ashpitel's
of the ~~Down~~ intermediate Down Distant Signal at Hitchin to be
Station, requires the altered, so as not to
to be repeated by the

Two Contractors Ballast-

Sidings are to be taken out and the
stuff rubbish thereby be cleared from the
South East long wall of the Bridge at
26 miles 40 chains, it is a Boundary Fence
& 4 ft. 6 in. in height

I the Engineer has undertaken
to complete these small services at once and
I submit, that the 2nd Line of Rails between
Redcross Wells & Liverpool may be opened for
passenger traffic without danger to the
public using the same, so soon as a proper
undertaking as the proposed mode of working the single parts of the
Tunnels is received.

I have the honor
to be Sir
Your most obedient Servt
J. Stephenson
C. H. Rich
Lieut. R.E.

1595 R

13th July 1868

Jno. Pullker

1595 R.

Sir

I am d? to transmit to you to be laid before the Directors of the Great Western R.C. the enclosed Copy of the Report made by Colonel Rich R.E. the Officer appd to inspect the Second line of Rails between Malvern Wells and Hereford and to ~~inform you~~ state that the B of T. will not hyed to the line being opened for Public traffic provided they receive a Satisfactory Undertaking as to the mode of working on the single line through the Tunnels referred to by Colonel Rich"

I have &c

The Secy of the
Great Western
R.C

Ty W.H.

Board of Trade.

R.
N° 1376

Railway Department.

Registered the 22 day of June 1868.

Date of Paper.	No. of Previous Paper.
June 20	1300

Great Western

Railway

Second notice of intention to open Additional Line of Rails between Malvern and Hereford, and between Middle Duffryn and Quakers Yard (Ready for inspection after 10 days from this notice)

(Minutes.)

Mr. MacGregor

I think this should be referred to Colonel Rich to inspect the lines in question and the C[illegible] informed of his arrangements.

D. McG. June 22/68

Mr. Herbert [illegible] June 25/68

done
25 June 68

RECD JUNE 22
No 1376
BOARD OF TRADE

Great Western Railway.

London Terminus.
Paddington.
W.

20th June 1868.

Sir.

In reference to my letter to
you of the 9th inst. I am desired by the
Directors to give you Notice that the
second line of rails between Malvern and
Hereford and between Leaker's yard and
Middle Duffryn will be ready for inspection
and may in their opinion be safely opened
for the conveyance of Passengers after the
expiration of ten days from this Notice.

I am. Sir.
your Obedient Servant
Fred Saunders
Secretary

The Assistant Secretary
Railway Department
Board of Trade.

Board of Trade. **R.** N° 1300 Railway Department.

Registered the 10 day of June 1868.

Date of Paper.	No. of Previous Paper.
June 9	

Great Western.

Reasons: a first notice of intention to open additional Line of Rails between Malvern & Hereford, and between Middle Duffryn and Quakers Yard ~~and requiring better inspection of~~ deposits. 1 Encls.

(Minutes.)

Mr. MacGregor/

I think the usual Reply as respects additional lines may be sent - Mr. Mackenzie be good enough to say whether the Plans already deposited afford the requisite engineering information

D.Mcg
June 10/68

Mr. Mackenzie

Mr Hulbert

Mr. Wilson, the Engineer, who called this morning wishes that the plans supplied to ~~him~~ this Department upon the opening of the first line of Rails, may be returned to him for the additional information required, as he has not another lithographed copy in his possession. Further drawings of bridges, as asked for in the usual Reply, may be necessary F.W.H.

I think he may have them

J.M.K. R.M.H. June 11/68

Replied in usual terms 11 June 68

F & 1069 3—68

Great Western Railway.

London Terminus.
Paddington.
W.

RECD JUNE 10 1868
No 1300 R
BOARD OF TRADE

9th June 1868.

Dear Sir,

The Directors of this Company are proceeding with the construction of a second line of rails on two sections of their Railway, viz: between Malvern and Hereford. and between Middle Duffryn and Lakers yard, which lines will in all probability be ready for

public Traffic on the 1st prox.

There is some doubt whether the necessity exists for giving Notice to the Board of Trade as to the opening of these lines, but to prevent inconvenience I am desired to send you the accompanying Notice, and to say that it is hoped to bring the Line into use on the 1st of July.

In case the Board of Trade should desire that

1st Inst.

whether

for giving

of Trade

these

desire

companies

that it

ive into

.

of

that

ons of their Wars showed

inspect the Lines prior

to the opening I will

forward to you the usual

few days Notice as soon

as the Works and Signals

are sufficiently completed-

I am faithfully

Fred Saunders

Robert J. W. Herbert Esq

Great Western Railway.

London Terminus.
Paddington.
W.

REC^D JUNE 10
No 1300

9th June 1868.

Sir.

I am desired by the Directors of this Company to notify to you that an additional line of rails in course of construction between Malvern and Hereford on the Worcester and Hereford Line, and between Middle Duffryn and Loakes Yard on the Vale of Neath and Aberdare Extension Railways, will in their opinion be ready for working with safety to the Public at the expiration of one Calendar month from the date

of this Notice.

I am, Sir,
Your Obedient Servant
Fred Saunders
Secretary.

The Assistant Secretary
Railway Department
Board of Trade.