



4 June 1887

SIR,

I have the honour to report for the information of the Board of Trade, ^{that} in compliance with the instructions contained in your Minute

of the 25th ultimo, I have inspected the extension of the Cromer Branch of the Eastern and Midlands Railway from Stolte to Cromer, a length of 10 miles 12 chains.

The line is single, on the 4 ft. 8 1/2 in gauge, the minimum width at formation level 16 ft., and the space between the lines where there is more than one, 16 ft.

Land has been purchased and the other bridges constructed with a view to the future doubling of the line.

The permanent way is almost identical with that of the last portion inspected; it is the line is well ballasted and is in good order.

The works comprise

- (1) Ten other bridges all constructed with brickwork, or concrete faced with brickwork, abutments & piers; 9, largest span 29 ft., having brick arched tops; and the 10th, span 29 ft., having a steel trough girder top.
- (2) ^{Six} ~~Five~~ under bridges, all built with brickwork, or concrete faced with brickwork, abutments & piers; two, widest span ~~28~~³² 5/8 ft., having brick arched tops; and four, widest span 35 3/8 ft., having box iron girder tops, steel trough cross girders being used in the bridge of widest span.
- (3) Two brick & concrete 3 ft. cutwaters.

These works appear to have been substantially constructed and the standing well, except as by you. Some settlements in the under bridges at 11 m. 51 ch. & 11 m. 51 ch., should not be carefully watched. The girders have sufficient theoretical strength and those under the line & for moderate deflections should be tested.

There are several deep cuttings & high banks. The sides
of which appear to be stony well.
There are no tunnels.

There are two ^{authorized} level crossings of public roads, one at
Holt and the other at Sherrington Station, provided
with proper gates.

The crossing at Th. L. 3rd, described in the details as
a public road, is not so, but has nearly been made
in pursuance of the Act of 1881, which required the
Company to provide a crossing between the two parts of
Kelling Heath severed by the railway. This crossing
has been provided with proper gates and a lodge.

The fencing is principally of post & rail, with some
short lengths of post rail fence.

The two Stations are Sherrington and Cromer, ^{Beach} at
both of which the necessary accommodation has been
provided. At Cromer, ^{Beach} has been constructed as a
large terminal station, with extensive sidings &

~~Locomotives~~ The signal arrangements are carried out
in raised cabins at Sherrington and Cromer, ^{Beach} the
former contains 12 working & 2 spare levers, and
the latter 18 working and 2 spare levers. The interlocking

in these cabins is correct.

^{An engine house has been constructed at Cromer.}
The only requirements noticed here that have not been
provided at the two public ^{road} level crossings, ^{the station at Sherrington being properly equipped,} and that
the clock at Sherrington should be placed so as to be

visible from the platform. The ~~station~~ platform at Red Dunt
^{has not the usual asphalt platform, unless provided with proper signals.}
Considerable deviations both lateral and vertical

have been made from the authorized plans near the
end of the line; these ^{lateral deviation is} ~~are~~ stated to have been made at
the request of ^{the} landowners, who have also consented to the
vertical deviations. There is no objection to these deviations
from an engineering point of view.

With regard to the two complaints from Miss L. M.
and Mr. Holding as to danger likely to arise to the
vehicular traffic from the proximity of the railway

to part of the road between Naybourn and
Sherringham, I find that a screen has been erected
along that part of the line, which the road
most nearly approaches and when the nature of
the line allowed of a screen of reasonable height being
of any use. In addition to this, the Sherringham Station
down signals ^{can} be seen from the road, when driving
towards Sherringham, and I have suggested to the
Engineer the expediency of raising the up starting
signal ~~to~~ ^{so} that it be raised to as ^{high} a level
from the road in a considerable distance. It would
also be desirable to plant some quick growing shrubs along the exposed side
with those provisions I do not see what more
of the line.

can be reasonably done in the interests of the
public using the highway in question.
It is intended that the ^{single} line shall be worked on
the train table system and arrangements
the necessary instruments have been provided.
An undertaking to to work the ^{line} single is to be
forwarded.

Subject to the above named few requirements
and to the receipt of the undertaking as to the
mode of working, I see no objection to the Board
of Trade authorising the line between Sherringham
and Cromer being opened for passenger
traffic.

I have to
C. J. Hutchinson
Major General &c.