

Melton Constable Drawings List

Description: The collection consists of a register, which records all the drawings made at the Melton Constable Works and the surviving drawings from those that were originally made there. These comprise 449 original drawings attached to the sticks used for storage at the Works, there are a further 27 fragile drawings. The bulk of the drawings relate to repair work done to carriages and wagons, details of steam cranes and various civil engineering installations on the Midland and Great Northern Railway network. They do not include any locomotive drawings as these were presumably absorbed into the system used by the Stratford Works of the London and North Eastern Railway in 1936. They represent only a fraction of the total output from the Melton Constable Works. The collection also contains a drawing register which can be accessed through Search Engine.

System of arrangement: Due to successive historical transfers of the material the original order of the archive has been lost. Where possible the drawings have been retained on their original sticks. There are frequently several associated drawings on one stick and these do not necessarily follow in numerical sequence. The drawings have therefore been sorted into boxes and catalogued in that order, excluding those fragile drawings that have been copied into microform.

Physical Characteristics: There are 449 drawings, mainly wax linen, are attached to sticks from which they can be rolled out, a further 27 drawings are in a fragile condition. This will create limitations to the methods that may be used for providing copies.

Administrative/Biographical History: The Midland and Great Northern Joint Railway comprised three units. The first consisted of four small contractors lines crossing the district between Peterborough, Bourne, Spalding and Kings Lynn opened in 1858-66 and worked by the Great Northern and Midland Companies both wanting to extend into north Norfolk. The second was an independent line from Yarmouth to North Walsham opened in 1879-81. The Lynn and Fakenham Railway merged with this company in 1882 to form the Eastern & Midlands Company. The Midland and Great Northern Joint Railway built its works at Melton Constable, the central junction on its system. The first track was laid in May 1881 and the works were brought into operation in 1883 and closed in October 1936.

The site of the works was original chosen by the Lynn and Fakenham Railway who undertook the initial building. A map of Norfolk shows a ridge of high land running roughly from a little north-east of Fakenham to that part of the coast between Cromer and Mundesley, the highest altitude being as much as 327 feet above Ordnance Datum in what is a generally very flat area. It follows that any railway to serve North Norfolk from the west must negotiate this Cromer Ridge. This requires the line either to run along the ridge or to cross it. In the other proposals, i.e. those of the Great Eastern Railway and the CNLR, these lines were to cross the ridge through the Briston Gap where the Glaven valley could have been reached without exceeding 160 feet above O.D. But the route of the Lynn & Fakenham Extension had first to ascend the ridge by the Thursford Bank to the summit of Pigg's Grave 312 feet above O.D., run comparatively level to just west of Briston, where a station was proposed and gradually downhill south-east to Aylsham and beyond. One part of the western boundary of Melton Constable is 323 feet above O.D. and the site of the works about 280 feet and sloping slightly eastward.

In choosing the site the ruling factor was the availability of the necessary land. The major landowner was Lord Hastings and he made land available in the two adjoining parishes of Melton Constable and Burgh Parva so that the works and station became situated not in the existing settlement of Briston, but in an almost new village. Thus Melton Constable grew because of the Briston Gap (geological) and the position of the land made available (private enterprise). Any disadvantages were minor ones such as scarcity of labour, a slightly sloping site and variable soils – sand, chalk, marl and clay for foundations. The advantages were few but major, in that all reservoirs could be sited as high as possible on top of the slopes, the drainage was natural towards Burgh Beck in the north-west and River Bure in the east and 25 acres of land were available.

The new works at Melton Constable were initially built and brought into operation by Mr J W Mann who had been appointed Locomotive Superintendent of the Lynn and Fakenham Railway in 1880. On 10th May 1881 the first track was laid, the foundations of the various shops were put in, part of the walls put up and the framework of many houses in Melton Street erected. Although commenced by the L & FR, completion was carried out by the Eastern & Midlands Railway. The works first operated in 1883.

At first a little trouble was experienced with the foundations in the mixture of sand, clay and marl but this was later overcome and the sheds of brick with iron window frames and iron and wood roofs safely erected. The ironwork was by Everitt, Adams & Co. of Great Ryburgh.

The dimensions of the works were

Carriage and Wagon shop 80 ft. x 150 ft

Locomotive shop 120 ft. x 125 ft

Smith's shop 40 ft. x 100 ft

(With 30 forges and a 25 cwt. Massey steam hammer)

The works were compact and well equipped. The erecting shop had two roads and there was a machine shop, boiler shop, forge, smithy and other ancillary shops. Before the erecting shop was completed, lighter work, such as wheel removal, had been carried out in the open. The layout consisted of one island providing two 800 ft platforms enabling long trains to be divided as required. Lord Hastings had his private waiting room at the Lynn end of the up platform and on the opposite side. The provision of this amenity for the nobility was one of the original conditions of land transference. Most of the platforms were roofed. Internally the erecting shop was perhaps the most impressive in the whole of Norfolk. Water was obtained from a well 7 ft dia x 30 ft deep pumped by a 6NHP Tangye steam engine into a tank 20 ft high.

Melton Constable Works was perhaps a unique settlement in the British Isles being not a railway town but a railway village. Its growth is shown by the census figures, where in 1881 the population was 118, in 1891 393, in 1901 934, and in 1911 was 1,157. The Works closed in October 1936 and the Melton Gasworks finally closed on 3rd March 1962.

The Works were brought into operation in 1883 by the Eastern & Midlands Railway when the local locomotive shops at Yarmouth and Fakenham were closed and all heavy repairs were transferred to Melton Constable. Mr JW Mann, who had overseen the construction of the works, resigned in 1884 and William Marriott, who had become Civil Engineer of the Eastern & Midlands in 1883, was appointed Locomotive Superintendent.

During the next few years the works were occupied in heavy repairs to locomotives; the first rebuilding proper did not take place until 1890 when No.18, one of the Cornwall Mineral Railway engines, was converted to a 2 4-0 tender locomotive. Nos 13 and 3 were modified in the same way in 1891 and No. 14 in 1892. No. 29(re-numbered 42) was rebuilt in 1891.

New engines received during the life of Eastern & Midlands Railway comprised three 4-4-0 express engines from Beyer, Peacock & Co, in November 1886, given numbers 29-31. In May 1888 Gorton Works despatched four more 4-4-0 Peacock engine locomotives to Melton Constable, allotted Nos. 32-35.

By the time the Midland and Great Northern Joint Railway was formed on 1st July 1893 the E & MR possessed thirty-six locomotives. This locomotive stock resolved itself into two main types that became the standard on the M & GNJR, viz. seven 4-4-0 side tanks and fifteen 4-4-0 tender express engines.

For some years after the M & GNJR was formed, Melton Constable was intensely occupied in general repair work to both locomotives and other rolling stock. Fifteen engines were rebuilt in the period 1895 - 1909. During this period Melton Constable also took delivery of thirty-three 4-4-0 inside cylinder passenger engines manufactured by Sharp, Stewart & Co. and in 1896 took receipt of eight 0-6-0 tender goods engines built by Neilson & Co. of Glasgow.

None of these later additions were suitable for shuttle passenger service and shunting duties. Consequently a new design of 0-6-0 side tank shunting engine was put in hand, mainly as "stock jobs", to fill the demand for such a type in the extensive yards of Norwich, Yarmouth and South Lynn. Although classed for accountancy purposes as rebuilds these were in effect new engines utilising what parts were still serviceable from CMR engines purchased in 1880 and 1881. Altogether nine were constructed in the period 1897 - 1905; they were intended as replacements for six of the old Cornwall Mineral engines: the old Black Hawthorn saddle tank and

engines purchased in 1880 and 1881. Altogether nine were constructed in the period 1897 – 1903, they were intended as replacements for six of the old Cornish mineral engines, the old black, Hawthorn saddle tank and two Fox, Walker engines. All nine of this class bore number-plates of E & MR design, i.e. red ground with golden gorse figures. The last of these nine engines was withdrawn from service in 1949.

These new 0-6-0Ts had two 16" x 20" diameter wheels, boiler with round top firebox with a total heating surface of 737 sq. ft. Those which had old boilers fitted operated at 140 lb/sq in and those with new boilers 150 lb/sq in. Their total weight in working order was 37 tons 13 cwt. Grate area was 11.3 sq ft. They had the Melton third pattern chimney, MR pattern boiler mountings and injectors below the tanks for flooding should they not start at once and get overheated. Other features were a fountain point just forward of the spectacle plate from which points to the whistle and other fittings were taken, steam brakes to the driving and trailing wheels although a hand operated brake with vertical spindle was also included. The connecting rods were outside the coupling rods and had open-ended big-ends with the small-ends adjustable by screw and wedge. Lubrication to the cylinders was by a sight-feed instrument not the old bubble type. Sanding was provided for running in either direction and all had vacuum brakes.

The steady increase in goods traffic demanded still more locomotives and Kitson & Co. Ltd supplied eight 0-6-0 goods tender engines in 1899 identical with those of the Midland Railway pattern. Again in 1900, twelve GNR 0-6-0 tender goods locomotives built by Dübs & Co., Glasgow were sent to Melton Constable.

A corresponding increase in passenger traffic called for further passenger engines and seven 4-4-0 inside cylinder locomotives were supplied by Beyer, Peacock & Co. Ltd. in 1899, similar to those of the MR, and also known as Class C.

In 1904 Melton Constable Works again undertook production of still more passenger locomotives, in this instance 4-4-2 tank engines. They were well-proportioned locomotives with sloping side tanks, two outside cylinders 17½" x 24", 3'-0" diameter bogie wheels, 6'-0" diameter drivers and 3'-6½" trailing wheels. The boiler had a round top firebox and a total heating surface of 1099 sq. ft. Boiler pressure was 160 lb/sq in and the total weight in working order was 68 tons 9 cwt. The boilers were similar to the MR Type 36 Class B and the fittings (the closed dome, the Ramsbottom safety valves with the elegant tail lever and combination injector mounted on the firebox backhead) followed Derby practice, except for the chimney which was of the Melton third pattern design. There was great similarity between the cylinders, wheels and motions of these engines and the original Peacocks supplied from 1882. The tank capacity was 1650 gallons of water and 2 tons of coal. Three 4-4-2T engines were built in 1904, 1909 and 1910 and saw service until 1944.

The nine 0-6-0T and three 4-4-2T locomotives built by the M & GNR all incorporated parts of those they replaced but the large amount of work entailed could justify them being termed "new". After the 4-4-2T engines were built no further new locomotives were built at Melton but a great many modifications were always being made. At the time of Mr. Marriott's retirement in 1924 his last locomotive list comprised ninety-five engines and there were four blank numbers available for any additions.

Melton Constable Works not only repaired existing stock supplied to the former companies but also built a number of new vehicles. In 1902, for example, the works turned out some trucks for travelling oil-gas holders, the trucks being made and erected in the carriage and wagon shop the twin 4 ft. 0 ins. diameter x 17 ft. 2 ins. long dish ended tanks being dealt with by the boiler shop and hydraulically tested to 10 psi. During the whole of this period maintenance work at Melton covered not only railway vehicles but the large fleet of horse-drawn delivery vans and trolleys as well

William Newman (Mr. Marriott's first mechanical draughtsman and Chief Assistant to the Locomotive Superintendent since 1893) succeeded William Marriott as Resident Mechanical Engineer. He, like his predecessor, was faced with the ever-present demand for greater motive power to deal with the heavier trains, especially the summer excursions. No new engines were forthcoming and he tackled the problem by maintaining a rigidly high standard of maintenance of both locomotives and passenger stock. Mr. Newman retired in 1932.

He in turn was succeeded by Mr. A.H. Nash from Derby works. Apart from blast nozzle and chimney modifications, no fundamental changes were made to the engines in general during his period in charge and no new type of locomotive or new design was undertaken at Melton up to its closure. Mr. Nash left Melton in 1937 after the L & NER took charge.

From 1921 and onwards the Melton shops were on short time and were closed on Saturdays from 25th October 1930. On 1st October 1936 the Joint locomotive stock was transferred to the L & NER. Steadily between 1936 and 1945 the old engines were gradually withdrawn and broken up. However two of the sturdy shunting tanks lasted long enough to be taken in to British Railways stock in 1948.

During the First World War, Melton shops had to deal with not only their own work but much in addition which was undertaken to help the parent Companies, as well as further work for the war effort direct. Seventy-four 0-6-0 MR locomotives of Kirtley design were completely overhauled and covered with the original boilers and Salter safety valves, and as were those already fitted with H Class boilers. In addition at least two of the MR 2-4-0 tender engines were dealt with.

The boiler shop broke new ground by making the framing for 80 ft and 86 ft steel steam drifters which were completed by JW Brooke & Co. Ltd., Lowestoft, forgings for 70 ft. dock lighters, steering and towing gears for motor launches and towing hooks for 56 ft. steam tugs. For GNR, the Melton Constable works built fourteen 47 ft. 6 in bogie rail and sleeper wagons, fifty open sided 19 ft goods wagons, twenty 12 ton ballast wagons and repaired 580 open high sided goods wagons.

Work direct for the war effort comprised 30,000 H.E. shell noses, great quantities of forgings of all kinds, shell plant and thousands of rectification base plates for 18-pounder 4.5 in and 6 in shells. They also made several hundred 2 ft gauge light railway turnouts and lengths of track.

The non-ferrous foundry produced hundreds of castings for searchlight projectors and their base rings. Travelling slide rests for shell cases were produced in the tool-room. They also made roller bearings and parts for aircraft construction.

An important development for which William Marriott's skill and experience was responsible was the application to railway work of concrete. He laid out a concrete shop at Melton and patented a machine for making blocks. He had introduced concrete fencing posts in 1909 and had patented and registered 135 inventions and designs using both concrete and reinforced ferro-concrete. These included signal posts, girders, gate posts

for level crossing gates, fittings for gate houses, platforms, walls, sleepers, bridging blocks and station buildings and name boards. Tests were carried out at Melton and at the factory of Messrs. Ellis at Leicester, and from June 1916 to May 1917 concentrated particularly on signal posts. The set of signals guarding the western approaches to Melton was supposed to be one of the largest concrete signals in the world. Concrete signal posts made at Melton were also later supplied to the Great Northern Railway, Great Central Railway and Midland Railway. Concrete sleepers first appeared on running lines in June 1916 in Melton and the road bridge at Melton station was of Mr. Marriott's design replacing the original L & F brick structure.

Various tints and liveries had been used by the various small companies eventually forming the Joint, but on its formation the M & GN had to adopt its own distinctive livery. Mrs. Marriott suggested that as the Joint lines traversed so much of beautiful Norfolk framed in great areas of gorse on many heaths, what better colour for a locomotive or lengthy pedigree than golden gorse? So the deep lustrous tint of golden gorse when seen in bloom by the acre was adopted.

- 1881 Building started by Lynn and Fakenham Railway and continued by Eastern & Midlands Railway
- 1882 Running shed, 40 ft. x 120 ft. for 12 locomotives, coaling plant, large turntable erected and 28 dwellings built for railway officers and men
- 1883 Works brought into operation by E&MR when local locomotive shops at Yarmouth and Fakenham closed and heavy repairs transferred to Melton Constable.
- 1883 William Marriott appointed Locomotive Superintendent
- 1886 Further dwellings completed
- 1888 New bore sunk
- 1889 Tenders invited for installing an extra single lift gas holder and 2 purifiers. R Dempster & Sons Ltd won the contract.
- 1893 Midland & Great Northern Joint Railway formed
- 1894 Land leased for grocer's shop and a batch of 19 dwellings completed
- 1896 Boiler shop completed and extended. Institute erected. Further 24 dwellings including 2 shops and house for medical man built.
- 1899 New gas holder added
- 1901 Tower scrubber called up
- 1902 Paint shop extended
- 1910 Institute extended
- 1912 Carriage sheds extended

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
1	18	3417		Not to be moved Disc & Red Flag, Engine Protection	various	1921/08/22	linen	TRUE	167	3	M & GN Joint
1	13	1197		Bonnet & Pipe for Stove Saloon	various	1907/01/22	linen	TRUE	3	3	M & GN Joint
1	23	3253		Extension of Turntable - Sutton Bridge	1 1/2in = 1ft	1921/06/28	linen	TRUE	1403	3	M & GN Joint
1	15	2234		Details for 5 Tons Yard Crane No. 1 at Norwich	various	1910/06/28	linen	TRUE	585	3	M & GN Joint
1	15	1789		General Arrangement Oil Stores Crane	various	1906/07/14	linen	TRUE	319	3	M & GN Joint
1	15	2243		Details for Hand Railing, 5 Tons Yard Crane. No.1 at Norwich	Full	1910/07/15	linen	TRUE	584	3	M & GN Joint
1	38	2225		Vertical Heater & Cock for Guard's Compartment	Full	1910/05/27	linen	TRUE	705	4	M & GN Joint [Fragile, part missing]
1	15	1594		Crane Slings 3/8in & 1/2in dia Chain	Full	1906/01/19	linen	TRUE	635	3	M & GN Joint
1				Lifting Tackle Goods Dept. [Norwich?]	various	1907/09/04	linen	TRUE	635	4	M & GN Joint
1	36	2113		Details of Clutch Gear. S. Lynn Pump	Full	1908/06/18	linen	TRUE	418	3	M & GN Joint
1	23			Wheel for Turntable	half	1907/02/24	linen	TRUE	764	4	M & GN Joint [part torn off, including number]
1	15	2581		Details for Jib Encls. 3 Tons Steam Crane	3in = 1ft	1914/06/29	linen	TRUE	790	2	M & GN Joint [4 drawings on stick]

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
1	15	2550		Arrangement of Footplating, Engineers 3 Tons Steam Crane	Full	1914/02/14	linen	TRUE	790	3	M & GN Joint 4 drawings on stick]
1	15	2553		Details of Housing, Engineers 3 Tons Steam Crane	various	1914/02/27	linen	TRUE	790	3	M & GN Joint [4 drawings on stick]
1	15	2557		Housing for Engineers 3 Tons Steam Crane	1 1/2in = 1ft	1914/03/09	linen	TRUE	790	4	M & GN Joint [4 drawings on stick]
1	15	1472		Snatch Blocks 5 Ton Crane	Full	1914/02/23	linen	TRUE		3	M & GN Joint
1	18	3659		Boards for Special Passenger Trains	Full	1921/04/28	linen	TRUE	171	3	M & GN Joint [2 drawings on stick]
1	23	883		Bracket for Turntable - Sutton Bridge	Full		linen	TRUE	1038	3	M & GN Joint
1	15	2238		Details for 5 Tons Yard Crane. No.1 at Norwich	various	1910/07/13	linen	TRUE	585	3	M & GN Joint [2 drawings on stick]
1	15	2236		Details for 5 Tons Yard Crane. No.1 at Norwich	various	1910/07/13	linen	TRUE	585	3	M & GN Joint
1	15	3715		C.I. Details 30cwt. Goods Shed Crane, Spalding	Full	1926/07/01	linen	TRUE	1484	3	M & GN Joint
1	15			Pipe & Blank Flanges Tank Stalham	Full	1899/05/01	linen	TRUE	1139	4	M & GN Joint [part torn off including number]
1	15	1042		Yoke for Sling, Norwich Goods Dept.	Full	1899/03/06	linen	TRUE	1031	2	M & GN Joint [4 drawings on stick]
1	15	1043		Sling Chains, Norwich Goods Dept.	Full	1899/03/17	linen	TRUE	1031	3	M & GN Joint [4 drawings on stick]
1	15	1039		Details of Crane Sling, Norwich	various	1899/02/28	linen	TRUE	1031	3	M & GN Joint [4 drawings on stick]
1	15	1039		Details of Sling, Norwich	various	1899/02/17	linen	TRUE	1031	3	M & GN Joint [4 drawings on stick]
1	13	2286		Globe Ring. Carriage Roof Lamp	Full	1911/06/13	linen	TRUE	456	3	M & GN Joint
1	21	1140	A	Water Indicator	various	1896/05/14	linen	TRUE	1268	4	M & GN Joint [numbr and part drawing missing] 2 dawings on stick; artificial number
1	21	1140		Indicator for Tank Melton Constable	1 1/2 in = 1 ft	1900/07/26	linen	TRUE	1268	3	M & GN Joint [2 dawings on stick]
1	21	3808		Arrangement & Details of 4" dia Syphon Water Supply, South Lynn	various		linen	TRUE	1214	3	M & GN Joint [2 dawings on stick]
1		3808	A	Arrangement of 6" Syphon. "South Lynn"	various	1896/06/15	linen	TRUE	1214	3	M & GN Joint [2 dawings on stick]; artificial number
1				Arm of Brake Shaft for Passenger Brake	Full	1893/03/15	linen	TRUE	57	3	E & MR
1		1098	A	Stays Water Tank. Melton Constable	1 1/2 in = 1 ft	1900/03/18	linen	TRUE	1631	2	M & GN Joint [n0 number] [3 drawings on stick];artificial number
1	21	1098		Stays Water Tank. Melton Constable	1 1/2 in = 1 ft	1899/08/17	linen	TRUE	1631	3	M & GN Joint [3 drawings on stick]
1	21	1099		Arrangement of Stays Water Tank. Melton Constable	1/4 in = 1 ft	1899/08/17	linen	TRUE	1631	3	M & GN Joint [3 drawings on stick]
1	15A	3931		Jib for Coaling Crane, South Lynn	1 in = 1 ft	1887/01/26	linen	TRUE	1534	3	M & GN Joint
2	15	1929		Spindle Handle & Catch for 10 Ton Travelling Crane No. 6	Full	1907/10/18	linen	TRUE	367	3	M & GN Joint [3 drawings on stick]
2	15	1928		Brake Wheel - No.6 10 Ton Travelling Crane	Half	1907/10/10	linen	TRUE	367	3	M & GN Joint [3 drawings on stick]
2	15	1928	A	Shaft & Bracket for Drum - No.6 10 Ton Travelling Crane	Half	1907/10/17	linen	TRUE	367	3	M & GN Joint [3 drawings on stick]

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
2	18	1444		Lockers - Loco Shed - Yarmouth	3 in = 1 ft	1903/08/26	linen	TRUE	74	3	M & GN Joint [3 drawings on stick]
2	18	3480		Lockers - Loco Shed - Cromer	3 in = 1 ft	1922/07/21	linen	TRUE	74	3	M & GN Joint [3 drawings on stick]
2	18	3498		Lockers - Loco Shed - Yarmouth	3 in = 1 ft	1922/10/17	linen	TRUE	74	3	M & GN Joint [3 drawings on stick]
2	15	118		Alteration to Brake. 10 Tons Travelling Crane No.2	3 in = 1 ft	1936/05/06	paper	TRUE	1588	4	M & GN Joint [torn & fragile]
2	23	1072		Extension of Turntable (Dock Co.) Sutton Bridge	1 in = 1 ft	1899/07/04	linen	TRUE	1162	3	M & GN Joint [2 drawings on stick]
2	23	1073		Details of Turntable (Dock Co.) Sutton Bridge	3 in = 1 ft	1899/07/04	linen	TRUE	1162	3	M & GN Joint [2 drawings on stick]
2	15	2242		Plan of Base. 5 Tons Yard Crane. No.1. Norwich	1 in = 1 ft	1910/08/05	linen	TRUE		3	M & GN Joint
2	15	3761		Details of Hand Brake. 10 Tons Travelling Crane No.2	Full		linen	TRUE	173	3	M & GN Joint
2	15	2287		Shafts - 30 Tons Loco Shear Legs	various	1911/10/02	linen	TRUE	457	3	M & GN Joint [2 drawings on stick]
2	15	2287		Special Long Bearing & Shafts. 30 Tons Loco Shear Legs	Full	1911/01/20	linen	TRUE	457	3	M & GN Joint [2 drawings on stick]
2	14			Details of Brake Gear	various	1898/10/31	linen	TRUE	21	4	M & GN Joint [number torn off]
2	21	1959		Raw Hide Pinion, Three Throw Pump, Melton Constable	Full	1908/07/07	linen	TRUE	393	2	M & GN Joint
2	14	1465		Details of W.1. Work-Truck - Travelling Gas Holders	3 in = 1 ft	1904/01/30	linen	TRUE	75	2	M & GN Joint
2	21	1095		Column for 8" Water Stop Valve	Half	1907/06/03	linen	TRUE	1052	4	M & GN Joint [2 drawings on stick]
2	21	1095	A	Bend for Connection to 9" Socket Pipe	3 in = 1 ft	1907/07/08	linen	TRUE	1052	3	M & GN Joint [2 drawings on stick] [no number]
2	18	1387		Cupboard for Gas Works	3 in = 1 ft	1908/02/03	paper	TRUE	72	3	M & GN Joint
2	21	1285		8" Water Column South Lynn East & Melton West	1/2 in = 1 ft	1902/06/06	linen	TRUE	72	3	M & GN Joint [2 drawings on stick]
2				8" Water Column South Lynn West	1/2 in = 1 ft	1902/06/07	linen	TRUE	1259	3	M & GN Joint [2 drawings on stick] [number torn off]
2	15	2297		Clutch Gear (for lifting) 30 Tons Shear Legs	Full	1911/10/04	linen	TRUE	575	3	M & GN Joint
2	23	1591	[Y]	Centre Turntable Yarmouth	3 in = 1 ft	1905/02/01	linen	TRUE	826	3	M & GN Joint
2	11	1446		Arrangement of Brake for Stone Lorry	various	1903/09/08	linen	TRUE	73	3	M & GN Joint
2	38	1935		Flange & Clips Heating-- Coaching Stock Wagons with through Pipes	Full	1901/11/03	linen	TRUE	101	3	M & GN Joint
2	21	1092		Foundation for 8" water Column	1 1/2 in = 1 ft	1902/05/24	linen	TRUE	1240	3	M & GN Joint [2 drawings on stick]
2	21	1278		Foundation Water Column. S. Lynn West	1 in = 1 ft	1902/04/09	linen	TRUE	1240	3	M & GN Joint [2 drawings on stick]
2				Safety Valve & Lever. Engineers 3 Ton Crane	Full	1914/05/06	cartridge paper	TRUE	676	3	M & GN Joint [no number] [fragile]
2	15	1763		Wire Rope Barrel & Details. Electric Coach Crane	various	1906/02/20	linen	TRUE	655	3	M & GN Joint [2 drawings on stick]

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
2	15	1763	A	Drum for S. Lynn Coal Crane showing Groove for Rope			paper	TRUE	655	3	M & GN Joint [2 drawings on stick] [no number scale or date - fragile]
2	21	2558		Stove for Water Columns	3 in = 1 ft	1914/11/13	linen	TRUE	826	3	M & GN Joint
2				Details of Wrot Iron work. Brakegear	Full		linen	TRUE	25	3	M & GN Joint [no number]
2	15	2232		Arrangement of Frame. 5 Tons Yard Crane. Norwich No. (1)	3 in = 1 ft	1910/06/10	linen	TRUE	445	3	M & GN Joint [includes loose sheet with alternative scheme - no number]
2	18	1412		Details of Gear for Pump	Full	1903/05/04	linen	TRUE	921	3	M & GN Joint [part drawing torn off] [2 drawings on stick]
2	18	1411		Arrangement of Gear for driving Pump at Gatehouse	3 in = 1 ft	1903/05/04	linen	TRUE	921	2	M & GN Joint [2 drawings on stick]
2	36	1869		Arrangement of Electric Motors. Signal Dept.	various	1907/02/02	linen	TRUE	339	3	M & GN Joint
2	15	2006		Pinion for 5 Tons Yard Crane, Great Yarmouth	Full	1900/07/06	linen	TRUE	396	2	M & GN Joint
2	14	4042		Standard Drawhook, Link, Pin & Cotter	various		paper	TRUE	60	3	M & GN Joint
3	18	1364		Paint Shop Heating Arrangement RH Corner	1 1/2 in = 1 ft	1902/11/06	linen	TRUE		3	MG & N Joint
3	18	1365		Paint Shop Heating Arrangement	1 1/2 in = 1 ft	1902/11/06	linen	TRUE		3	MG & N Joint
3	15	2308		Gearing for 30 Tons Shear Legs	3 in = 1 ft	1911/04/21	linen	TRUE		3	MG & N Joint
3	23	2573		Centre Turntable, Cromer	full	1914/05/19	linen	TRUE		3	MG & N Joint
3	13	1836		Alteration to Fascias - G.N. Type- Carriage	1 1/2 in = 1 ft	1906/06/12	linen	TRUE		3	MG & N Joint
3				Alteration to Fascias G.N. Type Carriage, fitted with Warming Apparatus	1 1/2 in = 1 ft	1911/04/10	linen	TRUE		3	MG & N Joint No number - attached to same stick as 13/1836
3	21	1029		Suction Valve for Pump, Melton Constable	Full	1899/06/14	linen	TRUE		3	MG & N Joint Number partially torn off
3	15	2294		Clutch for Worm Gearing, 30 Tons Shear Legs	Full	1911/10/04	linen	TRUE		3	MG & N Joint
3	15	2309		Arrangement of 30 Tons Shear Legs	3/4 in = 1 ft	1911/10/11	linen	TRUE		3	MG & N Joint
3				Foundation Bolts, 30 Tons Shear Legs	3 in = 1 ft	1912/02/06	linen	TRUE		2	MG & N Joint no number, attached to same stick as 15/2309
3	15	2310		Ladder for 30 Tons Loco Shear Legs	various	1911/10/11	linen	TRUE		3	MG & N Joint
3	25	3611		Wrot. Details of Air Compressor	Full	1924/08/07	linen	TRUE		3	MG & N Joint
3	25	3595		Crank Shaft - Air Compressor	3 in = 1 ft	1924/02/29	linen	TRUE		3	MG & N Joint
3	25	3595		Crank Shaft for Compressors, Melton Constable	Full		linen	TRUE		2	MG & N Joint no date
3				Fly Wheel for Air Compressor	3 in = 1 ft		cartridge paper	TRUE		3	MG & N Joint part drawing 25/3595 rolled loose on same stick as 25/3595
3	21	2369		Extension Piece. Suction Pipe, Centrifugal Pump	Full	1912/02/02	linen	TRUE		3	MG & N Joint part drawing
3	21	2369		Clips - Suction Pipe - Centrifugal Pump	3 in = 1 ft	1912/02/04	linen	TRUE		3	MG & N Joint
3				Brake Shafts for Horse Box	Full		linen	TRUE		3	MG & N Joint number torn off
3	21	3680		Stop Cock for Syphons - South Lynn	Full	1925/10/14	linen	TRUE		3	MG & N Joint
3	15	3268		Framework & Centre Casting for Base of Crane No.21, South Lynn	various	1921/04/24	linen	TRUE		3	MG & N Joint
3	15	3435		Framework & Centre Casting for Base of Crane No.24, Sutton Bridge	various	1922/01/11	linen	TRUE		3	MG & N Joint
3	15	2299		Details of Ratchet Wheel & Detent. 30 Tons Shear Legs	Full	1911/10/02	linen	TRUE		3	MG & N Joint
3	7	3229		Wheel & Axle No.4 Travelling Crane	various	1920/09/07	linen	TRUE		3	MG & N Joint

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
3	25	3590		Bed Casting - Air Compressor	3 in = 1 ft	1924/03/17	linen	TRUE		3	MG & N Joint
3	22	1227		Grids for Purifiers. Gasworks	3 in = 1 ft	1909/10/12	linen	TRUE		3	MG & N Joint
3				Grids for Purifiers Nos. 1 & 4	various	1910/10/29	linen	TRUE		3	MG & N Joint attached to Drawing No. 22/1227
3				Arrangement of Grids - No.1 & No.4 Purifier		1913/06/05	linen	TRUE		3	MG & N Joint no number attached to Drawing No. 22/1227
3	22	1227		Grids for Purifiers	3 in = 1 ft	1907/05/28	linen	TRUE		3	MG & N Joint later issue of same number attached to Drawing No. 22/1227
3	21	1913		Platform & Handrail - Cattle Pens Water Tower - Norwich	various	1904/09/23	linen	TRUE		3	MG & N Joint
3	15	1852		Finger Guards No.14 Crane - South Lynn	Half		linen	TRUE		3	MG & N Joint
3	15	2248		Slope Gauge for Shear Leg Ends	Full	1910/08/09	linen	TRUE		3	MG & N Joint
3	11	4136		Racks for Mechanical Horse Trailers (3 & 6 Tons)	various	1936/08/28	cartridge paper	TRUE		3	MG & N Joint
3	21	1232		Details of Gear, Bourne Pump	Full	1929/03/30	linen	TRUE		3	MG & N Joint
3				Coal Bin & Feed Tank - South Lynn Pump House	1 1/2 in = 1 ft	1896/03/02	linen	TRUE		3	MG & N Joint no drawing number
3				Water Tank - Norwich	various	1894/08/03	linen	TRUE		3	MG & N Joint no drawing number
3	21	1049		Steam Pipe Elbows - Pumping Engine - Melton Constable	Full	1899/04/25	linen	TRUE		3	MG & N Joint
3	25	1050		Pulley for Governor, Pumping Engine	Full	1899/04/25	linen	TRUE		3	MG & N Joint
4	11	1135		Stone Lorry	1 1/2 in = 1 ft	1900/04/27	linen	TRUE		3	MG & N Joint
4	36	2596		Grid & Stud for Pump. S. Lynn	Full	1914/08/27	linen	TRUE		3	MG & N Joint
4	22	2701		Stop for Gas Governor, Exhauster, Gas Works, Melton Constable	Full	1915/08/18	linen	TRUE		3	MG & N Joint
4	18	1580		Arrangement of Wagon Lever Propellor	Full	1900/12/19	linen	TRUE		3	MG & N Joint
4	18	1581		Details of Wagon Lever Propellor	various	1900/12/19	linen	TRUE		3	MG & N Joint
4	9	2217		Facing Mill. Electric Bonds. Carriage Wheels	Full	1910/05/04	linen	TRUE		3	MG & N Joint
4				Chain Pulley Wheel. 10 Ton Travelling [Crane]	Full		cartridge Paper	TRUE		4	MG & N Joint number, date and part title torn off
4	14	3516		Buffer Guide (for Buffers 3" dia Shank)	Full	1923/07/20	linen	TRUE		3	MG & N Joint number, date and part title torn off
4	26	2538		Firebox for Engineers 3 Ton Steam Crane	Half	1914/01/20	linen	TRUE		3	MG & N Joint
4	18	3878		Coal Tub for Mechanical Coal Hoist	various	1931/04/16	linen	TRUE		3	MG & N Joint
4				Mechanical Coal Hoists - S. Lynn & Yarmouth	3 in = 1 ft	1934/10/19	linen	TRUE		4	MG & N Joint addition to drawing 18/3878B
4	15	3937		Converted Coal Tub for Reserve Coal Crane	3 in = 1 ft		linen	TRUE		3	MG & N Joint
4	15	1132		Details of 10 Ton Travelling Crane	Full	1900/04/05	linen	TRUE		4	MG & N Joint
4				C.I. Steady Bracket for Drawbar. 10 Ton Crane No.491	Full		linen	TRUE		2	MG & N Joint part of Drg No. 15/3858
4	15	1896		Chain Drum. 10 Ton Travelling Crane	Half	1907/09/09	linen	TRUE		3	MG & N Joint
4	23	1755		Turntable. Melton Constable	1 in = 1 ft	1906/02/17	linen	TRUE		4	MG & N Joint
4	23	1762		Foundations. Turntable. Melton Constable	1/3 in = 1 ft	1906/02/17	linen	TRUE		3	MG & N Joint
4	23	1762		Race - Turntable. Melton Constable	1 in = 3 ft	1906/10/26	linen	TRUE		2	MG & N Joint

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
4	13	3256		Scroll Irons - Passenger Brake Vans	Full	1921/03/03	linen	TRUE		3	MG & N Joint
4	13	997		Carriage Lamp Brackets & Gauge	Full	1898/11/26	linen	TRUE		3	MG & N Joint
4				6" Short Junction Pipe for Platform Water [?????]	Full	1887/12/21	linen	TRUE		4	MG & N Joint number, part of date & part of title torn off
4				Triangular Cro[ss Bar???	Half		linen	TRUE		4	MG & N Joint number, date & part of title torn off
4	36	2018		Strap Coupling, Motor, Three Throw Pump. Melton Constable	Full		linen	TRUE		4	MG & N Joint
4	21	1861		Alterations to Water Column. Mundesley	various	1907/04/08	linen	TRUE		3	MG & N Joint
4	15	2183		Details of Rope Guides & Guard. Crane. Goods Dept. Melton Constable	3 in = 1 ft	1910/01/14	linen	TRUE		3	MG & N Joint
4	15	2182		Arr. of Rope Guides & Guard. Crane. Goods Dept. Melton Constable - Fakenham	1 1/2 in = 1 ft	1910/01/14	linen	TRUE		3	MG & N Joint
4	21	3064		Clip for Bearing Bourne Pump	Full	1918/06/25	linen	TRUE		3	MG & N Joint
4	21	975		Details of Water Colum. Mundesley	3 in = 1 ft	1898/08/26	linen	TRUE		3	MG & N Joint
4				Plates, Clips & Fire Bucket Hanger Spalding Water Column	3 in = 1 ft	1902/04/02	linen	TRUE		3	MG & N Joint attached to Drg No. 21/975
4				Arrangement of Water Column	1 1/2 in = 1 ft	1902/04/02	linen	TRUE		3	MG & N Joint attached to Drg No. 21/975
4	18	3523	A	Lockers for Enginemen - South Lynn	1 1/2 in = 1 ft	1923/01/18	linen	TRUE		3	MG & N Joint
4	18	3523	B	Lockers for Enginemen - South Lynn	1 1/2 in = 1 ft	1923/01/31	linen	TRUE		3	MG & N Joint
4	18	3523	C	Additional Lockers for Enginemen - South Lynn	1 1/2 in = 1 ft	1924/06/06	linen	TRUE		2	MG & N Joint
4	26	3452		Clack Box with Stop Valve, Pump Boiler	Full	1922/03/26	linen	TRUE		2	MG & N Joint
4	15	2305		5 Tons Hook as used on Travelling Crane (for Timber)	Full	1911/05/26	linen	TRUE		2	MG & N Joint
4	11			Brake [/////] Station Luggage Barrow	various		linen	TRUE		4	MG & N Joint torn - number, date & part of title missing
4	11	1589		Station Luggage Barrow	3 in = 1 ft	1900/01/06	linen	TRUE		4	MG & N Joint date difficult to read - may be 1908
4				Untitled [Lever]		1906/09/17	linen	TRUE		4	MG & N Joint attached to Drg No. 11/1589
5	13	1656		Steam Warming Apparatus - Engineers Saloon	3/4 in = 1 ft	1903/07/02	linen	TRUE		4	MG & N Joint
5				Cock Handle - Heating Arrangement - Engineers Saloon	Full	190307/03	linen	TRUE		2	MG & N Joint
5	15A	3832		Lifting Gear for Containers	3 in = 1 ft	1929/04/22	linen	TRUE		2	MG & N Joint
5				Barrel Sling	various	1896/11/23	linen	TRUE		2	MG & N Joint no number - attached to Drg No. 15/2327
5	15	2327		Special Crate Slings	3 in = 1 ft	1911/06/26	linen	TRUE		2	MG & N Joint
5	18	1952		Lamp Brackets & Flag Box Loco Shed Protection	various	1907/01/04	linen	TRUE		4	MG & N Joint
5	14	2210		Stove for Brake	Full	1910/04/01	linen	TRUE		4	MG & N Joint
5				Stop for Turntable	Full	1896/05/15	linen	TRUE		4	MG & N Joint No drawing number part of drawing torn off
5	1	2029		Lifting Gear	Full	1908/10/07	linen	TRUE		3	MG & N Joint

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
5	18	3538		Oil Cupboard (adapted), Bourne	3 in = 1 ft	1923/03/13	linen	TRUE		3	MG & N Joint
5				Gear for lifting Coal Tubs	3 in = 1 ft	1895/09/30	linen	TRUE		4	MG & N Joint No drawing number part of drawing missing
5	15	3937		Foundation for Coaling Crane	various	1932/03/22	linen	TRUE		3	MG & N Joint
5	21	1300		6" Water Column. Melton Constable	1 1/2 in = 1 ft	1902/07/07	linen	TRUE		3	MG & N Joint
5				Brake Screw for G.N. Luggage Van	Full	1905/05/13	linen	TRUE		3	MG & N Joint no drawing number
5	25	2042		Reversible Eccentric etc. Three Throw Pump Engine. Melton Cons.	Full	1908/12/14	linen	TRUE		3	MG & N Joint
5	15	2184		Pulleys for Coaling Crane	Full	1910/01/12	linen	TRUE		3	MG & N Joint
5	21	1080		Clutch - Pump - Melton Constable	Full	1899/08/17	linen	TRUE		3	MG & N Joint
5				Coupling for Crank Shaft	Full	1899/09/25	linen	TRUE		2	MG & N Joint no number attached to drawing No. 21/1080
5	15	2251		Post for 5 Tons Yard Crane, N0.1 at Norwich	various	1910/08/23	linen	TRUE		2	MG & N Joint
5		8		Ironwork - Composite Carriage with Brake	3 in = 1 ft		linen	TRUE		4	MG & N Joint no date part of drawing missing
5				Brake Block for Carriages	Full		linen	TRUE		4	MG & N Joint part of drawing missing including date and Drg No.
5				Details for Shear Legs	Half	1910/11/28	linen	TRUE		3	MG & N Joint 3 sheets, all same date, no Drg No.
5				Girders for Water Tank - South Lynn	various	1895/05/11	linen	TRUE		3	MG & N Joint no Drg No.
5	15			Wire Rope Barrel, 30 Tons Loco Shear Legs	3 in = 1 ft	1911/01/25	linen	TRUE		3	MG & N Joint Last digit of Drg No. 228? Torn off
5				Details of Wrot Iron Work. Brake Gear - Horseboxes Sheet 3	Full		linen	TRUE		3	MG & N Joint No Drg No. No year on date
5	21	3244		C.I. Tank - Fakenham	1/2 in = 1 ft		linen	TRUE		3	MG & N Joint No Date attached to Drg No. 21/1729
5	21	1729		C.I. Tank - Spalding	various	1914/07/08	linen	TRUE		3	MG & N Joint attached to Drg No. 21/3244
5				Catch for Water Column	Full	1894/04/06	linen	FALSE		4	MG & N Joint No Drg No.
5	21	864		Column for Water Tank	3 in = 1 ft	1898/01/20	linen	TRUE		3	MG & N Joint attached to Drg No 21/1016.
5	21	1016		Column for Water Tank Melton Constable	3 in = 1 ft	1899/02/21	linen	TRUE		3	MG & N Joint attached to Drg No 21/864
5	38	1910		Shield for Steam Regulator Carriage Warming	Full		linen	TRUE		3	MG & N Joint No date
6	14	3224		Buffer for No.4 Travelling Crane	Full	1920/08/11	linen	TRUE		4	MG & N Joint
6				Oil Axlebox for Coached. Small Stock.	Full		linen	TRUE		4	Eastern & Midlands No date No number, part of drawing torn off
6	25	3591		Air Chest & Cylinder Covers. Air Compressor	Half	1924/01/21	linen	TRUE		3	M & GN Joint
6	13	1186		Handrail for Saloon	Full	1900/12/13	linen	TRUE		3	M & GN Joint
6	15	2110		Arrangement of Brake & Guards - Whip Cranes - Traffic Dept.	3 in = 1 ft	1911/02/03	linen	TRUE		3	M & GN Joint
6	15	2246		Handle, Bracket & Bushes, 1 Ton Whip Crane. Traffic Dept.	Full	1911/02/03	linen	TRUE		3	M & GN Joint
6				Addition to Foundation Bolts - Whip Crane Norwich	Full	1911/12/12	linen	TRUE		3	M & GN Joint No number attached to Drg No. 15/2110
6				Clip for Barrel - 1 Ton Crane - Fakenham	Full	1914/07/21	linen	TRUE		3	M & GN Joint No number attached to Drg No. 15/2110
6		452		Details for Shear Legs	3 in = 1 ft		linen	TRUE		3	M & GN Joint No date

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
6		453		Details for Shear Legs	3 in = 1 ft	1896/11/09	linen	TRUE		3	M & GN Joint
6		451		Details for Shear Legs	3 in = 1ft	1896/11/09	linen	TRUE		3	M & GN Joint
6				Foundation of Water Column - Yarmouth	1 1/2 in = 1 ft	1896/04/03	linen	TRUE		3	M & GN Joint No Drg No.
6	14	884		Spring Shoe - Travelling Crane	Full	1897/08/23	linen	TRUE		3	M & GN Joint
6	14	885		U Piece for Travelling Crane	3 in = 1 ft	1897/08/24	linen	TRUE		3	M & GN Joint
6	9	2227		Details of Reservoir. Portable Air Compressor	Full	1910/05/09	linen	TRUE		3	M & GN Joint
6	23	837		Addition to Girders of Turntable. Norwich	3/4 in = 1 ft	1897/03/11	linen	TRUE		4	M & GN Joint part torn off
6	21	3772		Retaining Valve & Strainer - Stalham	Full	1896/07/25	linen	TRUE		3	M & GN Joint
6				Retaining Valve & Strainer - Stalham Water Supply	various	1896/05/08	linen	TRUE		3	M & GN Joint No Number - attached to Drg No. 21/3772
6	9			Connecting Rod for Air Compressor - Melton Constable	Full	1909/03/09	linen	TRUE		3	M & GN Joint Drg No.9/2??? Partly torn off
6	21	1484		Cap for Tube Well	Full	1904/03/25	linen	TRUE		3	M & GN Joint
6	21	1094		Details of 8" Water Column	3 in = 1 ft	1907/03/11	linen	TRUE		3	M & GN Joint Attached to Drg 21/1093
6	21	1097		Details of Joint 8" Water Column	Full	1892/04/08	linen	TRUE		4	M & GN Joint Attached to Drg No. 21/1093
6				Arrangement of Burners in Water Column	3 in = 1 ft		linen	TRUE		3	M & GN Joint No Drg No. Attached to Drg No.21/1093
6				No Title [additional detail of Water Column]	3 in = 1 ft	1908/05/29	linen	TRUE		3	M & GN Joint No Drg No. Attached to Drg No.21/1093
6	21	1093		Details of 8" Water Colum	3 in = 1 ft	1907/03/11	linen	TRUE		3	M & GN Joint
6	15	2291		Details of Frame Work (for carrying Motor) 30 Tons Shear Legs	1 1/2 in = 1 ft	1911/06/09	linen	TRUE		3	M & GN Joint
6	7	244		Goods Brake Wheel & Axle	3 in = 1 ft	1912/07/11	linen	TRUE		2	M & GN Joint
6				Wheel & Axle for Carriages	Full	1907/10/31	linen	TRUE		3	M & GN Joint No Number
6	23	1452		Stops for Turntable Yarmouth - S. Lynn & Cromer	Full	1904/12/19	linen	TRUE		2	M & GN Joint
6				Alteration of Handrail of Turntable	various	1896/06/20	linen	TRUE		3	M & GN Joint No number
6	13	1213		Table, Engineers Saloon	Full	1901/03/19	linen	TRUE		3	M & GN Joint
6	15	1794		Details of Stores Crane	Full	1906/07/14	linen	TRUE		4	M & GN Joint
6	15	1804		Snatch Block & Handle. Oil Stores Crane	Full	1906/07/14	linen	TRUE		3	M & GN Joint has two untitled attachments dated 1906/09/11 and 1906/10/08
6	15	1791		Jib & Tie Rods. Oil Stores Crane	Full	1906/07/14	linen	TRUE		3	M & GN Joint
6	11	3791		Brake Gear for Dray No.9	various	1928/03/20	linen	TRUE		3	M & GN Joint
7				Oil Axlebox for Coaches	Full	1891/03/04	linen	TRUE		4	Eastern & Midlands No Drg No.
7	15	2272		Arrangement For taking End of Rope. 30 Tons Loco Shear Legs	various	1911/10/02	linen	TRUE		3	M & GN Joint
7	15	2115		Guards. 5 Ton Crane. Sutton Bridge. - No.24	3 in = 1 ft	1909/06/18	linen	TRUE		3	M & GN Joint
7	15	2114		Guards. 2 Ton Crane. No. 23. Sutton Bridge.	3 in = 1 ft	1909/06/18	linen	TRUE		2	M & GN Joint
7	13	1086		Buffer for L.N.W. Type Stock	Full	1935/11/08	cartridge paper	TRUE		3	M & GN
7	15	1559		Electric Coaling Crane	3 in = 1 ft	1906/11/04	linen	TRUE		3	M & GN Joint
7				Re-arrangement of Shaft - Coaling Crane - S. Lynn	Full	1910/10/18	linen	TRUE		3	M & GN Joint No number attached to Drg No. 15/1559
7	13	1624		Knock Out Gear. Electric Coaling Crane	Full	1903/03/06	linen	TRUE		3	M & GN Joint

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
7	15	1600		Finger Guards. Electric Coaling Crane	various	1903/01/26	linen	TRUE		3	M & GN Joint
7	15	1560		Details. Electric Coaling Crane	Full	1904/03/03	linen	TRUE		3	M & GN Joint
7	15	2247		Details of Framework for 30 Tons Shear Legs	1 1/2 in = 1 ft	1910/09/06	linen	TRUE		3	M & GN Joint
7	15	2255		Locomotive Shear Legs for 30 Tons	3/4 in = 1 ft		linen	TRUE		3	M & GN Joint No date
7	15	1255		Details of Crane - Spalding	1 1/2 in = 1 ft	1901/12/09	linen	TRUE		3	M & GN Joint
7	23	3631		Extension to Handrailing for Turning. Turntable. Melton Constable	various	1924/12/01	waxed linen	TRUE		2	M & GN Joint
7	21	973		Girder for Water Tank. Mundesley	Full	1998/08/24	waxed linen	TRUE		2	M & GN Joint
7	21	974		Details of Iron Work. Water Tank. Mundesley	Full	1898/08/24	waxed linen	TRUE		3	M & GN Joint
7	15	1579		Finger Guards, Crane. Wisbech	3 in = 1 ft	1904/12/09	linen	TRUE		3	M & GN Joint
7				Foundation for 8" Water Column	1 1/2 in = 1 ft	1907/08/29	linen	TRUE		3	M & GN Joint No number Attached to Drg No. 21/1091
7	21	1091		Arrangement of 8" Water Column	3/4 in = 1 ft	1907/08/29	linen	TRUE		3	M & GN Joint
7				Arrangement of Water Column. Melton West	1/4 in = 1 ft	1907/08/29	linen	TRUE		3	M & GN Joint No number attached to Drg No.21/1091
7				Water Column. Melton Constable East	1/4 in = 1 ft	1907/08/29	linen	TRUE		3	M & GN Joint No number attached to Drg No.21/1091
7	23	2241		Centre Ball Bearing. Turntable. E. Norwich	Full	1913/02/28	linen	TRUE		3	M & GN Joint
7	23	2241		Turntable. Centre Norwich	Full	1927/11/02	linen	TRUE		3	M & GN Joint
7	26	2510		Base & Lever for Safety Valve (DA Class) used on Stationary Boiler	Full	1918/08/20	linen	TRUE		3	M & GN Joint
7	4	1395		Safety Valve	Half	1913/08/20	linen	TRUE		3	M & GN Joint
7	4	2576		Safety Valves. (Amended) Engines Class DA	various	1914/05/29	linen	TRUE		3	M & GN Joint
7	11	4115		Details. Lifting Gear. I.C.I. Blocks	various	1936/04/08	cartridge paper	TRUE		4	M & GN Joint
7	11	2706		Gauges for Sockets & Brackets. Dray Lamps	Full	1915/09/30	linen	TRUE		3	M & GN Joint
7	11	2706		Sockets & Brackets for Dray Lamps	Full	1915/09/29	linen	TRUE		3	M & GN Joint
7	21	1024		Covering for Water Tank. Mundesley	3/4 in = 1 ft	1899/06/13	waxed linen	TRUE		3	M & GN Joint
7	18	3518		Clothes Lockers for General Stores	3 in = 1 ft	1899/12/18	linen	TRUE		3	M & GN Joint
8	18	1165		Crating Shop Heating	Full	1900/11/08	linen	TRUE		4	M & GN Joint
8	20	2718		Gauges for Train Tail Lamp Iron & Socket	Full	1915/10/14	linen	TRUE		3	M & GN Joint
8	21	1846		Water Indicator Power House	various	1906/11/29	linen	TRUE		3	M & GN Joint
8	18	3776		Oil Tank & Pump - Yarmouth Loco Stores	3 in = 1 ft		paper	TRUE		3	M & GN Joint no date on same stick as Drg No. 21/1846
8	20	2022		Screw Coupling for Wagons fitted with A.V.B. Pipe	Full	1917/10/01	linen	TRUE		3	M & GN Joint
8				Brake Wheel & Details - 30 Tons Shear Legs	various	1911/10/02	linen	TRUE		3	M & GN Joint number torn off
8				No title [detail of Brake wheel]		1912/01/22	linen	TRUE		2	M & GN Joint No number - on same stick as drawing entry No.253
8	18	3659		Boards for Special Passenger Trains	Full	1924/05/29	linen	TRUE		3	M & GN Joint
8				Reducing Valve - Norwich Pump	Full	1894/12/05	linen	TRUE		3	M & GN Joint No drawing number

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
8	21	1898		Foundations, Water Column, Mundesley	1 1/2 in = 1 ft	1904/06/13	waxed linen	TRUE		3	M & GN Joint
8	21	1770		8" Dia Water Columns, Yarmouth	3/4 in = 1 ft	1906/03/27	linen	TRUE		3	M & GN Joint
8	25	3598		Air Compressor Guides Couplings & Eccentric	Half	1924/06/12	linen	TRUE		3	M & GN Joint
8	K	1258		Wrot Iron Work for Platform Water Column	various	1893/12/20	paper	TRUE		4	M & GN Joint part of drawing torn away
8	14	3460		Details of Ironwork - 15 Tons Goods Brake (Sheet No.2)	3 in = 1 ft	1922/05/16	linen	TRUE		4	M & GN Joint part of drawing torn away
8	14	3226		Details of Ironwork - Underframe (15 Tons Goods Brake) (Sheet No.2)	3 in = 1 ft	1922/05/16	linen	TRUE		3	M & GN Joint
8	13	3547		Intermediate Axlebox G.N.R. Carriages	Full	1925/04/20	linen	TRUE		3	M & GN Joint
8	38	1931		Hose Pipe Bend for Carriages - Warming Apparatus	Full	1908/02/24	waxed linen	TRUE		3	M & GN Joint
8				Hose Pipe Clip. Carriage Warming	Full	1908/02/24	waxed linen	TRUE		3	M & GN Joint No drawing number On same stick as Drg No. 38/1931
8	6	2632		Vacuum Relief Valve - for use with Dreadnought Ejector	Full	1916/03/20	waxed linen	TRUE		3	M & GN Joint
8				Carriage Brake Block (No.3A. G.N.R.)	Full	1932/05/24	paper	TRUE		4	M & GN Joint No drawing number
8	13	2735		G.N.R. Carriage Brake Block	Full	1915/1/08	linen	TRUE		3	M & GN Joint
8	21	926		Details of W. I. Work. Water Tank. Stalham	Full	1908/01/20	linen	TRUE		4	M & GN Joint Part of drawing torn away
8	25	3594		Steam Cylinder. Covers & Stuffing Box	Half	1924/02/29	linen	TRUE		3	M & GN Joint
8				Screw Coupling for Carriage Stock	Full		linen	TRUE		4	M & GN Joint part of drawing, including number and date, torn away
8	9	3087		Piston - Air Compressor	Full	1918/1/04	linen	TRUE		3	M & GN Joint
8	25	3614		Grid for Slide Valve Air Compressor & Glands Air Compressor	Full	11924/07/09	linen	TRUE		2	M & GN Joint
8	25	3610		Pistons Air Compressor	Full	1924/07/08	linen	TRUE		3	M & GN Joint
8	13	4087		Brake Block for S.H. L & N.E. Carriages	Full	1925/10/27	paper	TRUE		3	M & GN
8	15	1801		Rope Pulley Block - Electric Coaling Crane	Full	1913/12/09	linen	TRUE		3	M & GN Joint
8	36	1801	(part)	Hook, Bar etc., Reserve Coaling Crane S.Lynn for use with Old Snatch Block from Dismantled Electric Crane	Full	1932/04/15	linen	TRUE		3	M & GN Joint attached to Drg No. 15/1801
8	18	2385		Fastenings. Carriage Shop New Doors	various	1912/04/12	linen	TRUE		3	M & GN Joint
8	23	2581		Details of Rails, Turntable, North Drove	various	1914/07/02	linen	TRUE		3	M & GN Joint
8	11	1231		Portable Loading Stage. Martham	1 1/2 in = 1 ft	1901/06/24	linen	TRUE		3	M & GN Joint
8	13	1286		Centre Roof Lamp	Full	1902/06/24	linen	TRUE		3	M & GN Joint
8	22	1828		Charging Barrow. Gasworks	3 in = 1 ft	1906/10/11	linen	TRUE		3	M & GN Joint
8	22			Coke Shoot. Gas Works	3 in = 1 ft	1906/10/11	linen	TRUE		4	M & GN Joint drawing number 1**** part torn off
8	21	2302		Piston Rod & Cross Head. Pump 8" x 12". S. Lynn	Full		waxed linen	TRUE		4	M & GN Joint part of drawing torn away, no date
8	15	3683		Details for Coaling Crane, Spalding	various	1925/11/11	linen	TRUE		3	M & GN Joint
8	15	3692		Brake & Ratchet Wheel - Coaling Crane, Spalding	Full	1925/12/23	linen	TRUE		3	M & GN Joint

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
8	25	1290		Connecting Rod Brasses for Signal Dept. & Melton Pump Engines	Full	1902/07/10	linen	TRUE		2	M & GN Joint
8				Register Plates for Private Owners Wagons	Full	1906/02/06	linen	TRUE		3	M & GN Joint No drawing number
9	35	3785		Pistons & Rods, Steam & Force Pump, Sutton Bridge	Full	1927/12/29	linen	TRUE		3	M & GN Joint
9	13	1219		Folding Desk for Saloon	Half	1901/04/26	linen	TRUE		3	M & GN Joint
9	38	1901		Steam Heater & Cock for Coaches	Full	1907/09/26	linen	TRUE		2	M & GN Joint includes also Drg No. 1902
9	21A	3877		Expansion Joint, Equalising Pipe, Tanks, Yarmouth Loco	Full	1930/06/02	paper	TRUE		2	M & GN Joint, Very brittle, two other untitled un numbered paper drawings attached - in poor condition
9	9	2125		Slide Valve for Air Cylinder 10" by 10" Air Compressor	Full	1925/09/02	linen	TRUE		3	M & GN Joint
9	21	627		Foundations for Water Colums	1 1/2 in = 1 ft	1899/05/16	linen	TRUE		3	M & GN Joint
9	9	2551		Gauges for Oil Axle Box & Brass	Full	1914/02/27	linen	TRUE		3	M & GN Joint
9				Centre Bearing. Turntable. N*****	Full		linen	TRUE		4	M & GN Joint Part of drawing, including date and Drg No. torn away, On same stick as Drg No. 2580 dated 1914/06/18
9	23	2580		Plan of Foundation Timbers		1914/06/18	linen	TRUE		2	M & GN Joint
9	15A	2249		Snatch Block for 30 Tons Loco Shear Legs	3 in = 1 ft	1910/10/28	linen	TRUE		2	M & GN Joint
9	15	1455		Finger Guards. Crane. Terrington	3 in = 1 ft	1903/11/18	linen	TRUE		2	M & GN Joint Drg No. Almost torn off
9				Details of Wrot Iron Work. Brake Gear - Horseboxes	Full		linen	TRUE		2	M & GN Joint, No drawing number given, No year given for date
9	23	1757		Details. Turntable. Melton Constable	3 in = 1 ft	1906/02/17	linen	TRUE		2	M & GN Joint
9	23	1758		Cross Stays. Turntable. Melton Constable	3 in = 1 ft	1906/02/17	linen	TRUE		2	M & GN Joint
9				Handrail Bracket for Turntable	Full		linen	TRUE		4	M & GN Joint
9	26	2549		Smokebox & Firebox Tubeplates. Stationary Boiler - Old A Class	3 in = 1 ft	1914/02/27	linen	TRUE		3	M & GN Joint, Part of drawing, including date and Drg No. torn away
9				Wrot Iron Details of Coaling Crane	Half	1895/09/30	linen	TRUE		3	M & GN Joint , Drg No. torn away
9				Handles for Coaling Crane	Full	1895/09/30	linen	TRUE		3	M & GN Joint No number allocated. Attached to drawing Item 305
9				Arr. & Details of Vestibule	various		linen	TRUE		3	M & GN Joint No number or date - drawing part torn away
9	13	3475		Details for Vestibule Stock	various		paper	TRUE		3	M & GN Joint No date - attached to drawing item No. 307
9	21	931		Water Tank - Stalham	3/4 in = 1 ft	1898/01/20	linen	TRUE		3	M & GN Joint
9	14	2353		Details of R.H. Either Side Brake - Box & Cattle Wagons-	Full	1912/01/12	linen	TRUE		4	M & GN Joint
9	21	972		Water Tank for Mundesley 10,000 Gal. Cap.	3/4 in = 1 ft	1898/08/24	linen	TRUE		4	M & GN Joint
9				Arr of Handbrake - No. 235 Horsebox	various	1900/03/25	linen	TRUE		4	M & GN Joint, part of drawing, including number, torn away
9	21	1023		Discharge Box. Pump. Melton Constable	Full	1899/05/15	linen	TRUE		4	M & GN Joint
9	21	1027		Suction Box. Pump. Melton Constable	Full	1899/05/15	linen	TRUE		3	M & GN Joint

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
9				Arrangement of Vacuum Brake - Large Stock - Composites & Thirds	1 in = 1 ft	1893/12/12	linen	TRUE		4	M & GN Joint, Part of drawing, including number, torn away
9	13	1195		Revolving Chair - Saloon	various	1901/01/18	linen	TRUE		4	M & GN Joint
9				Rocking shaft for Vacuum Brake	Half	1899/07/31	linen	TRUE		3	M & GN Joint, No drawing number allocated
9	G	26		Special Ironwork for fitting Vacuum Brake to 3rd & Composite Carriages - Small Stock	Half	1893/08/03	linen	TRUE		3	M & GN Joint
9	36	2128		Guards. Chain Drive. S. Lynn	3 in = 1 ft	1909/05/16	linen	TRUE		3	M & GN Joint
10	15	3770		10 Ton Hook, Snatch Block & Shackle - 10 Ton Travelling Crane No.3	Full	1927/07/07	waxed linen	TRUE		3	M & GN Joint
10	15	2545		Holding Down Clips - 3 Ton Steam Travelling Crane	various	1914/04/27	waxed linen	TRUE		3	M & GN Joint
10	11	2602		Spur Wheel & Pinion, Portable Rotary Pump for Station Use	Full	1914/09/22	waxed linen	TRUE		3	M & GN Joint
10	21	1885		Arrangement of 7" dia Suction Pipe & Fittings. South Lynn	1/2 in = 1 ft	1907/08/20	waxed linen	TRUE		3	M & GN Joint
10	11	4116		Container for I.C.I. Blocks	various	1936/04/08	cartridge paper	TRUE		4	M & GN
10	11	4113		Arrangement of Lifting Gear for I.C.I. Blocks (Fruit Vans)	1 in = 1 ft	1936/04/01	cartridge paper	TRUE		3	M & GN
10	13	3602		Bracket & Clip for Guards Cans Warming Pipe - Brake Vans	Full	1934/04/02	linen	TRUE		3	M & GN Joint
10	15	1150		Ratchet Wheel & Detent. 10 Tons Crane	Full	1900/08/13	waxed linen	TRUE		3	M & GN Joint
10	K	1261		Arrangement of Water Column	various	1894/03/16	linen	TRUE		4	M & GN Joint
10	15	3716		Snatch Block, 16cwt. Coaling Crane - Spalding	Full	1926/06/13	linen	TRUE		3	M & GN Joint
10	21	1774		Striking Gear, Electric Pump, Yarmouth	Half	1906/04/04	linen	TRUE		2	M & GN Joint
10	21	1007		500 Gals. Water Tank	1 1/2 in = 1 ft	1898/11/26	waxed linen	TRUE		3	M & GN Joint
10				Castings for Water Column	Half	1898/09/03	waxed linen	TRUE		3	M & GN Joint No number allocated part of drawing (believed blank) torn away
10	14	3453		Oil Axlebox 9" x 4 1/4" Journal	Full	1922/03/21	linen	TRUE		3	M & GN Joint Number deduced from remaining fragment of digits torn away
10	13	1169		Details of Ironwork - Saloon	Half	1900/12/13	linen	TRUE		4	M & GN Joint Part of drawing torn away
10	21	992		Water Tank. Melton Constable	1/4 in = 1 ft	1899/05/05	linen	TRUE		3	M & GN Joint
10	13	1192		Water Fittings Saloon	Full	1901/01/10	linen	TRUE		4	M & GN Joint part of drawing torn away
10				Hand Brake for Coaling Crane	various	1896/02/18	linen	TRUE		3	M & GN Joint No drawing number
10	21	1022		Platform for Metre Water Tank, Mundesley	1 in = 1 ft	1898/12/17	waxed linen	TRUE		3	M & GN Joint
10				Staging for Meter, Sheringham	1 1/2 in = 1 ft	1898/03/04	waxed linen	TRUE		3	M & GN Joint No Drg No. - attached to Drg No. 21/1022
10	21	827		Staging for Meter - Cattle Pen Tank - Norwich	1 1/2 in = 1 ft	1899/02/16	waxed linen	TRUE		3	M & GN Joint
10				Details of Wrot Iron Work. Brakegear Horseboxes Sheet No.4	Half		linen	TRUE		3	M & GN Joint No year given on date

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
10	38	1943		Bell Crank & Rods. Heating Arrangement Carriages	Full	1907/11/14	linen	TRUE		3	M & GN Joint Almost torn in two
10	14	2033		Details for Ballast Brake - Sheet No.1	3 in = 1 ft	1909/06/25	linen	TRUE		3	M & GN Joint
10	14	2034		Details for Ballast Brake - Sheet No.2	3 in = 1 ft	1909/06/25	linen	TRUE		3	M & GN Joint
10				Draw Bar Cradle - Carriages	Full	1894/07/27	linen	TRUE		3	M & GN Joint No Drg No.
10	23			Centre Turntable Yarmouth	3 in = 1 ft	1905/01/18	linen	TRUE		4	M & GN Joint Drawing number and part of drawing torn away
10				Details of C.I. Pipes. Water Supply. Norwich	3 in = 1 ft	1894/07/27	linen	TRUE		3	M & GN Joint No Drg No.
10				Details of 5" C.I. Pipes	3 in = 1 ft	1895/11/06	linen	TRUE		3	M & GN Joint No Drg No.
11	21	1887		7" dia Retaining Valve. South Lynn	Full	1907/05/14	linen	TRUE		3	M & GN Joint
11	21	1884		Details 7" C.I. Pipes & Fittings. South Lynn	3 in = 1 ft	1907/05/14	linen	TRUE		3	M & GN Joint
11	21	1358		Covering for Tank. Melton Constable	1/4 in = 1 ft	1902/11/02	wax linen	TRUE		3	M & GN Joint
11	23	1756		Details Turntable. Melton Constable	various	1906/02/17	linen	TRUE		3	M & GN Joint
11	7	3418		Carriage Axle for New Brake Vans	3 in = 1 ft	1921/08/31	linen	TRUE		3	M & GN Joint
11	13			Arrangement of Pipes for Heating Saloon	1 in = 1 ft	1901/08/13	linen	TRUE		4	M & GN Joint Part of drawing and part of drawing number (120?) torn away
11	36	2582		Finger Guard, Chain Wheel Spindle, Pump, South Lynn	Full	1914/07/02	wax linen	TRUE		3	M & GN Joint
11	15	3684		Details of Crab. Coaling Crane. Spalding	3 in 1 ft	1926/01/04	linen	TRUE		3	M & GN Joint
11	15	3692		Details of Crab. Coaling Crane. Spalding	3 in 1 ft	1926/01/04	linen	TRUE		3	M & GN Joint Part drawing - main Drg No. 15/3692 is not on this stick, although Drg No.15/3684 is
11				Jibs for Coaling Crane	various	1895/09/30	linen	TRUE		3	M & GN Joint No Drg No.
11				Jibs for Coaling Crane	3 in = 1 ft	1896/07/07	linen	TRUE		3	M & GN Joint No Drg No.
11				Details of Brakegear for Small Stock	Full	1893/09/22	linen	TRUE		3	M & GN Joint No Drg No., Attached to stick with Drg Nos. 13/3264 & 13/2565
11	13	3264		Brake Screw Shaft Passenger Brake Vans	Full	1902/04/07	linen	TRUE		3	M & GN Joint
11	13	2565		Details for Passenger Brake Van	various	1915/02/06	linen	TRUE		3	M & GN Joint
11	15	1151		Holding Down Dogs - 10 Ton Crane	Full	1900/08/21	linen	TRUE		3	M & GN Joint
11				Handle for 10 Ton Crane	Full	1900/08/21	linen	TRUE		3	M & GN Joint, No Drg No. - attached to Drg No. 15/1151
11	21A	3876		4" dia Ball Valve (Yarmouth)	Full	1930/04/29	wax linen	TRUE		2	M & GN Joint
11	21	1383		Additional C.I. Tank. Yarmouth	3/4 in = 1 ft	1903/02/14	wax linen	TRUE		3	M & GN Joint
11				Ladder for Tank. Yarmouth	3/4 in = 1 ft	1903/09/16	wax linen	TRUE		2	M & GN Joint, No Drg No. - attached to Drg No.21/1383
11	21	1019		Brackets for Girders. Water Tank. Melton Constable	Full	1894/04/20	wax linen	TRUE		2	M & GN Joint
11	15	979		Hand Brake for Cranes. Yarmouth	various	1895/10/12	linen	TRUE		3	M & GN Joint
11	21	1292		Details for Valve - Bourne Bore	Full	1902/06/27	linen	TRUE		3	M & GN Joint
11	11			Station Barrow	3 in = 1 ft	1907/11/14	linen	TRUE		3	M & GN Joint Part of Drg No (1???) torn off
11				Extension of Turntable - Melton Constable, Fakenham & Yarmouth	3 in = 1 ft	1894/04/11	linen	TRUE		4	M & GN Joint, Part of drawing torn off, No drawing number allocated
11	23	1451		Turntable. Yarmouth	1 in = 1 ft	1904/06/13	linen	TRUE		3	M & GN Joint
11	23	1570		Details Turntable. Yarmouth	3 in = 1 ft	1904/12/23	wax linen	TRUE		3	M & GN Joint
11				Water Pump	Full	1896/06/01	linen	TRUE		3	M & GN Joint, No Drg No.
11	13	3021		Arrangement of Brake. Open Carriage Truck	1 1/2 in - 1 ft	1917/12.04	linen	TRUE		3	M & GN Joint

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
11	13	3022		Details of Brake. Open Carriage Truck	3 in = 1 ft	1917/12/08	linen	TRUE		3	M & GN Joint
11	15	3012		Clips for Jib. 5 Ton Crane. Sutton Bridge	various	1947/11/01	wax linen	FALSE		3	M & GN Joint
12	21	3421		Plug Stop Cock, Stand Pipe & Casing - Fakenham	various	1921/09/09	linen	TRUE		3	M & GN Joint
12	15	2103		Hook & Swivel for 5 Tons Travelling Crane No.4 - & 5 Tons Yard Crane No.1 at Norwich	Full	1910/02/01	linen	TRUE		3	M & GN Joint
12	15	2103		Hook & Swivel. No.3 Travelling Crane	Full	1909/04/22	linen	TRUE		3	M & GN Joint
12	25	3589		Air Cylinder - Air Compressors	Half	1924/02/15	linen	TRUE		3	M & GN Joint
12	36	2109		Details of Friction Clutch. South Lynn Pump	Full	1909/06/09	linen	TRUE		3	M & GN Joint
12	36	2111		Details of Friction Clutch. South Lynn Pump	Full	1909/06/06	linen	TRUE		2	M & GN Joint
12	36	2117		Friction Clutch. Pump. South Lynn	Full	1909/06/25	linen	TRUE		3	M & GN Joint
12	36	2092		Chain Drive. Electric Driven Pump. S. Lynn	3 in = 1 ft	1909/06/28	linen	TRUE		3	M & GN Joint
12	15	2244		Arrangement of Wheel Guards. 5 Tons Yard Crane. No.1 at Norwich	3 in = 1 ft	1910/08/09	linen	TRUE		2	M & GN Joint
12	15	2245		Details of Wheel Guards. 5 Tons Yard Crane at Norwich	3 in = 1 ft	1910/08/09	linen	TRUE		2	M & GN Joint
12	15	3414		Platform for Stationary Crane No.24 - Sutton Bridge	various	1921/07/26	linen	TRUE		3	M & GN Joint
12	15	3414		Stationary Crane No.24 - Sutton Bridge	various	1921/07/26	linen	TRUE		2	M & GN Joint, part drawing only - attached to main drawing
12	15	3492		Anchor Ring & Block. Crane No.24. Sutton Bridge	3 in = 1 ft		wax linen	TRUE		2	M & GN Joint, Year of date not given
12	15	2293		Brackets for First Motion Shaft. 30 Tons Shear Legs	Full		linen	TRUE		3	M & GN Joint, Year of date not given
12	15	1932		Rollers & Pins	Full	1909/11/01	linen	TRUE		3	M & GN Joint
12	18	2116		W.I. Details for Steps - Breakdown Crane	Full	1909/06/23	linen	TRUE		3	M & GN Joint
12	21	1277		Tie Rod for Water Column	3 in = 1 ft	1902/05/18	linen	TRUE		3	M & GN Joint
12				Anchor Chain & Post. Water Column	1 1/2 in = 1 ft	1902.05/28	linen	TRUE		2	M & GN Joint, No drawing number - attached to Drg No. 21/1277
12				Crating for Water Column	Full	1895/05/16	linen	TRUE		2	M & GN Joint, No drawing number
12				Arrangement of Jib. 5 Tons Yard Crane. Norwich	1 1/2 in = 1 ft	1910/07/13	linen	TRUE		4	M & GN Joint, Part of drawing, including drawing number torn away
12	21	3733		Foot Piece for Tube Well	Half	1926/10/22	linen	TRUE		3	M & GN Joint
12	21	3756		Stay for Eduction Pipe Tube Well. Melton Constable	Full		paper	TRUE		3	M & GN Joint, no date - attached to Drg No. 21/3742
12	21	3742		Arrangement of Top of Tube Well. Melton Constable	3 in = 1 ft		linen	TRUE		3	M & GN Joint, no date
12	25	3604		Back Pressure Valve Air Compressor	Full	1924/06/22	linen	TRUE		3	M & GN Joint
12				C.I. Tank - Yarmouth	3/4 in = 1 ft	1894/07/24	linen	TRUE		2	M & GN Joint, no Drg No.
12	13	2289		Roof Lamp for Carriages	Full	1911/02/06	Wax linen	TRUE		3	M & GN Joint
12				Pump House - Stalham	1/2 in = 1 ft	1895/03/09	linen	TRUE		3	M & GN Joint, No Drg No.
13	14	1880		[Fragment?]			linen	FALSE		4	Small torn off part of drawing, may possibly be part of a drawing in Box 13
13	90	3425		Frame for 2200 Gallons Tender for Bogie Passenger Engine No. 15 Class	various	1916/05/22	linen	TRUE		2	Somerset & Dorset Joint

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
13	19	2121		Bogie Carriage 7 Third Class Compartments & 2 Lavatories	1 in = 1 ft	1899/12/14	linen	TRUE		2	Somerset & Dorset Joint
13	91	3611		3250 Gallons Tank, for Nos. 39 to 43	various	1929/07/10	linen	TRUE		2	Somerset & Dorset Joint
13	14	762		General Arrangement of Brake Gear for Tank, to run between Evercreech Junc. & Templecombe	1 1/2 in = 1 ft	1896/02/04	linen	TRUE		3	Somerset & Dorset Joint
13	K			Cast Iron Work for Platform Water Column	various	1893/12/18	linen	TRUE		4	M & GN Joint, Part of drawing torn away, no number
13	21	2734		Frost Drain Cock for Water Column	Full	1915/11/09	wax linen	TRUE		2	M & GN Joint
13	21	1060		Cover for Well. Melton Constable	1 in = 1 ft	1899/05/26	linen	TRUE		3	M & GN Joint
13	15	2237		Arrangement of 5 Tons Yard Crane No.1. Norwich	1 in = 1 ft	1910/08/05	linen	FALSE		3	M & GN Joint
13	15	445		Coaling Crane	various	1895/08/28	linen	FALSE		3	M & GN Joint
13	21	632		Water Tank, Yarmouth	1/2 in = 1 ft	1894/07/17	linen	FALSE		3	M & GN Joint
13	11	1462		30 Cwt. Dray	1 1/2 in = 1 ft	1903/01/06	linen	FALSE		3	M & GN Joint
13	15	1939		Details of Frame Head No.6. 10 Tons Travelling Crane	Full	1907/11/15	linen	TRUE		3	M & GN Joint
13	15	1937		Frame Head Casting - 10 Tons Travelling Crane No.6	Full	1907/11/15	linen	TRUE		3	M & GN Joint
13				Alteration to Top Bearing. 10 Ton Travelling Crane No.3	various	1927/06/02	linen	TRUE		2	M & GN Joint, No drawing number - attached to Drg No. 15/1939
13				Extension To Jib. 10 Ton Travelling Crane No.3	various		linen	TRUE		3	M & GN Joint, No drawing number - attached to Drg No. 15/1939, No date
13	15	1942		Ball Bearing Head - No.6. 10 Tons Travelling Crane	3 in = 1 ft	1907/11/15	linen	TRUE		3	M & GN Joint
13	18	2667		Arr. For Opening & Closing Plug Stop Cock. G.E.R. Sherringham	Full	1915/05/26	wax linen	TRUE		2	M & GN Joint
13	21	947		Fittings for Aylsham Water Supply	Full	1898/03/30	paper	TRUE		3	M & GN Joint
13	15	1948		Finger Guards, No.13 Crane. Signal Dept. Melton Constable	3 in = 1ft	1888/03/17	linen	TRUE		3	M & GN Joint
13	15	3458		Finger Clip for Drum (Derrick) Crane No.43, Sig. Dept.	Full	1922/04/07	wax linen	TRUE		2	M & GN Joint
13	36	2012		Starting Switch for Coal Crane. South Lynn	Full	1908/08/12	wax linen	TRUE		3	M & GN Joint
13		40250	30E	Luggage Brake Van built 1921 to 24 by M & GN			wax linen	FALSE		1	M & GN Joint, Diagram part traced from M & GN Drg No. 13/3162
13	11	841		Collecting Cart	1 1/2 in = 1 ft	1897/05/24	linen	FALSE		3	M & GN Joint
13	15	3676		16 cwt. Coaling Crane, Spalding	1 1/2 in = 1ft	1926/03/10	linen	FALSE		3	M & GN Joint
13	11	1513		Station Trolley	various	1904/07/04	linen	FALSE		3	M & GN Joint
13	11	1083		3 Ton Dray	1 1/2 in = 1 ft	1899/07/18	linen	FALSE		3	M & GN Joint
13	13	317		Brake Pillar	Full	1916/06/18	linen	TRUE		3	M & GN Joint
13	13	2859		Hand Wheel & Brake Screw for Luggage Vans Joint Stock	Full	1916/06/18	linen	TRUE		3	M & GN Joint
13	15	3259		Jib for Stationary Crane No.24 - Sutton Bridge	1 1/2 in = 1 ft	1921/07/21	linen	TRUE		3	M & GN Joint
13	15	3255		Jib for Stationary Crane No.21	various	1921/07/18	linen	TRUE		3	M & GN Joint
13	15	3428		Runner Wheel & Bracket for Jib, Stationary Crane No.21 - South Lynn	Full	1921/11/01	linen	TRUE		3	M & GN Joint

Box	Prefix	Number	Suffix	Title	Scale	Date	Material	Stick	Stick No	Condition	Notes
13	15	3433		Ratchet Wheel & Detent for Crane No.21, South Lynn	Full	1921/12/09	linen	TRUE		2	M & GN Joint
13	15	3437		Ratchet Wheel, Detent & Bracket for Crane No.21 - Sutton Bridge	Full	1922/02/07	linen	TRUE		2	M & GN Joint
13	15	3504		Distance Piece for C.I. Sides, 5 Ton Yard Crane No.24 - Sutton Bridge	Full	1922/10/31	linen	TRUE		2	M & GN Joint
13				Pedestal, Water Column. Wisbech	various	1900/01/12	linen	TRUE		3	M & GN Joint, Part torn off - no number
13	15	3714		Jib & Tie Rods. 30 cwt. Goods Shed Crane - Spalding	1 1/1 in = 1 ft	1926/07/02	linen	TRUE		3	M & GN Joint
13	15	3713		Frames & W. I. Details. 30 cwt. Goods Shed Crane - Spalding	various	1926/07/02	linen	TRUE		3	M & GN Joint
13	18	1953		Lamp Brackets & Flag Boxes, Loco Shed Protection	various	1907/01/04	linen	TRUE		3	M & GN Joint
13				Turn Table Wheel - S. Lynn	6 in = 1 ft	1883/10/24	linen	TRUE		4	M & GN Joint, part torn off - no drawing number
13	M	1444	E	Plan of Works - Melton Constable	1/500	1913/11/25	cartridge paper	FALSE		3	M & GN Joint
13	M	1444	E	Plan of Works - Melton Constable	1/500	1936/07	cartridge paper	FALSE		3	M & GN Joint
13				General Arrangement of Four Wheels Coupled Side Tank Engine	1 in = 1 ft	1914/02/27	wax linen	FALSE		2	M & GN Joint
13	23	2580	?orth Drove [Fragment]		1914/06/26	linen	FALSE		4	M & GN Joint, fragment only
1		2554	A	Alteration to Roof Engineers 3 Ton Steam Crane	1 1/2"-1ft	No date	linen	TRUE	790	3	Artificial number
1		3432	A	1 Ton Crane Hook	Full size	1910/07/28	linen	TRUE	418	3	Artificial number
1		2234	A	Bottom guide casting 5 Tons Yard Crane	3"-1ft	1911/02/04	linen	TRUE	585	3	Artificial number
1		1790		Body. Oil Stores Crane	3"-1ft	1906/07/14	linen	TRUE	319	3	
1	15	2144		Hook for 2 Ton Crane	Full size	No date	linen	TRUE	635	3	
1	15	2554		Taft for Chimney, Engineers 3 Ton Steam Crane	3"-1ft	1914/02/27	linen	TRUE	790	3	
1	15	3223		4 Ton Sling	Full size	1920/07/27	linen	TRUE	635	3	
1	15	3432		Quadruple sling for lifting wagons	3"-1ft	1921/11/29	linen	TRUE	418	3	
1		1594	A	Hook for 3 cwt Crane	Full size	1909/10/13	linen	TRUE	635	3	Artificial number
2	23	1591	[MC]	Centre Turntable Melton Constable	3 in = 1 ft	1905/02/01	linen	TRUE	826	3	M & GN Joint
2	15	2232	A	Arrangement of Frame. 5 Tons Yard Crane. Norwich No. (1) - Alternative Scheme	3 in = 1 ft	1910/06/10	linen	TRUE	445	3	M & GN Joint [includes loose sheet with alternative scheme - no number]