

North Staffordshire Railway Study Group, Journal Index.

Compiled by Howard Sprenger and David Woolliscroft.

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 7, 'B' class 2-4-0 **38:30**,
 8, Hick 2-4-0, later No. 5 13:11, 26:23
 8, Kitson 2-4-0, originally No. 32 13:10
 8, 'K' Class 4-4-2T, Stoke built 1911, LMS No. 2180, withdrawn 1933 23:7, 23:13, **26:14**, **27:26**, 29:19, 31:18
 9, Kitson 2-4-0, originally No. 45 13:10
 9, Robert Stephenson 2-4-0, later No. 31, built 1848 13:11, 26:24
 9, 'M' Class 0-4-4T, built 1907, refitted with boiler from No. 11, 1915, LMS No. 1431, withdrawn 1936 23:7, 23:9, 31:16
 10, Robert Stephenson 2-4-0, later No. 32, built 1848 13:11, 26:24
 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, built 1848 13:11, 24:8, 26:24
 11, 'M' Class 0-4-4T, built Stoke 1907, boiler transferred to No. 9, LMS No. 1432, withdrawn 1935 23:7, 23:9, 31:16, **38:29**,
 12, Jones & Potts, 2-4-0, later No. 46 13:11. 17:8
 Withdrawn 1866 18:18, 26:23
 12, Sharp Stewart 2-4-0T built 1874, rebuilt as 2-4-2T 1899, nicknamed 'Queen of the Loop' No. 12A from 1908, withdrawn 1916 22:14, **22:17**,
 12, 'M' Class 0-4-4T, built 1908, LMS No. 1433, withdrawn 1935 23:7, 23:11, 31:16-17
 13, Robert Stephenson 2-4-0, built 1848 13:11, 26:24
 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 13, 'K' Class 4-4-2T, Stoke built 1912, LMS No. 2184, withdrawn 1935 23:7, 23:13, **23:16**, 31:18
 14, Jones & Potts, 2-4-0, built 1848, later No. 44 13:11, 17:8, 26:23
 14, 'C' Class 2-4-0, Dübs & Co built, 1875 22:24
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 14, 'K' Class 4-4-2T, Stoke built 1912, LMS No. 2185, withdrawn 1935 **13:7** (misprinted as No. 92), 23:7, 23:13, 23:15, 31:18
 15, Vulcan Foundry 0-6-0, later No. 64, built 1848 13:11, 24:8, 26:24
 15, 'C' Class 2-4-0, Dübs & Co built, 1875 22:24
 15, 19 Class 2-4-0, Stoke built 1906, given new firebox 1912, withdrawn 1920 **5:19**, 20:10, **20:11**, 22:20, 22:24, 23:7, 23:9, 30:23, **30:25**, **38:25**,
 15, New 'M' Class 0-4-4T, later LMS No. 1436, built

- Stoke, 1920, withdrawn 1939, scrapped Crewe, 1940
22:23, 31:28, **31:30**, 36:20
- 16, Vulcan Foundry 0-6-0, later No. 65, built 1848
13:11, 24:8, 26:24
- 16, Kitson 2-4-0, converted to 2-2-2, originally No. 48
13:1, 13:11
- 16, 'D' Class 0-6-0T, built 1884, LMS No. 1557,
rebuilt 1902, withdrawn 1936 **22:22**,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, built 1848
13:11, 24:8, 26:24
- 17, 'B' Class 2-4-0T, built 1882, received boiler ex of
'B' Class No. 18, 1911 31:16, 31:18
- 18, Vulcan Foundry 0-6-0, later No. 67, built 1848
13:11, 24:8, 26:24
- 18, Kitson 2-4-0, originally No. 50, converted to 2-2-2
13:11
- 18, 'B' Class 2-4-0T, built 1882, rebuilt 1903 re-boilered
with boiler from 'B' class No 27 **17:5**, 22:20, 31:16,
31:18
- 18, New 'L' Class 0-6-2T converted to burn oil, built
1921, LMS No. 2263, withdrawn 1936 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, built 1848
13:11, 24:8, 26:24
- 19, 2-4-0 first Stoke built engine (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,
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- 19, 19 Class 2-4-0, Stoke built 1905, withdrawn 1920,
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- 20, Kitson 2-4-0, originally 52, converted to 2-2-2 13:11
- 20, Robert Stephenson 2-4-0, later No. 42, built 1848
13:11, 24:8, 26:24
- 20, 'D' Class 0-6-0, Stoke built 1883, rebuilt 1915 31:17
- 21, Kitson 2-4-0, originally No. 53, converted to 2-2-2
13:12
- 21, Vulcan Foundry 0-6-0, later No. 68, built 1848
13:11, **14:1**, 24:8, 26:24
- 21, 'B' Class 2-4-0T, Stoke built 1882, converted to
2-4-2T 1901, reboilered 1912, LMS No. 1457,
withdrawn 1932 **14:14**, 22:14, 31:18, **33:9**, **38:26-27**
- 22, Jones & Potts, 2-4-0, built 1848, later No. 34
13:11, 24:8, 26:23
- 22, Kitson 2-2-2, originally No. 54 13:12
- 22, 'B' Class 2-4-0T, built 1882 31:17
- 22, New 'L' Class 0-6-2T, built 1921, LMS No. 2264,
sold to Manchester Collieries Ltd, 1936 and renamed
'Kenneth', after Director Kenneth Burrow. Reboilered
1945, withdrawn 1961, scrapped 1967 23:19, 36:23,
36:26, 36:29
- 23, Sharp Brothers 2-2-2, later No. 27, built 1848, rebuilt
as 2-4-0 c.1867 13:11-12, 18:19, 26:24
- 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'), built 1922,
withdrawn 1928 **14:6-11**, 22:20
Rebuilt as tender engine 1924 **14:9-11**, 29:19
- 24, Sharp Brothers 2-2-2, later No. 28, built 1848
13:11, 26:24
- 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
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- 24, 'B' Class 2-4-0T, built 1886, converted to 2-4-2T
1901, LMS No. 1458, withdrawn 1934 22:14, 31:18
- 25, Jones & Potts, 2-4-0, built 1848, later No. 45,
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- 25, Kitson 2-2-2, originally No. 57 13:12, **13:13**,
- 25, New 'L' Class 0-6-2T, built 1921, LMS No. 2265,
withdrawn 1936 14:7, 26:14
- 26, Vulcan Foundry 0-6-0, later No. 69, built 1848
13:11, 24:8, 26:24
- 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, built Stoke 1882, withdrawn 1921
17:6, 22:20, **38:26-27**
- 27, Sharp Brothers 2-2-2, later No. 2, built 1848,
rebuilt as saddle tank, 1866 13:11-12, 26:24
- 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, , built Stoke 1883, rebuilt 1901, its
old boiler being fitted to No. 18, re-numbered 27A in
1921, LMS No. 1443, withdrawn July 1925 22:20,
31:16, **38:18**,
- 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, built 1848
13:11, 26:24
- 28, 'B' Class 2-4-0T built Stoke 1882, withdrawn 1922
22:20, **29:14**, 31:17, **38:22**,
- 29, Sharp Brothers 2-2-2, built 1848, rebuilt as saddle
tank, 1866 13:11-12, 26:24
- 29, Sharp Brothers 2-2-2, rebuilt as 2-4-0 c.1867
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- 29, 'B' Class 2-4-0T, built 1883 31:16
- 30, Hick 2-4-0, originally No. 6 13:11
- 30, Kitson 2-4-0, built 1848, later No. 6 13:10, 26:23
- 30, 'B' Class 2-4-0T, built 1881, rebuilt 1906 and 1913
31:16
- 30, New 'C' Class 0-6-4T, built 1914, LMS No. 2040,
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- 31, Kitson 2-4-0, built 1848, later No. 7 13:10, 26:23
- 31, Robert Stephenson 2-4-0, originally No. 9 13:11
- 31, New 'C' class 0-6-4T, built 1914, later LMS 2041,
withdrawn 1935 **23:1**, 23:7, 23:15, 25:12, 26:11,
35:24,
- 32, Kitson 2-4-0, later No. 8 13:10, 26:23
- 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, built 1843
13:10, **17:10**, 18:18, 26:24
- 34, Robert Stephenson 0-6-0, later No. 58, built 1844
13:10, **17:10**, 18:18, 26:24
- 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, built 1881, rebuilt as 2-4-2T
1898, reboilered 1898, LMS No. 1455, withdrawn
1932 22:14, **26:13**, **27:26**, **28:13**, **41:28**,
- 35, Robert Stephenson 0-6-0, later No. 77, built 1844
13:10, **17:10**, 18:18, 26:24
- 36, Robert Stephenson 0-6-0, later No. 59, built 1844
13:10, **17:10**, 18:18, 26:24
- 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, built 1848
13:11, 24:8, 26:24
- 38, Jones & Potts 2-4-0, originally No. 3 13:11
- 38, Jones & Potts, 2-4-0, built 1848, later No. 40
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- 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,
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- 39, Jones & Potts 2-4-0, originally No. 4, rebuilt 1901
13:11, **22:19**,
- 39, Jones & Potts 2-4-0, built 1848, later No. 43 13:11,
17:8, 26:23
- 39, 'C' Class 2-4-0, Stoke built 1874 by Dodds with
wedge motion rebuilt by Luke Longbottom 1892 and
again in 1901, withdrawn 1912 22:24, **40:4**,
- 39, 'K' Class 4-4-2T, Stoke built, 1912 14:7, 22:21, 23:7,
23:13, 23:15, 31:18
- 40, Jones & Potts, 2-4-0, originally No. 38 13:11
- 40, Jones & Potts 2-4-0, built 1848, later No. 36 13:11,
26:23
- 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, built 1849
13:11, 24:8, 26:24
- 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 Stoke 1908, later LMS No.
1434, withdrawn 1939, scrapped in Crewe 1940 22:23
23:7, **23:10-11**, 31:16, 31:28, **31:30**, 36:20
- 42, Jones & Potts 2-4-0, built 1848, later No. 37 13:11,
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- 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, 31:16
- 43, Jones & Potts 2-4-0, originally No. 39 13:11
- 43, Vulcan Foundry 0-6-0, later No. 72, built 1849
13:11, 24:8, 26:24
- 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, built 1849, later No. 9 13:10, 26:23
- 45, 'C' Class 2-4-0, Stoke built 1884, rebuilt 1902 with
larger boiler and cylinders withdrawn 1911 22:24,
25:24, **38:21**,
- 45, 'K' Class 4-4-2T, Stoke built 1911, LMS No. 2181,
withdrawn 1934 23:7, 23:13, 26:15, 31:18
- 46, Kitson 2-4-0, built 1849, later No. 10 13:10, 26:23
- 46, Jones & Potts, 2-4-0, originally No. 25 13:11
- 46, 'C' Class 2-4-0, Stoke built 1884, rebuilt 1904 with
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- 46, 'K' Class 4-4-2T, Stoke built 1911 23:7, 23:13, 31:18
- 47, Kitson 2-4-0, built 1849, later No. 11 13:11, 26:23
- 47, Stephenson built (1875) 0-6-0ST. Sold to Madeley
Coal & Iron Co, Leycett and renamed 'Pioneer' in 1890
17:17, 17:19, 40:5
- 48, Kitson 2-4-0, built 1850, later No. 16, converted to
2-2-2 **13:1**, 13:11, 26:23
- 48, Robert Stephenson, 0-6-0ST, scrapped 1887 17:18,
40:5
- 49, Kitson 2-4-0, built 1850, later 17, converted to 2-2-2
13:11, 26:23
- 49, Robert Stephenson, 0-6-0ST, scrapped 1885 17:18,
40:5
- 49, 'D' Class 0-6-0T 22:22
- 50, Kitson 2-4-0, built 1850, later No. 18, converted to
2-2-2 13:11, 24:8, 26:23
- 50, Robert Stephenson, 0-6-0ST, built 1875. Sold to
Clough Hall Colliery Co. 1889 17:18-19, 40:5
- 50, 'D' class 0-6-0, built 1889, Rebuilt 1903, LMS No.
1572, withdrawn December, 1931 **33:21-22**,
- 51, Kitson 2-4-0, built 1850, later No. 19, converted to
2-2-2 13:11, 24:8, 26:23
- 51, New 'L' Class 0-6-2T, built 1913 22:21, 23:7, 23:11
- 52, Kitson 2-4-0, built 1850, later No. 20, converted to
2-2-2 13:11, 26:23
- 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, built 1850, later No. 21, converted to
2-2-2 13:12, 24:8, 26:23
- 53, Stoke built (1865) 0-6-0 saddle tank, originally No.
24 **17:10**,
- No. 53, Class A, 2-4-0T built 1880, renumbered 53A in
1914, rebuilt with larger wheels **40:1**, 40:5
- 53, New 'C' Class 0-6-4T, built 1914, LMS No 2042,
Withdrawn 1934 23:7, 23:15, **34:14**, **34:16**,
- 54, Kitson 2-2-2, built 1851, later No. 22 13:12, 26:23
- 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 with larger boiler and
cylinders, 1900, withdrawn 1906 20:10, 22:20, 22:24,
25:23-**25**, 32:11, 38:27
- 54, 19 Class 2-4-0, Stoke built 1906, withdrawn 1920,
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- 55, Kitson 2-2-2, built 1851, later No. 23 13:12, 26:24
- 55, Dodds built (1865) 0-6-0ST, 14:02
Bought second hand from Benton & Woodiwiss,
railway contractors: 17:11, 24:8
Sold to Josiah Hardman 1883 and renamed
'Hardman' **17:11-13**,
Wedge motion fitted by NSR 24:8
- 55, 'C' Class 2-4-0, named 'Colin Minton Campbell',
Stoke built 1882, rebuilt with larger boiler and
cylinders 1903, withdrawn 1911 **12:2**, 22:20, 22:24,
25:23-**27**, 32:7, **32:9**, 38:27
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- 55, 'K' Class 4-4-2T, built 1911 22:21, 23:7, 23:13,
23:15, **31:18**, **31:25-6**,
- 56, Kitson 2-2-2, built 1851, later No. 24 13:12, 24:8,
26:24
- 56, Stephenson built (1862) 0-6-0ST, originally No. 67
17:13, **17:14-15**, 40:6
- 57, Kitson 2-2-2, built 1851, later No. 25 13:12-**13**,
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- 57, Stephenson built (1862), 0-6-0ST, originally No. 68
Sold to Clough Hall Colliery Co. 1888 17:13, **17:14-
15**, 40:6
- 58, Robert Stephenson, 0-6-0, originally No. 34, built
1844 13:10, **17:10**,
- 58, Robert Stephenson, 0-6-0, built 1849 13:11, 26:24
- 58, Kitson 0-6-0, built 1853 26:24, 29:19
- 58, 'DX' Class 0-6-2T 22:22
- 58, 0-6-0ST, designed by Charles Clare, built 1881, re-
Numbered 58A in 1899. Cut down boiler fitted 1905

- to gain access to Newcastle goods yard. Rebuilt by J.H. Adams in 1909. Later LMS No. 1600, withdrawn 1927 40:4-5,
- 59, Robert Stephenson 1844, 0-6-0, originally No. 36 13:10, **17:10**,
- 59, Robert Stephenson, 0-6-0, built 1849 13:11, 26:24
- 59, Kitson 0-6-0, built 1853 26:24, 29:19
- 60, Robert Stephenson, 0-6-0, built 1849 13:11, 24:8, 26:24
- 61, Robert Stephenson, 0-6-0, built 1850 13:12, 24:8, 26:24
- 61, 'B' Class 2-4-0T, converted to 2-4-2T 1900 22:14, 22:20, **28:1**, 31:18
- 62, Robert Stephenson, 0-6-0, built 1850 13:12, 24:8, 26:24
- 63, Robert Stephenson, 0-6-0, built 1851 13:12, 24:8, 26:24
- 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, 2-2-2 well tank acquired c. 1849 as 2-2-2 tender engine from Price & Leishman, contractors Stoke to Uttoxeter line. Rebuilt 1858, renumbered 3 1870, withdrawn 1883 30:23-24,
- 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, built 1877 22:22-3, 31:17
- 67, Vulcan Foundry 0-6-0, originally No. 18 13:11
- 67, Stephenson built (1862) 0-6-0ST, later No. 56 17:13
- 67, 'E' Class, 0-6-0, built 1875, rebuilt 1900 31:17
- 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, built 1875, rebuilt 1899 and 1911 22:22, **31:17**,
- 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, 36:23-25, 36:29
- 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
- 70A, Sharp Stewart built 0-6-0, fitted with Adams whistle 31:29
- 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, 'E' Class 0-6-0, built Stoke 1876, rebuilt 1889 and 1910, withdrawn 1919 31:17, **40:7**,
- 72, New 'L' Class 0-6-2T, later LMS No. 2262, sold to Manchester Collieries Ltd, 1937, and renamed 'Sir Robert', after director Sir Robert Abraham, reboilered 1947 withdrawn 1968, scrapped 1969 14:7, 23:19, 36:23-24, 36:28-30,
- 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 'E' Class, 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, 31:17
- 74, KS Class 0-6-0T shunter, Kerr, Stuart built, 1919, later LMS 1602, withdrawn 1932 27:27, 29:19, 36:20
- 75, later 84, 'F' Class 0-6-0, Neilson & Co. built 1865, withdrawn 1909 22:3, 22:6
- 75, 0-6-0 'E' Class, 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, 31:17
- 75, KS Class 0-6-0T shunter, Kerr, Stuart built, 1919, later LMS 1603, withdrawn 1933 and sold to Waverley Coal Company as their No. 9, scrapped 1962 **27:27**, 29:19, 36:20-21,
- 76, Robert Stephenson 0-6-0, originally No. 33 13:10, **17:10**,
- 76, renumbered 85 1870, 'F' Class 0-6-0, Neilson & Co. Built 1865, rebuilt 1890, withdrawn 1909 17:3, 22:3, 22:6, **22:9**, **40:7**,
- 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, rebuilt 1888, withdrawn 1898 22:3, **40:7**,
- 79, '100' Class 0-6-0, built 1898 31:16
- 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, rebuilt 1900, reboilered 1911, old boiler going to No. 81 **22:1**, 22:3-4, 22:6-7, 31:16-17
- 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, rebuilt 1897 withdrawn 1899 22:3, 31:17
- 82, Hudswell, Clarke & Rodgers 0-6-0ST, 18:18-19,
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