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Victoria Mill, Stanley, private railway, electric locomotive 16:10

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- 1, Sharp Brothers 2-2-2, named 'Dragon', later rebuilt as saddle tank 13:11-12,
- 1, New 'L' Class 0-6-2T, later LMS 2270, sold to Manchester Collieries Ltd, 1937 and renamed 'Queen Elizabeth', withdrawn 1952 23:19
- 2, Sharp Brothers 2-2-2, later No. 26, rebuilt as 2-4-0 c. 1867 13:11-12, 18:19
- 2, Sharp Brothers 2-2-2, originally No. 27, rebuilt as saddle tank, 1866 13:11-12
- 2, 'B' Class 2-4-0T **22:15**, **22:20**,
- 2, New 'L' Class 0-6-2T, later LMS No. 2271, sold to Manchester Collieries Ltd, 1937 and renamed 'Princess', withdrawn 1965 and preserved 14:7, 23:17, 23:19
- 3, Jones & Potts 2-4-0, later No. 38 13:11, 24:8
- 4, Hick 2-4-0, originally No. 7 13:11
- 4, Jones & Potts 2-4-0, later No. 39 13:11, 24:8
- 4, New 'C' Class 0-6-4T, built 1915, withdrawn 1937, 23:7, 23:15, **23:24**,
- 5, Hick 2-4-0 13:10
- 5, Hick 2-4-0, originally No. 8 13:11
- 5, First Stoke built locomotive (1868), 0-6-0, saddle tank, later No. 52 17:11, 18:18, ?sold to W.C.Ford, 1878 17:11
- 5, 'B' Class 2-4-0T 22:20
- 5, New 'C' Class 0-6-4T, built 1915, 23:7, 23:15
- 6, Hick 2-4-0, later No. 30 13:11
- 6, Kitson 2-4-0, originally No. 30 13:10
- 6, 'H1' Class 0-6-0, built 1910 23:7
- 7, Hick 2-4-0, later No. 4 13:11
- 7, Kitson 2-4-0, originally No. 31 13:10
- 8, Hick 2-4-0, later No. 5 13:11
- 8, Kitson 2-4-0, originally No. 32 13:10
- 8, 'K' Class 4-4-2T, built 1911 23:7, 23:13
- 9, Kitson 2-4-0, originally No. 45 13:10
- 9, Robert Stephenson 2-4-0, later No. 31 13:11
- 9, 'M' Class 0-4-4T, built 1907 23:7, 23:9
- 10, Robert Stephenson 2-4-0, later No. 32 13:11
- 10, Kitson 2-4-0, originally No. 46 13:10
- 11, Kitson 2-4-0, originally No. 47 13:11
- 11, Robert Stephenson 2-4-0, later No. 41 13:11, 24:8
- 11, 'M' Class 0-4-4T, built 1907 23:7, 23:9
- 12, Jones & Potts, 2-4-0, later No. 46m withdrawn 13:11. 17:8, 18:18
- 12, Sharp Stewart 2-4-0T built 1874, rebuilt as 2-4-2T 1899, No. 12A from 1908, withdrawn 1916 22:14, **22:17**,
- 12, 'M' Class 0-4-4T, built 1907 23:7, 23:11
- 13, Robert Stephenson 2-4-0 13:11
- 13, Stoke built (1868) 0-6-0 saddle tank, later No. 54 **17:10**, 18:18
- 13, 'C' Class 2-4-0, Dübs & Co built, 1875 22:24
- 13, 'K' Class 4-4-2T, built 1911 23:7, 23:13, **23:16**,
- 14, Jones & Potts, 2-4-0, later No. 44 13:11, 17:8
- 14, 'C' Class 2-4-0, Dübs & Co built, 1875 Rebuilt 1903

- and first loco to be given Adams livery 22:24, 23:6
- 14, 'K' Class 4-4-2T **13:7** (misprinted as No. 92), 23:7, 23:13, 23:15
- 15, Vulcan Foundry 0-6-0, later No. 64 13:11, 24:8
- 15, 'C' Class 2-4-0, Dübs & Co built, 1875 22:24
- 15, 19 Class 2-4-0, built 1906, withdrawn 1920 20:10, **20:11**, 22:20, 23:7, 23:9
- 15, New 'M' Class 0-4-4T, later LMS No. 1436, built 1920 22:23
- 16, Vulcan Foundry 0-6-0, later No. 65 13:11, 24:8
- 16, Kitson 2-4-0, converted to 2-2-2, originally No. 48 **13:1**, 13:11
- 16, 'D' Class 0-6-0T **22:22**,
- 17, Kitson 2-4-0, converted to 2-2-2, originally No. 49 **13:1**, 13:11
- 17, Vulcan Foundry 0-6-0, later No. 66 13:11, 24:8
- 18, Vulcan Foundry 0-6-0, later No. 67 13:11, 24:8
- 18, Kitson 2-4-0, originally No. 50, converted to 2-2-2 13:11
- 18, 'B' Class 2-4-0T **17:5**, 22:20
- 18, New 'L' Class 0-6-2T converted to burn oil 14:7
- 19, Kitson 2-4-0, originally No. 51, converted to 2-2-2 13:11
- 19, Robert Stephenson 2-4-0, later No. 33 13:11, 24:8
- 19, 2-4-0 first Stoke built engine, built 1872, fitted with wedge motion, rebuilt 1886 and 1901, scrapped 1905 14:18, 20:8, 20:10, 22:14, 22:20, 22:24, **24:1**, 24:8, 24:16. 24:27
- 19, 19 Class 2-4-0, built 1905, withdrawn 1920 22:24, 23:7, **23:9-10**, **24:1**,
- 20, Kitson 2-4-0, originally 52, converted to 2-2-2 13:11
- 20, Robert Stephenson 2-4-0, later No. 42 13:11, 24:8
- 21, Kitson 2-4-0, originally No. 53, converted to 2-2-2 13:12
- 21, Vulcan Foundry 0-6-0, later No. 68 13:11, **14:1**, 24:8
- 21, 'B' Class 2-4-0T, converted to 2-4-2T 1901 **14:14**, 22:14
- 22, Jones & Potts, 2-4-0, later No. 34 13:11, 24:8
- 22, Kitson 2-2-2, originally No. 54 13:12
- 22, New 'L' Class 0-6-2T, later LMS No. 2264, sold to Manchester Collieries Ltd, 1936 and renamed 'Kenneth', withdrawn 1962 23:19
- 23, Sharp Brothers 2-2-2, later No. 27, rebuilt as 2-4-0 c.1867 13:11-12, 18:19
- 23, Kitson 2-2-2, originally No. 55 13:12
- 23, 'B' Class 2-4-0T 14:8
- 23, 0-6-0, 4 cylinder tank (a.k.a. 'Tishy') **14:6-11**, 22:20
- Rebuilt as tender engine **14:9-11**
- 24, Sharp Brothers 2-2-2, later No. 28 13:11
- 24, Kitson 2-2-2, originally No. 56 13:12
- 24, Kitson 2-2-2, later rebuilt as 2-4-0 No. 81 (later 28) c.1867, or ?new built 13:11-12, 18:18-19
- 24, Stoke built (1865) 0-6-0 saddle tank, later No. 53 **17:10**, 18:18
- 24, 'B' Class 2-4-0T, converted to 2-4-2T 1901 22:14
- 25, Jones & Potts, 2-4-0, later No. 45 13:11, 17:8
- Withdrawn 1866 18:18
- 25, Kitson 2-2-2, originally No. 57 13:12, **13:13**,
- 25, New 'L' Class 0-6-2T 14:7
- 26, Vulcan Foundry 0-6-0, later No. 69 13:11, 24:8
- 26, Sharp Brothers 2-2-2, originally No. 2, rebuilt as 2-4-0 c.1867 13:11-12
- 26, 'B' Class 2-4-0T **17:6**, 22:20
- 27, Sharp Brothers 2-2-2, later No. 2, rebuilt as saddle tank, 1866 13:11-12
- 27, Sharp Brothers 2-2-2, originally No. 23, rebuilt as 2-4-0 c.1867 13:11-12, **18:20**,
- 27, 'B' Class 2-4-0T 22:20
- 28, (previously 81) Sharp Brothers 2-2-2, originally No. 24, rebuilt as 2-4-0 c.1867, or possibly new built 13:11-12, 18:18-19
- 28, Robert Stephenson 2-4-0, later No. 35 13:11
- 28, 'B' Class 2-4-0T 22:20
- 29, Sharp Brothers 2-2-2, rebuilt as saddle tank, 1866 13:11-12
- 29, Sharp Brothers 2-2-2, rebuilt as 2-4-0 c.1867 13:11-12, 18:19
- 30, Hick 2-4-0, originally No. 6 13:11
- 30, Kitson 2-4-0, later No. 6 13:10
- 30, New 'C' Class 0-6-4T, built 1914 23:7, 23:15
- 31, Kitson 2-4-0, later No. 7 13:10
- 31, Robert Stephenson 2-4-0, originally No. 9 13:11
- 31, later LMS 2041, New 'C' class 0-6-4T, built 1914, withdrawn 1935 **23:1**, 23:7, 23:15
- 32, Kitson 2-4-0, later No. 8 13:10
- 32, Robert Stephenson 2-4-0, originally No. 10 13:11
- 33, Robert Stephenson 2-4-0, originally No. 19 13:11
- 33, Robert Stephenson 0-6-0, later No. 76 13:10, **17:10**, 18:18
- 34, Robert Stephenson 0-6-0, later No. 58 13:10, **17:10**, 18:18
- 34, Jones & Potts 2-4-0, originally No. 22 13:11
- 35, Robert Stephenson 2-4-0, originally No. 28 13:11
- 35, 'A' Class 2-4-0T, rebuilt as 2-4-2T 1898 22:14
- 35, Robert Stephenson 0-6-0, later No. 77 13:10, **17:10**, 18:18
- 36, Robert Stephenson 0-6-0, later No. 59 13:10, **17:10**, 18:18
- 36, Jones & Potts 2-4-0, originally No. 40 13:11
- 37, Jones & Potts 2-4-0, originally No. 42 13:11
- 37, Vulcan Foundry 0-6-0, later No. 70 13:11, 24:8
- 38, Jones & Potts 2-4-0, originally No. 3 13:11
- 38, Jones & Potts, 2-4-0, later No. 40 13:11
- 38, 'C' Class 2-4-0, Stoke built 1874 22:24
- 38, 'KT' Class, 4-4-0, built 1912, later LMS 599, 20:3, **20:7-8**, 20:10-11, **20:13**, **22:21**, 22:24, 23:7, 23:20, **23:15-16**,
- 39, Jones & Potts 2-4-0, originally No. 4, rebuilt 1901 13:11, **22:19**,
- 39, Jones & Potts 2-4-0, later No. 43 13:11, 17:8
- 39, 'C' Class 2-4-0, Stoke built 1874 22:24
- 39, 'K' Class 4-4-2T 14:7, 22:21, 23:7, 23:13, 23:15
- 40, Jones & Potts, 2-4-0, originally No. 38 13:11
- 40, Jones & Potts 2-4-0, later No. 36 13:11
- 40, 'A' Class 2-4-0T, rebuilt as 2-4-2T 1899 22:14
- 41, Robert Stephenson 2-4-0, originally No. 11 13:11
- 41, Vulcan Foundry 0-6-0, later No. 71 13:11, 24:8
- 41, 2-4-0T, Sharp Stewart built 1874, rebuilt as 2-4-2T 1899, No. 41A from 1908, withdrawn 1916, 22:14
- 41, 'M' Class 0-4-4T, built 1908, later LMS No. 1434, withdrawn 1939 22:23, 23:7, **23:10-11**
- 42, Jones & Potts 2-4-0, later No. 37 13:11
- 42, Robert Stephenson 2-4-0, originally No. 20 13:11
- 42, 2-4-0T, Sharp Stewart built 1874, rebuilt as 2-4-2T 1899, No. 42A from 1908, withdrawn 1916 22:14
- 42, 'M' Class 0-4-4T, built 1908 23:7, 23:9
- 43, Jones & Potts 2-4-0, originally No. 39 13:11

- 43, Vulcan Foundry 0-6-0, later No. 72 13:11, 24:8
44, Jones & Potts, 2-4-0, originally No. 14 13:11
44, Vulcan Foundry 0-6-0, later No. 73 13:11, 24:8
45, Kitson 2-4-0, later No. 9 13:10
45, 'C' Class 2-4-0, Stoke built 1884, rebuilt 1902, 22:24
45, 'K' Class 4-4-2T, built 1911 23:7, 23:13
46, Kitson 2-4-0, later No. 10 13:10
46, Jones & Potts, 2-4-0, originally No. 25 13:11
46, 'C' Class 2-4-0, Stoke built 1884, rebuilt 1904, 22:24
46, 'K' Class 4-4-2T, built 1911 23:7, 23:13
47, Kitson 2-4-0, later No. 11 13:11
47, Stephenson built (1875) 0-6-0ST, later sold to Madeley Colliery, Leycett and renamed 'Pioneer' **17:17**, 17:19
48, Kitson 2-4-0, later No. 16, converted to 2-2-2 **13:1**, 13:11
48, Robert Stephenson, 0-6-0ST 17:18
49, Kitson 2-4-0, later 17, converted to 2-2-2 13:11
49, Robert Stephenson, 0-6-0ST 17:18
49, 'D' Class 0-6-0T 22:22
50, Kitson 2-4-0, later No. 18, converted to 2-2-2 13:11, 24:8
50, Robert Stephenson, 0-6-0ST, built 1875 later (1890) sold to Clough Hall Colliery Co. 17:18-19
51, Kitson 2-4-0, later No. 19, converted to 2-2-2 13:11, 24:8
51, New 'L' Class 0-6-2T, built 1913 22:21, 23:7, 23:11
52, Kitson 2-4-0, later No. 20, converted to 2-2-2 13:11
52, First Stoke built locomotive (1868), 0-6-0, saddle tank, originally No 5 17:11
?sold to W.C.Ford, 1878 17:11
52, 'A' Class 2-4-0T, rebuilt as 2-4-2T 1899 22:14, **22:17**,
53, Kitson 2-4-0, later No. 21, converted to 2-2-2 13:12, 24:8
53, Stoke built (1865) 0-6-0 saddle tank, originally No. 24 **17:10**,
53, New 'C' Class 0-6-4T, built 1914 23:7, 23:15
54, Kitson 2-2-2, later No. 22 13:12
54, Stoke built (1868) 0-6-0 saddle tank, initially No. 13, sold to Harecastle & Woodshutts Colliery Co 1883 17:11, 17:13, 17:16
54, 'C' Class 2-4-0, named 'John Bramley Moore', Stoke built 1882, rebuilt 1900 20:10, 22:20, 22:24
54, 19 Class 2-4-0, built 1906, withdrawn 1920 22:24, 23:7, 23:9
55, Kitson 2-2-2, later No. 23 13:12
55, Dodds built (1865) 0-6-0ST 14:02
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55, 'C' Class 2-4-0, named 'Colin Minton Campbell', Stoke built 1882, rebuilt 1903 22:20, 22:24
55, 'K' Class 4-4-2T, built 1911 22:21, 23:7, 23:13, 23:15,
56, Kitson 2-2-2, later No. 24 13:12, 24:8
56, Stephenson built (1862) 0-6-0ST, originally No. 67 17:13, **17:14-15**,
57, Kitson 2-2-2, later No. 25 13:12, **13:13**,
57, Stephenson built (1862), 0-6-0ST, originally No. 68 17:13, **17:14-15**,
58, Robert Stephenson 1844 0-6-0, originally No. 34 13:10, **17:10**,
58, Robert Stephenson 1849 0-6-0 13:11
58, 'DX' Class 0-6-2T 22:22
59, Robert Stephenson 1844 0-6-0, originally No. 36 13:10, **17:10**,
59, Robert Stephenson 1849 0-6-0 13:11
60, Robert Stephenson 1849 0-6-0 13:11, 24:8
61, Robert Stephenson 1850 0-6-0 13:12, 24:8
61, 'B' Class 2-4-0T, converted to 2-4-2T 1900 22:14, 22:20
62, Robert Stephenson 1850 0-6-0 13:12, 24:8
63, Robert Stephenson 1851 0-6-0 13:12, 24:8
63, 'D' Class 0-6-0T 23:6
64, Vulcan Foundry 0-6-0, originally No. 15 13:11
64, New 'L' Class 0-6-2T, built 1913 23:7, 23:11
65, Vulcan Foundry 0-6-0, originally No. 16 13:11
65, New 'L' Class 0-6-2T, built 1913 23:7, 23:11
65A, '69' Class 0-6-0 **16:20**,
66, Vulcan Foundry 0-6-0, originally No. 17 13:11
66, 'E' Class 0-6-0 22:22-**3**,
67, Vulcan Foundry 0-6-0, originally No. 18 13:11
67, Stephenson built (1862) 0-6-0ST, later No. 56 17:13
68, Vulcan Foundry 0-6-0, originally No. 21 13:11, **14:1**,
68, Stephenson built (1862), 0-6-0ST, later No. 57 17:13
68, 'E' Class 0-6-0 22:22
69, Vulcan Foundry 0-6-0, originally No. 26 13:11
69, later 78, 'F' Class 0-6-0, Hudswell Clarke built 1864, withdrawn 1899 22:3, **22:5**,
69, New 'L' Class 0-6-2T, later LMS 2257, built 1913, sold to Manchester Collieries Ltd 1937 and re-named 'King George VI', scrapped 1966 23:7, 23:11, 23:17
70, Vulcan Foundry 0-6-0, originally No. 37 13:11
70, later 79, 'F' Class 0-6-0, Hudswell Clarke built 1864, withdrawn 1898 22:3
70, New 'C' Class 0-6-4T, built 1914 23:7, 23:15
71, Vulcan Foundry 0-6-0, originally No. 41 13:11
71, later 80, 'F' Class 0-6-0, Hudswell Clarke built 1879 **22:1**, 22:3-4, 22:6-7,
72, Vulcan Foundry 0-6-0, originally No. 43 13:11
72, later 81, 'F' Class 0-6-0, Hudswell Clarke built 1865, withdrawn 1899 22:3
72, New 'L' Class 0-6-2T, later LMS No. 2262, sold to Manchester Collieries Ltd, 1937, and renamed 'Sir Robert', withdrawn 1968 14:7, 23:19
73, Vulcan Foundry 0-6-0, originally No. 44 13:11
73, later 82, 'F' Class 0-6-0, Hudswell Clarke built 1865, withdrawn 1907 22:3, **22:5-6**, 22:11
74, later 83, 'F' Class 0-6-0, Hudswell Clarke built 1865, withdrawn 1907 22:3
74, 0-6-0 goods, Stoke built 1871, fitted with wedge motion, rebuilt 1895 and 1911, LMS No. 2320 then 8650, withdrawn 1934 24:8, 24:16-17, 24:27
75, later 84, 'F' Class 0-6-0, Neilson & Co built 1865, withdrawn 1909 22:3, 22:6
75, 0-6-0 goods, Stoke built 1871, fitted with wedge motion, rebuilt 1895, 1901 and 1911, LMS No. 2321, withdrawn 1926 24:8, **24:14**, 24:16, 24:27
76, Robert Stephenson 0-6-0, originally No. 33 13:10, **17:10**,

- 76, later 85, 'F' Class 0-6-0, Neilson & Co built 1865, withdrawn 1909 17:3, 22:3, 22:6, **22:9**,
- 77, Robert Stephenson 0-6-0, originally No. 35 13:10 **17:10**,
- 77, later 86, 'F' Class 0-6-0, Neilson & Co built 1865, withdrawn 1910 22:3-4, 22:8
- 78, later 87, 'F' Class 0-6-0, Neilson & Co built 1865, withdrawn 1910 22:3-4
- 78, originally 69, 'F' Class 0-6-0, Hudswell Clarke built 1864, withdrawn 1899 22:3, **22:5**,
- 79, later 88, 'F' Class 0-6-0, Neilson & Co built 1865, withdrawn 1909 22:3
- 79, originally 70, 'F' Class 0-6-0, Hudswell Clarke built 1864, withdrawn 1898 22:3
- 80, later 89, 'F' Class 0-6-0, Neilson & Co built 1865, withdrawn 1913 22:3, 22:6-7, 22:11
- 80, originally 71, 'F' Class 0-6-0, Hudswell Clarke built 1879 **22:1**, 22:3-4, 22:6-7,
- 81, later 28, 2-4-0, rebuilt from Sharp Brothers 2-2-2 No. 24 c.1867, or possibly new built 13:11-12 18:18-19
- 81, originally 72, 'F' Class 0-6-0, Hudswell Clarke built 1865, withdrawn 1899 22:3
- 82, Hudswell, Clarke & Rodgers 0-6-0ST, 18:18-19,
- 82, originally 73, 'F' Class 0-6-0, Hudswell Clarke built 1865, withdrawn 1907 22:3, **22:5-6**, 22:11
- 83, originally 74, 'F' Class 0-6-0, Hudswell Clarke built 1865, withdrawn 1907 22:3
- 84, originally 75, 'F' Class 0-6-0, Neilson & Co built 1865, withdrawn 1909 22:3, 22:6
- 84, 'H' Class 0-6-0, built 1909 23:7, 23:12
- 85, originally No. 76, 'F' Class 0-6-0, Neilson & Co built 1865, withdrawn 1909 17:3, 22:3, 22:6, **22:9**,
- 85, 'H' Class 0-6-0, built 1909 23:7, 23:12
- 86, originally No. 77, 'F' Class 0-6-0, Neilson & Co built 1865, withdrawn 1910 22:3-4, 22:8
- 86, 'G' Class 4-4-0, later LMS No. 595, built 1910, withdrawn 1929 **20:1**, 20:3, 20:8, 20:10-11, 22:24, 23:7, 23:11, **23:14**,
- 87, 'F' Class 0-6-0, originally No. 78, Neilson & Co built 1865, withdrawn 1910 22:3-4
- 87, 'G' Class 4-4-0, later LMS 596, built 1910 20:3, **20:5**, 20:8, **20:9**, 10-11, **20:15**, 23:7, 23:11
- 88, 'F' Class 0-6-0, originally No. 79, Neilson & Co built 1865, withdrawn 1909 22:3
- 88, 'H' Class 0-6-0, built 1909 **22:24**, 23:7, **23:12-13**,
- 89, originally No. 80, 'F' Class 0-6-0, Neilson & Co built 1865, withdrawn 1913 22:3, 22:6-7, 22:11
- 89, New 'L' Class 0-6-2T, later LMS 2258 **17:24**, 23:7, 23:11
- 90, 'F' Class 0-6-0, Worcester Engine Co built 1866, withdrawn 1910 22:3, **22:9**,
- 90, 'H1' Class 0-6-0, later LMS No. 8686, built 1910 **16:21**, 23:7
- 91, 'F' Class 0-6-0, Worcester Engine Co built 1867, withdrawn 1911 22:3, 22:6
- 91, 'H1' Class 0-6-0, built 1911 23:7
- 92, 'F' Class 0-6-0, Worcester Engine Co built 1867, withdrawn 1911 22:3
- 92, 'H1' Class 0-6-0, built 1911 **13:6**, 23:7, **23:14**,
- 93, 'F' Class 0-6-0, Worcester Engine Co built 1867, withdrawn 1909 22:3-4, 22:6
- 93, New 'L' Class 0-6-2T, built 1909 23:7, 23:11
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- 94, 'F' Class 0-6-0, built Worcester Engine Co 1867, withdrawn 1909 **16:20**, **22:2-3**
- 94, New 'L' Class 0-6-2T, built 1909 23:7, 23:11
- 95, 'F' Class 0-6-0, Worcester Engine Co built 1867, withdrawn 1909 22:3
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