

No.

27 "X"

CLASS

| MILEAGE (BETWEEN OVERHAULS) | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | | |
|-----------------------------|----------|----------------------|----------|----------------------------|-----------------|---------|----------------|---------|------------------------------|----------------|-------------------|
| PERIOD | TRAIN | TOTAL | DATE IN | | DATE OUT | LABOR & | MATERIAL & | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. YEAR |
| 19.3.29 TO 12.6.29 | | 5,362 | 12.6.29 | 4.7.29 | Slight | £ 247 | £ 17. | Newport | | | |
| 4.7.29 TO 29.11.29 | | 12,222 | 29.11.29 | 18.12.29 | Slight | £ 25 | £ 2 | Newport | | | |
| 18.12.29 TO 13.2.30 | | 3,687 | 13.2.30 | 19.2.30 | Slight | £ 18 | £ 1 | Newport | | | |
| 19.2.30 TO 18.3.30 | | 2,449 | 18.3.30 | 22.3.30 | Slight | £ 6 | - | " | | | |
| 22.3.30 TO 6.6.30 | | 5,680 | 6.6.30 | 25.6.30 | Slight | £ 74 | £ 26 | Newport | | | |
| 25.6.30 TO 25.7.30 | | 2,276 | 25.7.30 | 29.7.30 | Slight | £ 7 | £ 2 | Newport | | | |
| 29.7.30 TO 25.7.31 | | 33,126 | 25.7.31 | 29.10.31 | Thorough. | £ 655 | £ 574 | Newport | W. R. Madden | 31/12216 | 206/31 |
| 29.10.31 TO 24.6.32 | | 20,391 | 24.6.32 | 16.7.32 | Slight | £ 48 | £ 19 | Newport | | | |
| 16.7.32 TO 19.4.33 | | 25,914 | 19.4.33 | 13.5.33 | Slight | £ 90 | £ 79 | Newport | | | |
| 13.5.33 TO 18.4.34 | | 33,227 | 18.4.34 | 2.7.34 | General. | £ 562 | £ 546 | Newport | J. Henry | 34/7689 | 99/34 |
| 2.7.34 TO 20.7.34 | | 1,503 | 20.7.34 | 15.12.34 | Slight | £ 521 | £ 94 | Newport | J. Henry | 34/13585 | 247/34 |
| 15.12.34 TO 20.2.36 | | 44,073 | 20.2.36 | 3.3.36 | Slight | £ 16 | £ 3 | Newport | | | 70/36 |
| 3.3.36 TO 10.6.36 | | 10,060 | 10.6.36 | 27.6.36 | Slight | £ 93 | £ 179 | Newport | | | 198/36 |
| 27.6.36 TO 6.5.37 | 23 1,335 | 31,365 | 6.5.37 | 3.6.37 | Slight | £ 56 | £ 5 | Bga mth | | | |
| 3.6.37 TO 5.11.37 | | 14,592 | 5.11.37 | 26.11.37 | Slight | £ 76 | £ 44 | Newport | | | 251/37 |
| 26.11.37 TO 2.3.38 | | 9,412 | 2.3.38 | 21.3.38 | Slight | £ 127 | £ 192 | Newport | | | 69/38 |
| 21.3.38 TO 14.12.38 | | 23,523 | 14.12.38 | 6.4.39 | Thorough | £ 1758 | £ 1108 | Newport | J. Henry | 39/5261 | 64/39 |
| 6.4.39 TO 27.5.39 | | 3,216 | 27.5.39 | 3.6.39 | Slight | £ 18 | £ 3 | Newport | | | 112/39 |
| 3.6.39 TO 19.7.39 | | 2,998 | 19.7.39 | 10.8.39 | Slight | £ 48 | £ 14 | Newport | | | 171/39 |
| 10.8.39 TO 15.9.39 | | 2,087 | 15.9.39 | 27.9.39 | Slight | £ 25 | £ 11 | Newport | | | 209/39 |
| 27.9.39 TO 10.1.40 | | 9,389 | 10.1.40 | 27.1.40 | Slight | £ 44 | £ 24 | Newport | | | 5/40 |
| 27.1.40 TO 22.5.40 | | 10,975 | 22.5.40 | 6.7.40 | Slight | £ 18 | £ 1 | Newport | | | 122/40 |
| 6.7.40 TO 29.8.40 | | 4,431 | 29.8.40 | 9.9.40 | Slight | £ 23 | - | Newport | | | 184/40 |
| 9.9.40 TO 1.11.40 | | 5,609 | 1.11.40 | 4.12.40 | Slight | £ 80 | £ 154 | Newport | | | 254/40 |
| 4.12.40 TO 31.5.41 | | 15,184 | 31.5.41 | 19.6.41 | Slight | £ 251 | £ 177 | Newport | | | 133/41 |
| 19.6.41 TO 15.4.42 | | 29,335 | 15.4.42 | 3.6.42 | Slight | £ 160 | £ 27 | Newport | | | 92/42 |
| 3.6.42 TO 7.7.42 | | 2,333 | 7.7.42 | 24.7.42 | Slight | £ 55 | £ 9 | Newport | | | 128/42 |
| 24.7.42 TO 20.11.42 | | 15,930 | 20.11.42 | 18.12.42 | Slight | £ 85 | £ 28 | Newport | | | 24/42 |
| 18.12.42 TO 16.4.43 | | - | 16.4.43 | 20.4.43 | Tender only | - | - | Newport | | | |
| 20.4.43 TO 6.7.43 | | 20,448 | 6.7.43 | 24.12.43 | Thorough. | £ 1906 | £ 3631 | Newport | | 44/1236 | 29/43 |
| 17.1.44 TO 16.1.43 | | 142,962 | 16.1.43 | 17.8.43 | Thorough. | £ 2853 | £ 6658 | Newport | | 48/11498 | 84/43 |
| | | 400,997 | 16.1.48 | 14.8.48 | Thorough. | | | Newport | | 52/11847 | 90/48 |
| | | 543,759 | 28.7.52 | 6.8.52 | Tender Reps | | | Newport | | | 90/52 |

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | | TRACTIVE POWER | |
|-----|-------|------------|-------------------|------|--------------------------|-----------|----------|--------|---------|---------------------|---------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | 39360 | DATE |
| 28 | 2c | 1929 | Newport Workshops | | 20.3.29 | Outside | 22" | 28" | 20/3/29 | 27,000 | 7/29 |
| | | | | | | | | | | 46,000 with booster | 20.3.29 |
| | | | | | | | | | | 48,000 | 11/52 |

FOR DESCRIPTION OF BOILER, FIRE BOX, ETC., SEE BOILER CARD No.

Schmidt A.M. Hooper. ~~Locomotive~~ Superheater
 BROKEN UP..... 27/7/59

| TENDER CAPACITY | | WESTINGHOUSE PUMP | | INJECTORS | |
|-----------------|-------------|-------------------|-------------|-----------|-------------|
| WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE |
| 8600 | 9 2/29 | 10 x 10 | 5 5/8 | 3/29 | Nathan |
| | | Auto & non auto | | | non lifting |
| | | brake | | | |

| WHEELS | | | JOURNALS | | | | | | | | | | | | | |
|------------|------------------|-------------|----------|--------|---------|--------|--------------|--------|---------|--------|----------|--------|--------------|--------|--------|--------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | TRAIL RADIAL | | TENDER | |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH |
| - | 5'0 | 8 | 6 1/4 | 10" | 9" | 11" | 9" | 11" | 9" | 11" | 9" | 11" | 8" | 14" | 6" | 11" |

| NOTES | WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | | | | WEIGHT OF TENDER | | | | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE |
|-------|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-------|----|----|------------------|----|----|-------|----|----|------------|----|----|-----------------------------------|--|--|--|--|--|------|
| | COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | | | | | | |
| | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | | | | | | |

Superheater steam to pump. "Chime" whistle. Hand operated shaker grate. Hopper ashpan. Franklin loco booster. Coal sprinkler. 2 Coal safety valves (one pop & one muffled). Fitted with electric headlight 24.7.29 (Pyle). " auto. Couplers. Tender draft gear Murray (Light) 29.7.40 Fitted with modified front end. " smoke deflectors. 8.12.43 " staff exchanger.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|----|---|---|----|---|----|----|---|---|---|---|-----|----|---|---|---|---|----|----|---|---|---|---|-----|----|---|-------|
| 74 | 5 | . | 9 | 8 | . | 19 | 5 | . | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | - | 3/29 |
| 73 | 12 | 0 | 9 | 8 | 0 | 19 | 4 | 0 | . | . | . | 102 | 4 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 184 | 12 | 0 | 12/31 |
| 73 | 0 | 0 | 9 | 6 | 0 | 19 | 0 | 0 | . | . | . | 101 | 6 | 0 | . | . | . | 82 | 4 | 0 | . | . | . | 183 | 10 | 0 | 8/34 |
| 73 | 2 | 0 | 9 | 4 | 0 | 18 | 18 | 0 | . | . | . | 101 | 4 | 0 | . | . | . | 82 | 3 | 0 | . | . | . | 183 | 7 | 0 | 3/36 |
| 73 | 14 | 0 | 9 | 6 | 0 | 19 | 3 | 0 | . | . | . | 102 | 3 | 0 | . | . | . | 82 | 10 | 0 | . | . | . | 184 | 13 | 0 | 7/40 |
| 75 | 7 | 0 | 8 | 19 | 0 | 19 | 15 | 0 | . | . | . | 104 | 1 | 0 | . | . | . | 82 | 6 | 0 | . | . | . | 186 | 7 | 0 | 12/43 |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 6 | 0 | . | . | . | 185 | 4 | 0 | 11/46 |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | 9/48 |
| 73 | - | - | 9 | - | - | 19 | - | - | . | . | . | 101 | - | - | . | . | . | 82 | 8 | 0 | . | . | . | 183 | 8 | 0 | 4/53 |
| 70 | 5 | - | 9 | 18 | - | 19 | 13 | - | . | . | . | 79 | 16 | - | . | . | . | | | | . | . | . | | | | 3/55 |

BROKEN UP..... 27/7/59

| MILEAGE (BETWEEN OVERHAULS) | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | | |
|-----------------------------|----------|----------------------|----------|----------------------------|-----------------|-----------|----------------|-----------|------------------------------|----------------|-------------------|
| PERIOD | TRAIN | TOTAL | DATE IN | | DATE OUT | LABOR £ | MATERIAL £ | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. YEAR |
| 20.3.29 TO 7.5.29 | | 2,421 | 7.5.29 | 14.5.29 | Slight | £ 41 | - | Newport | - | - | - |
| 14.5.29 TO 10.6.29 | | 2,566 | 10.6.29 | 24.7.29 | Slight | £ 221 | £ 16 | Newport | - | - | - |
| 24.7.29 TO 10.3.30 | | 16,961 | 10.3.30 | 5.4.30 | Slight | £ 35 | £ 38 | Newport | - | - | - |
| 5.4.30 TO 16.10.30 | | 16,158 | 16.10.30 | 1.11.30 | Slight | £ 58 | £ 8 | Newport | - | - | - |
| 1.11.30 TO 20.8.31 | | 26,109 | 20.8.31 | 5.12.31 | Thorough | £ 725 | £ 77156 | Newport | W.R. Madden | 32/921 | 226/31 |
| 5.12.31 TO 8.12.31 | | - | 8.12.31 | 12.12.31 | Slight | Under £ 1 | - | Newport | - | - | - |
| 12.12.31 TO 16.2.33 | | 40,606 | 16.2.33 | 16.2.33 | Slight | £ 2 | £ 4 | Newport | - | - | - |
| 16.2.33 TO 21.3.33 | | 3,762 | 21.3.33 | 13.4.33 | Slight | £ 88 | £ 95 | Newport | - | - | - |
| 13.4.33 TO 23.6.33 | | 5,935 | 23.6.33 | 5.7.33 | Slight | £ 18 | £ 19 | Newport | - | - | - |
| 5.7.33 TO 18.12.33 | | 13,813 | 18.12.33 | 19.1.34 | Slight | £ 64 | £ 85 | Newport | - | - | - |
| 19.1.34 TO 19.6.34 | | 15,279 | 19.6.34 | 29.8.34 | General | £ 707 | £ 524 | Newport | J. Kenny | 34/10484 | 132/34 |
| 29.8.34 TO 7.9.34 | | 1,626 | 7.9.34 | 14.9.34 | Slight | £ 7 | £ 23 | Newport | - | - | - |
| 14.9.34 TO 9.10.34 | | 1,749 | 9.10.34 | 27.10.34 | Slight | £ 49 | £ 189 | Newport | - | - | - |
| 27.10.34 TO 21.11.34 | | 2,872 | 21.11.34 | 12.12.34 | Slight | £ 22 | £ 17 | Newport | - | - | - |
| 12.12.34 TO 7.2.35 | | 6,139 | 7.2.35 | 7.3.35 | Slight | £ 26 | £ 18 | Newport | - | - | - |
| 7.3.35 TO 13.11.35 | | 24,870 | 13.11.35 | 6.3.36 | Thorough | £ 999 | £ 722 | Newport | J. Kenny | 36/3708 | 79/36 |
| 6.3.36 TO 26.6.37 | ✓ 232363 | 51,497 | 26.6.37 | 24.7.37 | Slight | £ 123 | £ 206 | Newport | - | - | 102/37 |
| 24.7.37 TO 1.4.38 | | 21,800 | 1.4.38 | 13.4.38 | Slight | £ 93 | £ 36 | Newport | - | - | 103/38 |
| 13.4.38 TO 12.5.38 | | 3,344 | 12.5.38 | 24.5.38 | Slight | £ 15231 | £ 17 | Newport | - | - | 128/38 |
| 24.5.38 TO 4.8.38 | | 5,368 | 4.8.38 | 25.5.38 | Slight | £ 61 | £ 29 | Newport | - | - | 225/38 |
| 25.5.38 TO 20.10.39 | | 33,658 | 20.10.39 | 18.11.39 | Slight | £ 185 | £ 225 | Newport | - | - | 242/39 |
| 18.11.39 TO 18.3.40 | 177540 | 11,873 | 18.3.40 | 27.7.40 | Thorough | £ 1850 | £ 607 | Newport | J. Kenny | 40/10575 | 149/40 |
| 27.7.40 TO 29.5.41 | | 29,166 | 29.5.41 | 5.6.41 | Slight | £ 12 | £ 2 | Newport | - | - | 121/41 |
| 5.6.41 TO 22.7.41 | | 2,813 | 22.7.41 | 8.8.41 | Slight | £ 82 | £ 67 | Newport | - | - | 182/41 |
| 8.8.41 TO 13.11.41 | | 9,125 | 13.11.41 | 27.11.41 | Slight | £ 109 | £ 67 | Newport | - | - | 226/41 |
| 27.11.41 TO 21.1.42 | | 3,985 | 21.1.42 | 20.2.42 | Slight | £ 85 | £ 58 | Newport | - | - | 25/42 |
| 20.2.42 TO 26.6.42 | | 13,306 | 26.6.42 | 13.11.42 | Slight | £ 1284 | £ 634 | Newport | B. P. Swan | 42/13780 | 213/42 |
| 13.11.42 TO 24.2.43 | | 11,397 | 24.2.43 | 8.3.43 | Slight | £ 12 | £ 1 | Newport | - | - | 42/43 |
| 8.3.43 TO 16.10.43 | | 26,615 | 16.10.43 | 8.12.43 | Slight | £ 409 | £ 80 | Newport | - | - | 44/605 |
| 8.12.43 TO 14.2.45 | | 43,985 | 14.2.45 | 4.5.45 | Slight | £ 595 | £ 381 | Newport | - | - | 45/7859 |
| 4.5.45 TO 11.12.45 | | 22,142 | 11.12.45 | 6.2.46 | Slight | £ 188 | £ 343 | Bgo. netv | - | - | 46/2148 |
| 6.2.46 TO 8.8.46 | | 19,086 | 8.8.46 | 8.11.46 | Slight | £ 476 | £ 404 | Newport | - | - | 46/15896 |

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | |
|-----|-------|------------|-------------------|------|--------------------------|-----------|----------|--------|----------------|---------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | DATE |
| 29 | X | 1929 | Newport Workshops | | 26-4-29 | Outside | 22" | 28" | 26/4/29 | 26-4-29 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|------------------|--|-------------|--|-----------------|-------------|-------------------|-------------|--------------|--------|---------|--|----------|--|--------|--|--------|--|----------------|--|--|-----------------------|--|--|
| FOR DESCRIPTION OF BOILER, FIRE BOX, Etc., SEE BOILER CARD No. | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | INJECTORS | | | | | | | | | | | | | | | |
| Locomotive Superheater AM | | | | | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE | | | | | | | | | | | | | |
| WHEELS | | | | | | 8600 | 9 1/2 | 10 x 10 1/2 | 5/8 | 4/29 | Nathan | 4/29 | | | | | | | | | | | | | |
| JOURNALS | | | | | | TRAIL | | TENDER | | non lifting | | | | | | | | | | | | | | | |
| WHEEL BASE | | DIAM. OF DRIVING | | No. COUPLED | | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | | non auto brake | | | Cross Compound no. 28 | | |
| - | | 5'0" | | 8 | | 6 1/4" 10" | | 9" 11" | | 9" 11" | | 9" 11" | | 9" 11" | | 8" 14" | | 6" 11" | | 37 4/3 | | | 28 7/4 | | |

| NOTES | WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE | | | |
|--|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|------|----|----|-------|
| | COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | | | |
| | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | T. | C. | Q. |
| Superheater steam to WAB pump. "Chime" whistle. Hand operated shaker grate. Hopper ashpan. Franklin loco booster. "Coale" sprinkler. 2 "Coale" safety valves (one pop & one muffled). Electric light fitted (Pyle) 12.2.30 | 74 | 5 | . | 9 | 8 | . | 19 | 5 | . | . | . | . | 102 | 18 | . | . | . | . | 82 | 8 | 0 | . | . | . | 183 | 8 | . | . | . | . | 4/29 |
| Auto. Couplers fitted. Tender draft gear Murray (Light) 2.6.37 | 74 | 2 | 0 | 9 | 8 | . | 19 | 5 | 0 | . | . | . | 102 | 15 | . | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 8 | 0 | . | . | . | 4/31 |
| Trailing truck & Booster complete from 37 X placed under 29 X. | 73 | 12 | 0 | 9 | 7 | . | 19 | 0 | 0 | . | . | . | 101 | 19 | 0 | . | . | . | 82 | 2 | 0 | . | . | . | 184 | 1 | 0 | . | . | . | 1/23 |
| Fitted with modified front end | 73 | 16 | 0 | 9 | 7 | 0 | 19 | 6 | 0 | . | . | . | 102 | 9 | 0 | . | . | . | 82 | 6 | 0 | . | . | . | 184 | 15 | 0 | . | . | . | 8/38 |
| Smoke deflectors | 74 | 19 | 0 | 8 | 14 | 0 | 18 | 12 | 0 | . | . | . | 102 | 5 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 184 | 13 | 0 | . | . | . | 4/43 |
| Staff & exchangers | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | . | . | . | 6/46 |
| Robber table grate | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | . | . | . | 9/50 |
| | 73 | 0 | 0 | 9 | 0 | 0 | 19 | 0 | 0 | . | . | . | 101 | . | . | . | . | . | 82 | 8 | 0 | . | . | . | 183 | 8 | 0 | . | . | . | 10/54 |

BROKEN UP 6/2/61 Newport Shops (R.S. 61-1711)

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | | |
|-----|-------|------------|-------------------|------|--------------------------|-----------|----------|--------|----------------|--------------------|---------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | 39360 lbs. | DATE |
| 30 | X | 1929 | Newport Workshops | | 18.5.29 | Outside | 22" | 28" | 18.5.29 | 37040 | 18.5.29 |
| | | | | | | | | | | 46040 with booster | 11/24 |
| | | | | | | | | | | 48360 | |

FOR DESCRIPTION OF BOILER, FIRE BOX, ETC., SEE BOILER CARD No.

| | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----------------|-------------|-------------------|-------------|------|-------------|------|
| Loco. + mainie superheater | | | | | | | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | |
| | | | | | | | | | | | | | | | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM) | AIR (DIAM.) | DATE | TYPE | DATE |
| | | | | | | | | | | | | | | | | 8600 | 9 2/29 | 10 + 10 8 | no 10 8 | | Nathan | 5/29 |
| | | | | | | | | | | | | | | | | | | Auto & non-auto | no 10 8 | | non lifting | |
| | | | | | | | | | | | | | | | | | | brake (20) | | | | |

| WHEELS | | | JOURNALS | | | | | | | | | | | | | |
|------------|------------------|-------------|----------|--------|---------|--------|--------------|--------|---------|--------|----------|--------|--------------|--------|--------|--------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | -BOGIE- | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | TRAIL RADIAL | | TENDER | |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH |
| - | 5'0 | 8 | 6 1/4 | 10" | 9" | 11" | 9" | 11" | 9" | 11" | 9" | 11" | 8" | 14" | 6" | 11" |

| NOTES | WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE |
|--|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|-------|------|
| | COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | |
| | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | |
| Superheater steam to W.H.B. Pump. "shine" whistle. Hand operated shaker grate. Hopper ashpan. "Franklin" loco. booster. Coal-sprinkler. 2 "Coal" safety valves (one pop & one muffled) Cut off control gauge. Pyrometer. Electric light fitted 18.3.30 (Pyle) auto. Coupler fitted. Tender draft gear Murray (light) | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | 102 | 8 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 183 | 8 | 0 | | | 5/29 | |
| 27.8.31 Tank and underframe changed over. Tank and underframe of 31.X placed on 30.X Boilers - | 73 | 12 | 0 | 9 | 8 | 0 | 19 | 6 | 0 | 102 | 6 | 0 | - | - | - | 82 | 9 | 0 | - | - | - | 184 | 8 | 0 | | | 4/31 | |
| 28.11.33 New header fitted | 73 | 18 | 0 | 9 | 6 | 0 | 19 | 2 | 0 | 102 | 6 | 0 | - | - | - | 82 | 4 | 0 | - | - | - | 184 | 10 | 0 | | | 7/36 | |
| 13.11.40 Fitted with modified front end | 75 | 4 | 0 | 9 | 3 | 0 | 18 | 19 | 0 | 103 | 6 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 185 | 14 | 0 | | | 11/40 | |
| " " " smoke deflectors | 74 | 8 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | 103 | 1 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 185 | 9 | 0 | | | 3/45 | |
| " " " modified bifurcated elements | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | 102 | 18 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 185 | 6 | 0 | | | 8/49 | |
| 30.10.42 " " " staff exchangers | 73 | - | - | 9 | - | - | 19 | - | - | 101 | - | - | - | - | - | 82 | 8 | 0 | - | - | - | 183 | 8 | 0 | | | 6/54 | |

BROKEN UP Newport 4/9/59

No.

30

X

CLASS

| MILEAGE (BETWEEN OVERHAULS) | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | 'C' FORM | | |
|-----------------------------|--------|----------------------|----------|----------------------------|-----------------|----------|----------------|---------|------------------------------|----------------|-------------------|
| PERIOD | TRAIN | TOTAL | DATE IN | | DATE OUT | LABOR £ | MATERIAL £ | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | 'C' FORM No. YEAR |
| 18.5.29 TO 22.5.29 | | 34 | 22.5.29 | 8.6.29 | Slight | £41 | £7 | Newport | | | |
| 8.6.29 TO 26.6.29 | | 752 | 26.6.29 | 24.7.29 | Slight | £132 | £8 | Newport | | | |
| 24.7.29 TO 18.9.29 | | 4288 | 18.9.29 | 14.10.29 | Slight | £151 | £10 | Newport | | | |
| 14.10.29 TO 21.2.30 | | 11,101 | 21.2.30 | 15.3.30 | Slight | £56 | £21 | Newport | | | |
| 15.3.30 TO 18.6.30 | | 7,994 | 18.6.30 | 2.7.30 | Slight | £59 | £11 | Newport | | | |
| 2.7.30 TO 11.3.31 | | 20,446 | 11.3.31 | 28.4.31 | Quick Seal | £204 | £84 | Newport | J. Kenny | 31/6255 | 67/31 |
| 28.4.31 TO 26.8.31 | | 11,578 | 26.8.31 | 27.8.31 | Slight | Under £1 | - | Newport | C. B. Stubbins | | 170/31 |
| 27.8.31 TO 14.11.31 | | 7,307 | 14.11.31 | 18.2.32 | Slight | £437 | £91 | Newport | F. W. Critchley | 32/2308 | 19/32 |
| 18.2.32 TO 15.10.32 | | 21,386 | 15.10.32 | 14.11.32 | Slight | £109 | £48 | Newport | | | |
| 14.11.32 TO 6.11.33 | | 33,347 | 6.11.33 | 28.11.33 | Slight | £62 | £43 | Newport | | | |
| 28.11.33 TO 14.2.34 | | 7,843 | 14.2.34 | 7.4.34 | Slight | £166 | £78 | Newport | | | |
| 7.4.34 TO 5.9.34 | | 15,912 | 5.9.34 | 2.11.34 | Slight | £211 | £157 | Newport | | | 202/34 |
| 2.11.34 TO 1.5.35 | | 18,477 | 1.5.35 | 15.6.35 | Slight | £157 | £107 | Newport | | | 116/35 |
| 15.6.35 TO 18.7.35 | | 3,062 | 18.7.35 | 7.8.35 | Slight | £34 | £6 | Newport | | | 164/35 |
| 7.8.35 TO 14.8.35 | | 730 | 14.8.35 | 22.8.35 | Slight | £11 | £14 | Newport | | | 177/35 |
| 22.8.35 TO 5.2.36 | | 15,435 | 5.2.36 | 4.7.36 | Thorough | £957 | £3391 | Newport | J. Kenny | 36/8844 | 201/36 |
| 4.7.36 TO 8.9.36 | 187546 | 7,854 | 8.9.36 | 18.9.36 | Slight | £16 | £1 | Newport | | | 267/36 |
| 18.9.36 TO 13.1.37 | | 10,488 | 13.1.37 | 21.1.37 | Slight | £13 | £8 | Newport | | | 3/37 |
| 21.1.37 TO 22.7.37 | | 17,537 | 22.7.37 | 5.8.37 | Slight | £17 | £5 | Newport | | | 16/37 |
| 5.8.37 TO 16.2.38 | | 19,460 | 16.2.38 | 11.3.38 | Slight | £119 | £228 | Newport | | | 55/38 |
| 11.3.38 TO 20.2.39 | | 28,249 | 20.2.39 | 17.3.39 | Slight | £57 | £34 | Newport | | | 37/39 |
| 17.3.39 TO 12.9.39 | | 14,826 | 12.9.39 | 20.9.39 | Slight | £25 | £2 | Newport | | | 206/39 |
| 20.9.39 TO 5.4.40 | | 18,902 | 5.4.40 | 4.5.40 | Slight | £120 | £139 | Newport | | | 73/40 |
| 4.5.40 TO 2.7.40 | 120821 | 3,505 | 2.7.40 | 13.11.40 | Thorough | £1760 | £1218 | Newport | M. Amiel | 41/1037 | 232/40 |
| 13.11.40 TO 13.11.41 | | 34,532 | 13.11.41 | 5.12.41 | Slight | £71 | £188 | Newport | | | 288/41 |
| 5.12.41 TO 21.9.42 | | 31,632 | 21.9.42 | 30.10.42 | Slight | £413 | £247 | Newport | | | 203/42 |
| 30.10.42 TO 15.6.43 | | 25,427 | 15.6.43 | 29.7.43 | Slight | £66 | £2 | Newport | | | 138/43 |
| 29.7.43 TO 1.11.44 | | 40,436 | 1.11.44 | 29.3.45 | Thorough | £1904 | £7133 | Newport | | 45/5876 | 49/45 |
| 29.3.45 TO 23.3.49 | | 137,687 | 23.3.49 | 26.8.49 | Thorough | £3886 | £3247 | Newport | | 46/10537 | 68/49 |
| 26.8.49 TO 29.10.53 | | 130,009 | 29.10.53 | 9.6.54 | Thorough | | | Newport | | 54/9271 | 52/54 |
| 9.6.54 TO 4.9.59 | | 100,727 | 18.8.59 | | | | | | | | |
| | | 808,767 | | | | | | | | | |

Newport
BROKEN UP 4/9/59

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | | TRACTIVE POWER | |
|-----|-------|------------|-------------------|------|--------------------------|-----------|----------|--------|---------|----------------|---------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | HP | DATE |
| 31 | 2C | 1929 | Newport Workshops | | 10.6.29 | Outside | 22" | 28" | 10.6.29 | 3936 | 10.6.29 |
| | | | | | | | | 48760 | | 11/54 | |

CONDEMNED

FOR DESCRIPTION OF BOILER, FIRE BOX, ETC., SEE BOILER CARD No.

Locomotive A.M. Superheater

BROKEN UP 19/12

| WHEELS | | JOURNALS | | | | | | | | | | TRAIL | | TENDER | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | INJECTORS | | | |
|------------|------------------|-------------|-------|-----|---------|-----|--------------|-----|---------|-----|----------|-------|--------|--------|----|-----------------|----------------|-------------------|---------------|-------------|------|--------|------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE |
| - | 5'0 | 8 | 6 1/4 | 10" | 9" | 11" | 9" | 11" | 9" | 11" | 9" | 11" | 8" | 14" | 6" | 11" | 8600 | 9 1/2 | 10 X 10 8/10 | 10 8/10 | 29 | Nathan | 6/29 |
| | | | | | | | | | | | | | | | | | | Auto & non-auto | | Non lifting | | | |
| | | | | | | | | | | | | | | | | | | W.P. Brake | | | | | |

NOTES

Superheater steam to W.H.B. Pump. "Chime" whistle. Hand operated shaker grate. Hopper ashpan. "Franklin" loco booster. Cut off control gauge. 2 "Coal" safety valves (1 pop & 1 muffled). Electric Light fitted 1/30. Auto. Couplers fitted. Tender draft gear (Murray Light).

20.4.32 Pony wheel L.N. 4.16.0. R.N. 4.17.0
 Leading " L.N. 9.7.0 R.N. 9.5.0
 Intermediate wheel 8.3.0 R.N. 8.16.0
 Driving wheel 9.8.0 R.N. 9.7.0
 Trailing " 9.18.0 R.N. 9.14.0
 " truck 10.6.0 R.N. 9.3.0

22.12.38 Fitted with modified front end
 " " smoke deflector
 29.10.43 " " staff & exchanger

| WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE | | | |
|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|------|----|----|-------|
| COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | | | |
| T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | T. | C. | Q. |
| 74 | 5 | . | 9 | 8 | . | 19 | 5 | . | - | - | - | 102 | 8 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 183 | 8 | 0 | - | - | - | 6/29 |
| 74 | 12 | 0 | 9 | 10 | . | 19 | 6 | . | - | - | - | 103 | 8 | 0 | - | - | - | 82 | 6 | 0 | - | - | - | 185 | 14 | 0 | - | - | - | 10/31 |
| 73 | 14 | 0 | 9 | 7 | 0 | 19 | 0 | 0 | - | - | - | 102 | 1 | 0 | - | - | - | 82 | 4 | 0 | - | - | - | 184 | 5 | 0 | - | - | - | 10/23 |
| 73 | 14 | 0 | 9 | 4 | 0 | 19 | 2 | 0 | - | - | - | 102 | 0 | 0 | - | - | - | 82 | 6 | 0 | - | - | - | 184 | 6 | 0 | - | - | - | 7/35 |
| 73 | 8 | 0 | 9 | 6 | 0 | 19 | 4 | 0 | - | - | - | 101 | 18 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 184 | 6 | 0 | - | - | - | 12/38 |
| 77 | 5 | 0 | 8 | 15 | 0 | 18 | 19 | 0 | - | - | - | 104 | 18 | 0 | - | - | - | 82 | 4 | 0 | - | - | - | 187 | 2 | 0 | - | - | - | 10/43 |
| 73 | 15 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | - | - | - | 102 | 8 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 184 | 16 | 0 | - | - | - | 10/46 |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | - | - | - | 102 | 18 | 0 | - | - | - | 82 | 0 | 0 | - | - | - | 184 | 18 | . | - | - | - | 6/19 |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | - | - | - | 102 | 18 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 185 | 6 | . | - | - | - | 12/49 |
| 73 | 18 | 0 | 9 | 0 | 0 | 18 | 15 | 0 | - | - | - | 101 | 13 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 184 | 1 | 0 | - | - | - | 6/54 |

CONDEMNED

BROKEN UP 19/12 58 NPT

No.

21

CLASS

BROKEN UP 19/12/58 NPT

| MILEAGE (BETWEEN OVERHAULS) | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | | |
|-----------------------------|--------|----------------------|----------|----------------------------|---------------------------|---------|----------------|-----------|------------------------------|----------------|-------------------|
| PERIOD | TRAIN | TOTAL | DATE IN | | DATE OUT | LABOR & | MATERIAL & | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. YEAR |
| 10.6.29 TO 8.1.30 | | 18,208 | 8.1.30 | 20.1.30 | Slight | £23 | £2 | Newport | - | - | C. 30 |
| 20.1.30 TO 10.7.30 | | 14,312 | 10.7.30 | 16.8.30 | Slight | £143 | £19 | Newport | - | - | - |
| 16.8.30 TO 6.7.31 | | 24,869 | 6.7.31 | 15.10.31 | Thorough | £512 | £482 | Newport | W.R. Madden | 31/1883 | 196/31 |
| 15.10.31 TO 8.2.32 | | 10,660 | 8.2.32 | 13.2.32 | Slight | £19 | £5 | Newport | - | - | - |
| 18.2.32 TO 10.3.32 | | 2,863 | 10.3.32 | 24.3.32 | Slight | £61 | £52 | Newport | - | - | - |
| 24.3.32 TO 20.4.32 | | 1,686 | 20.4.32 | 20.4.32 | Slight | - | - | Newport | - | - | - |
| 20.4.32 TO 22.4.32 | | 1,008 | 22.4.32 | 28.5.32 | Slight | £89 | £101 | Newport | - | - | - |
| 28.5.32 TO 19.4.33 | | 30,073 | 19.4.33 | 16.5.33 | Slight | £93 | £37 | Newport | - | - | - |
| 16.5.33 TO 22.8.33 | | 9,020 | 22.8.33 | 25.10.33 | General | £411 | £463 | Newport | J. Kenny | 32/12835 | 181/33 |
| 25.10.33 TO 1.3.34 | | 13,190 | 1.3.34 | 23.4.34 | Slight | £132 | £46 | Newport | - | - | - |
| 23.4.34 TO 24.5.34 | | 3,141 | 24.5.34 | 8.9.34 | Slight | £528 | £412 | Newport | J. Kenny | 34/10201 | 139/34 |
| 8.9.34 TO 12.7.35 | 129030 | 28,447 | 12.7.35 | 29.7.35 | Quick General | £112 | £204 | Newport | J. Wickham | 35/9295 | 156/35 |
| 29.7.35 TO 9.1.37 | | 57,412 | 9.1.37 | 12.2.37 | Slight | £231 | £326 | Newport | - | - | 17/37 |
| 12.2.37 TO 21.4.37 | | 7,859 | 21.4.37 | 24.4.37 | Slight | £10 | £3 | Newport | - | - | 71/37 |
| 24.4.37 TO 8.9.37 | | 10,613 | 8.9.37 | 26.10.37 | Slight | £201 | £85 | Bgo. mth. | - | - | - |
| 26.10.37 TO 27.10.37 | | 31 | 27.10.37 | 26.1.38 | Slight | £190 | £63 | Newport | - | - | 10/38 |
| 26.1.38 TO 9.9.38 | | 19,664 | 9.9.38 | 22.12.38 | Thorough | £1714 | £1233 | Newport | J. Kenny | 39/268 | 336/38 |
| 22.12.38 TO 2.5.39 | | 10,834 | 2.5.39 | 10.5.39 | Slight | £18 | £30 | Newport | - | - | 87/39 |
| 10.5.39 TO 1.9.39 | | 7,772 | 1.9.39 | 12.9.39 | Slight | £17 | £2 | Newport | - | - | 196/39 |
| 12.9.39 TO 30.4.40 | | 22,305 | 30.4.40 | 25.5.40 | Slight | £78 | £66 | Newport | - | - | 83/40 |
| 25.5.40 TO 2.12.40 | | 16,115 | 2.12.40 | 14.12.40 | Slight | £110 | £9 | Newport | - | - | 267/40 |
| 14.12.40 TO 10.11.41 | | 26,132 | 10.11.41 | 18.12.41 | Slight | £354 | £315 | Newport | - | - | 310/41 |
| 18.12.41 TO 22.2.43 | | 42,886 | 22.2.43 | 29.10.43 | Thorough | £2090 | £1041 | Newport | - | 43/14049 | 190/43 |
| 10.11.43 TO 12.7.44 | 126044 | 25,451 | 12.7.44 | 4.10.44 | Slight | £609 | £178 | Newport | - | 44/12256 | 136/44 |
| 4.10.44 TO 6.10.44 | | 360 | 6.10.44 | 20.10.44 | Slight | £1 | £3 | Newport | - | 44/13729 | 144/44 |
| 20.10.44 TO 8.2.46 | | 44,761 | 8.2.46 | 18.10.46 | Slight | £1 | £3 | Newport | - | 46/15303 | 180/46 |
| 18.10.46 TO 23.3.49 | | 85,653 | 23.3.49 | 17.6.49 | S.A.E. Renew Cyl | 1544 | 1181 | Newport | - | 49/7147 | 51/49 |
| TO | | - | 31.10.49 | 15.12.49 | S. ABC. Eccentric Repairs | - | - | Newport | - | 50/1150 | 108/49 |
| 17.6.49 TO 13.6.51 | | 61,777 | 13.6.51 | 20.6.52 | Thorough | - | - | Newport | - | 52/9602 | 56-52 |
| 20.6.52 TO 19.12.58 | | 144,001 | 4.8.58 | | | | | Newport | | | |

741,103

CONDEMNED

No.

32

C.

CLASS

| MILEAGE (BETWEEN OVERHAULS) | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | 'C' FORM | | |
|-----------------------------|---------|----------------------|---------------------|----------------------------|-----------------|---------|----------------|-----------|------------------------------|----------------|-------------------|
| PERIOD | TRAIN | TOTAL | DATE IN | | DATE OUT | LABOR £ | MATERIAL £ | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | 'C' FORM No. YEAR |
| 6.8.29 TO 30.8.29 | | — | 30.8.29 | 30.8.29 | Slight | — | 7 | Newport | — | — | — |
| 30.8.29 TO 28.2.30 | | 17,509 | 28.2.30 | 12.3.30 | Slight | £ 12 | £ 3 | Newport | — | — | — |
| 12.3.30 TO 23.6.30 | | 8,863 | 23.6.30 | 10.7.30 | Slight | £ 94 | £ 17 | Newport | — | — | — |
| 10.7.30 TO 21.8.30 | | 2,220 | 21.8.30 | 14.10.30 | Slight | £ 48 | £ 6 | Newport | — | — | — |
| 14.10.30 TO 6.1.32 | | 36,884 | 6.1.32 | 12.3.32 | Thorough | £ 609 | £ 289 | Newport | J. Kenny | 32/3216 | — |
| 12.3.32 TO 1.9.33 | | 44,602 | 1.9.33 | 7.9.33 | Slight | £ 8 | £ 2 | Newport | — | — | — |
| 7.9.33 TO 31.10.33 | | 5,097 | 31.10.33 | 23.11.33 | Slight | £ 84 | £ 43 | Bgo. rth. | — | — | — |
| 23.11.33 TO 9.1.34 | | 4,430 | 9.1.34 | 2.3.34 | Slight | £ 278 | £ 184 | Newport | — | — | — |
| 2.3.34 TO 23.5.34 | | 6,344 | 23.5.34 | 26.7.34 | General | £ 602 | £ 452 | Newport | J. Kenny | 34/8280 | — |
| 26.7.34 TO 6.8.35 | 161642 | 35,693 | 6.8.35 | 21.10.35 | Slight | £ 500 | £ 419 | Newport | W. Kernan | 35/12927 | 220/35 |
| 21.10.35 TO 5.11.35 | | 2,148 | 5.11.35 | 15.11.35 | Slight | £ 33 | £ 7 | Newport | — | — | 247/35 |
| 15.11.35 TO 9.5.36 | | 18,284 | 9.5.36 | 30.5.36 | Slight | £ 97 | £ 202 | Newport | — | — | 175/36 |
| 30.5.36 TO 18.6.36 | | 582 | 18.6.36 | 14.7.36 | Slight | £ 27 | £ 12 | Newport | — | — | 212/36 |
| 14.7.36 TO 16.7.36 | | 59 | 16.7.36 | 13.8.36 | Slight | £ 15 | £ 8 | Newport | — | — | 236/36 |
| 13.8.36 TO 12.3.38 | | 53,690 | 12.3.38 | 31.3.38 | Slight | £ 119 | £ 227 | Newport | — | — | 80/38 |
| 31.3.38 TO 4.4.38 | | 869 | 4.4.38 | 9.4.38 | Slight | £ 24 | £ 44 | Newport | — | — | 95/38 |
| 9.4.38 TO 14.6.38 | | 4,201 | 14.6.38 | 21.6.38 | Slight | £ 17 | — | Bgo. rth. | — | — | — |
| 21.6.38 TO 29.4.39 | | 25,431 | 29.4.39 | 10.6.39 | Slight | £ 158 | £ 46 | Newport | — | — | 119/39 |
| 10.6.39 TO 9.8.39 | 109,050 | 3,786 | 9.8.39 | 20.12.39 | Thorough | £ 1740 | £ 1128 | Newport | J. Kenny | 39/279 | 353 |
| 20.12.39 TO 11.4.40 | | 8,516 | 11.4.40 | 22.5.40 | Slight | £ 83 | £ 13 | Newport | — | — | 82/40 |
| 22.5.40 TO 17.7.40 | | 5,313 | 17.7.40 | 27.7.40 | Slight | £ 11 | £ 5 | Newport | — | — | 146/40 |
| 27.7.40 TO 22.12.41 | | 43,819 | 22.12.41 | 21.1.42 | Slight | £ 228 | £ 179 | Newport | — | — | 9/42 |
| 21.1.42 TO 12.6.42 | | 13,837 | 12.6.42 | 5.8.42 | Slight | £ 357 | £ 131 | Newport | — | — | 133/42 |
| 5.8.42 TO 10.9.42 | | 2,929 | 10.9.42 | 21.9.42 | Slight | £ 40 | £ 1 | Newport | — | — | 167/42 |
| 21.9.42 TO 8.2.43 | | 15,458 | 8.2.43 | 17.3.43 | Slight | £ 225 | — | Newport | — | — | 49/43 |
| 17.3.43 TO 30.7.43 | | 15,095 | 30.7.43 | 15.9.43 | Slight | £ 220 | £ 116 | Newport | — | 43/1149 | 167/43 |
| TO | | — | stored till 6.10.44 | 9.11.43 | | | | | | | |
| 9.11.43 TO 24.1.44 | | 7,581 | 24.1.44 | 29.9.44 | Thorough | £ 2142 | £ 4138 | Newport | — | 44/12106 | 137/44 |
| TO | | — | 4.12.44 | 6.12.44 | General only | £ 16 | £ 109 | Newport | — | 44/12577 | 134/44 |
| 29.9.44 TO 6.2.46 | | 60,406 | 6.2.46 | 1.3.46 | Slight | £ 100 | £ 199 | Newport | — | 45/193 | 166/44 |
| 1.3.46 TO 10.4.46 | | 77 | 10.4.46 | 18.4.46 | Slight | — | — | Newport | — | 46/4014 | 22/46 |
| 18.4.46 TO 27.6.46 | | 11,487 | 27.6.46 | 20.9.46 | Slight | £ 737 | £ 602 | Newport | — | 46/6996 | 57/46 |
| | 184,518 | 455,210 | | | | | | | 46/14954 | 170/46 | |

No. 33 X

CLASS

| MILEAGE (BETWEEN OVERHAULS) | | TOTAL | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | | |
|-----------------------------|--------|---------|----------------------|----------|----------------------------|-----------------|------------|----------------|------------------------------|----------------|--------------|--------|
| PERIOD | TRAIN | | DATE IN | DATE OUT | | LABOR £ | MATERIAL £ | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. | YEAR |
| 7.10.29 TO 6.11.29 | | 1,700 | 6.11.29 | 12.11.29 | slight | £ 14 | £ 1 | (nyport.) | - | - | - | - |
| 12.11.29 TO 15.10.30 | | 30,464 | 15.10.30 | 12.11.30 | slight | £ 75 | £ 25 | (nyport.) | - | - | - | - |
| 12.11.30 TO 19.6.31 | | 18,043 | 19.6.31 | 12.8.31 | Quick General | £ 221 | £ 182 | Newport | W Maddew | 31/9019 | 159 | 31 |
| 12.8.31 TO 19.11.31 | | 8,693 | 19.11.31 | 19.11.31 | slight | Under £1 | | Newport | - | - | - | - |
| 19.11.31 TO 11.4.32 | | 14,782 | 11.4.32 | 18.6.32 | slight | £ 319 | £ 122 | Newport | J. Britchley | - | - | 97/32 |
| 18.6.32 TO 20.5.33 | | 33,083 | 20.5.33 | 29.7.33 | General | £ 445 | £ 347 | Newport | J. Kenney | 33/9485 | - | 121/33 |
| 16.8.33 TO 3.4.34 | | 22,250 | 3.4.34 | 11.5.34 | slight | £ 134 | £ 39 | Newport | - | - | - | - |
| 11.5.34 TO 19.10.34 | | 18,137 | 19.10.34 | 14.1.35 | slight | £ 251 | £ 195 | Newport | - | - | 35/6 | - |
| 14.1.35 TO 8.6.35 | | 13,664 | 8.6.35 | 20.6.35 | slight | £ 57 | £ 133 | Newport | - | - | - | 122/35 |
| 20.6.35 TO 2.4.36 | | 27,484 | 2.4.36 | 24.4.36 | slight | £ 41 | £ 18 | Newport | - | - | - | 142/36 |
| 24.4.36 TO 18.6.36 | 194347 | 6,047 | 18.6.36 | 3.10.36 | Thorough | £ 1201 | £ 1030 | Newport | J. Kenney | 36/12828 | - | 279/36 |
| 3.10.36 TO 14.5.38 | | 56,762 | 14.5.38 | 3.6.38 | slight | £ 97 | £ 211 | Newport | - | - | - | 139/38 |
| 3.6.38 TO 25.1.39 | | 16,534 | 25.1.39 | 24.2.39 | slight | £ 66 | £ 83 | Newport | - | - | - | 21/39 |
| 24.2.39 TO 19.12.39 | | 27,380 | 19.12.39 | 31.1.40 | slight | £ 142 | £ 210 | Newport | - | - | - | 7/40 |
| 31.1.40 TO 5.3.40 | | 2,530 | 5.3.40 | 21.3.40 | slight | £ 56 | £ 7 | Bdgs. nwh | - | - | - | - |
| 21.3.40 TO 29.7.40 | | 10,182 | 29.7.40 | 3.8.40 | slight | £ 21 | | Newport | - | - | - | 156/40 |
| 3.8.40 TO 17.9.40 | 117129 | 9,741 | 17.9.40 | 23.12.40 | Thorough | £ 1824 | £ 858 | Newport | J. Kenney | 41/1132 | - | 291/40 |
| 23.12.40 TO 5.1.43 | | 76,961 | 5.1.43 | 4.6.43 | slight | £ 1130 | £ 1130 | Newport | - | - | - | 105/43 |
| 4.6.43 TO 2.10.44 | | 52,810 | 2.10.44 | 15.11.44 | slight | £ 428 | £ 285 | Newport | - | - | 44/14939 | 159/44 |
| 15.11.44 TO 7.3.45 | | 12,452 | 7.3.45 | 30.11.45 | slight | £ 1655 | £ 1066 | Newport | - | - | 45/1300 | 177/45 |
| 30.11.45 TO 29.11.49 | | 130,462 | 29.11.49 | 3.4.50 | Thorough | | | Newport | - | - | 50/5568 | 18/50 |
| 3.4.50 TO 1-6-53 | | 111,185 | 1.6.53 | 9.4.54 | Thorough | | | Newport | - | - | 54/5604 | 29-54 |
| TO | | | 12.4.54 | 14.4.54 | Hotbox RH Wks. | | | Newport | - | - | 54/8249 | 34-54 |
| 9.4.54 TO 9.6.59 | 490369 | 106,529 | 9.6.59 | | | | | | | | | |
| TO | | 801845 | | | | | | | | | | |

BROKEN UP... 13/7/59

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | | |
|-----|-------|------------|-------------------|------|--------------------------|-----------|----------|--------|----------------|--|----------------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | | DATE |
| 34 | 2 | 1929 | Newport Workshops | | 8-11-29 | Outside | 22" | 28" | 11/29 | 39,360 lbs. 37,040 46,040 with booster 48,360 | 11/29 11/29 |

FOR DESCRIPTION OF BOILER, FIRE BOX, Etc., SEE BOILER CARD No.

Superheated a.m. Header. 8.11.29

| WHEELS | | JOURNALS | | | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | | | | |
|--|------------------|-------------|-------|--------|---------|--------|--------------|--------|---------|--------|----------|--------|--------|-----------------|----------------|-------------------|---------------|-------------|-------------|-------------|-------|--------|-------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | TENDER | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE | | |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | | | | | | | | | |
| - | 5'0 | 8 | 6 1/4 | 10 | 9 | 11 | 9 | 11 | 9 | 11 | 9 | 11 | 8 | 14 | 6 | 11 | 8,600 | 9 1/2 | 10 x 10 1/2 | 10 x 10 1/2 | 11/29 | Nathan | 11/29 |
| Pony Auto & non auto W.H. Brake cc 34-25 x 150 11/49 49 7/54 | | | | | | | | | | | | | | | | | | | | | | | |

| NOTES | WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE |
|--|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|-------|
| | COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | |
| | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | |
| Superheated steam to W.H. Brake Pump. | 74 | 5 | | 9 | 8 | | 19 | 5 | | | | | 102 | 78 | | | | | 82 | 8 | 0 | | | | 183 | 8 | 0 | 11/29 |
| "Chime" whistle Hand operated | 73 | 16 | 0 | 9 | 7 | 0 | 19 | 4 | 0 | | | | 102 | 7 | 0 | | | | 82 | 10 | 0 | | | | 184 | 17 | 0 | 4/32 |
| Shaker grate. Hopper ashpan. | 73 | 10 | 0 | 9 | 4 | 0 | 19 | 3 | 0 | | | | 101 | 17 | 0 | | | | 82 | 1 | 0 | | | | 183 | 18 | 0 | 9/34 |
| Franklin loco booster. Kyle National | 74 | 8 | 0 | 9 | 8 | 0 | 19 | 4 | 0 | | | | 103 | 0 | 0 | | | | 82 | 7 | 0 | | | | 185 | 7 | 0 | 5/36 |
| Electric light. Nathan non-lifting | 74 | 6 | 0 | 9 | 6 | 0 | 19 | 4 | 0 | | | | 102 | 16 | 0 | | | | 82 | 8 | 0 | | | | 185 | 4 | 0 | 12/41 |
| injectors "boale" sprinkler | 74 | 3 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | | | | 102 | 16 | 0 | | | | 82 | 8 | 0 | | | | 185 | 4 | 0 | 7/45 |
| Two "boale" safety valves (one pop & one muffled) Cut off control gauge. | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | | | | 102 | 18 | 0 | | | | 82 | 10 | 0 | | | | 185 | 8 | 0 | 11/49 |
| Fitted with auto. Couplers (Tender draft gear Murray (Light)) | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | | | | 102 | 18 | 0 | | | | 82 | 10 | 0 | | | | 185 | 8 | 0 | 4/50 |
| 11.9.31. Tender changed. Newport. | 73 | - | - | 9 | - | - | 19 | - | - | | | | 101 | - | - | | | | 82 | 8 | 0 | | | | 183 | 8 | 0 | 7/54 |
| 11.12.40 Fitted with modified front end | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " " " smoke & reflectors | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3.9.42 " " staff exchangers | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30.11.49 " " w/align snail. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

BROKEN UP Newport 17/8/59

34.X

No. 34.X CLASS

| MILEAGE (BETWEEN OVERHAULS) | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | | |
|-----------------------------|---------|----------------------|----------|----------------------------|------------------|---------|----------------|---------|------------------------------|----------------|-------------------|
| PERIOD | TRAIN | TOTAL | DATE IN | | DATE OUT | LABOR & | MATERIAL & | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. YEAR |
| 8.11.29 TO 30.9.30 | | 28,256 | 30.9.30 | 16.10.30 | slight | £ 78 | £ 59 | Newport | - | - | - |
| 16.10.30 TO 10.9.31 | | 26,121 | 10.9.31 | 11.9.31 | slight | £ 1 | - | Newport | G. Kenny | - | 182/31 |
| 11.9.31 TO 11.2.32 | | 15,467 | 11.2.32 | 16.4.32 | thorough | £ 654 | £ 168 | Newport | J. Kenny | 32/4355 | 53/32 |
| 16.4.32 TO 16.5.33 | | 37,706 | 16.5.33 | 8.6.33 | slight | £ 62 | £ 21 | Newport | - | - | - |
| 8.6.33 TO 28.8.33 | | 7,781 | 28.8.33 | 22.9.33 | slight | £ 19 | £ 59 | Newport | - | - | - |
| 22.9.33 TO 29.6.34 | | 28,810 | 29.6.34 | 14.9.34 | general | £ 700 | £ 760 | Newport | J. Kenny | 34/10483 | 143/34 |
| 14.9.34 TO 19.9.34 | | -136 | 19.9.34 | 28.9.34 | slight | £ 2 | £ 4 | Newport | - | - | - |
| 28.9.34 TO 31.8.35 | | 34,604 | 31.8.35 | 5.10.35 | slight | £ 268 | £ 222 | Newport | - | - | 212/35 |
| 5.10.35 TO 15.4.36 | 20,640 | 22,759 | 15.4.36 | 3.8.36 | thorough | £ 1093 | £ 1084 | Newport | J. Kenny | 36/10483 | 232/36 |
| 3.8.36 TO 27.8.36 | | 2,205 | 27.8.36 | 27.8.36 | slight | £ 1 | £ 24 | Newport | - | - | 25/36 |
| 27.8.36 TO 15.11.37 | | 43,351 | 15.11.37 | 17.12.37 | slight | £ 100 | £ 37 | Newport | - | - | 37/278 |
| 17.12.37 TO 20.4.38 | | 12,067 | 20.4.38 | 1.7.38 | slight | £ 219 | £ 225 | Newport | - | - | 163/38 |
| 1.7.38 TO 29.8.39 | | 34,256 | 29.8.39 | 28.9.39 | slight | £ 89 | £ 64 | Newport | - | - | 210/39 |
| 28.9.39 TO 20.1.40 | | 12,018 | 20.1.40 | 2.2.40 | slight | £ 37 | £ 18 | Newport | - | - | 9/40 |
| 2.2.40 TO 2.5.40 | | 8,094 | 2.5.40 | 1.6.40 | slight | £ 143 | £ 156 | Newport | - | - | 89/40 |
| 1.6.40 TO 5.8.40 | 118,509 | 6,518 | 5.8.40 | 11.12.40 | thorough | £ 1866 | £ 1137 | Newport | J. Kenny | 41/1101 | 262/40 |
| 11.12.40 TO 28.7.42 | | 54,507 | 28.7.42 | 5.9.42 | slight | £ 342 | £ 304 | Newport | H. Hernal | - | 154/42 |
| 3.9.42 TO 17.6.43 | | 33,945 | 17.6.43 | 9.7.43 | slight | £ 43 | £ 11 | Newport | - | - | 127/43 |
| 9.7.43 TO 9.11.44 | 134,835 | 46,383 | 9.11.44 | 13.7.45 | thorough | £ 2085 | £ 3999 | Newport | - | 45/9775 | 102/45 |
| 13.7.45 TO 18.7.45 | | 282 | 18.7.45 | 7.8.45 | slight | £ 34 | £ 30 | Newport | - | 45/11429 | 122/45 |
| 7.8.45 TO 12.7.49 | | 147,606 | 12.7.49 | 30.11.49 | thorough | £ 4351 | £ 3323 | Newport | - | 49/13712 | 104/49 |
| - TO - | | - | 10.2.50 | 5.4.50 | S. Reps to frame | | | Newport | - | 50/5776 | 20/50 |
| 30.11.49 TO 2.2.54 | | 135,477 | 2.2.54 | 23.7.54 | thorough | | | Newport | - | 54/9362 | 74/54 |
| 23.7.54 TO - | 379,979 | 96,614 | | | | | | | | | |
| TO | | 837,963 | | | | | | | | | |

Newport
BROKEN UP... 17/8/59

35 X

No. 35 CLASS

BROKEN UP 24/10/58 MP

| MILEAGE (BETWEEN OVERHAULS) | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | | |
|-----------------------------|---------|----------------------|----------|----------------------------|-----------------|---------|----------------|-----------|------------------------------|----------------|-------------------|
| PERIOD | TRAIN | TOTAL | DATE IN | | DATE OUT | LABOR £ | MATERIAL £ | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. YEAR |
| 18.11.29 TO 26.8.30 | | 24,064 | 26.8.30 | 12.9.30 | slight | £88 | £11 | Newport | - | - | - |
| 12.9.30 TO 9.4.31 | 74,884 | 19,148 | 9.4.31 | 2.5.31 | slight | £72 | £50 | Newport | - | - | - |
| 2.5.31 TO 30.4.32 | | 31,672 | 30.4.32 | 29.7.32 | thorough | £693 | £110 | Newport | J. Kennedy | 37/8180 | - |
| 29.7.32 TO 27.1.33 | | 15,979 | 27.1.33 | 7.2.33 | slight | £29 | £14 | Newport | - | - | - |
| 7.2.33 TO 21.3.34 | | 38,099 | 21.3.34 | 16.5.34 | slight | £303 | £245 | Newport | - | - | - |
| 16.5.34 TO 23.11.35 | 131,142 | 53,408 | 23.11.35 | 12.12.35 | slight | £79 | £216 | Newport | - | - | 275/35 |
| 12.12.35 TO 29.7.36 | 206,026 | 23,656 | 29.7.36 | 13.11.36 | thorough | £1256 | £145 | Newport | J. Kennedy | 36/14814 | 308/36 |
| 13.11.36 TO 30.11.37 | | 35,706 | 30.11.37 | 17.12.37 | slight | £63 | £108 | Newport | - | - | 279/37 |
| 17.12.37 TO 12.1.38 | | 1,739 | 12.1.38 | 21.1.38 | slight | £68 | £8 | Bdgs. nsh | - | - | - |
| 21.1.38 TO 16.7.38 | | 16,387 | 16.7.38 | 2.8.38 | slight | £107 | £192 | Newport | - | - | 203/38 |
| 2.8.38 TO 11.10.38 | | 5,252 | 11.10.38 | 9.11.38 | slight | £123 | £31 | Newport | A. Herman | - | 291/38 |
| 9.11.38 TO 1.2.39 | 105,814 | 5,291 | 1.2.39 | 1.3.39 | slight | £54 | £18 | Newport | - | - | 27/39 |
| 1.3.39 TO 5.2.40 | | 28,248 | 5.2.40 | 20.3.40 | slight | £181 | £38 | Bdgs. nsh | - | - | - |
| 20.3.40 TO 22.5.40 | | 3,160 | 22.5.40 | 24.7.40 | slight | £131 | £48 | Newport | - | - | 142/40 |
| 24.7.40 TO 14.11.40 | | 10,031 | 14.11.40 | 5.4.41 | thorough | £2078 | £932 | Newport | J. Kennedy | 41/5375 | 58/41 |
| 5.4.41 TO 14.9.42 | | 50,858 | 14.9.42 | 17.9.42 | slight | £27 | £1 | Newport | H. Hunder | - | C163/42 |
| 17.9.42 TO 10.6.43 | 83,216 | 31,974 | 10.6.43 | 25.6.43 | slight | £55 | £5 | Newport | - | - | 112/43 |
| 25.6.43 TO 5.7.43 | | 484 | 5.7.43 | 17.5.44 | slight | £2073 | £1075 | Newport | - | 44/6661 | 69/44 |
| 17.5.44 TO 21.5.46 | 71,487 | 71,487 | 21.5.46 | 20.3.47 | thorough | £2471 | £686 | Newport | - | 47/5123 | 34/47 |
| TO | | | 4.8.50 | 14.8.50 | Weighing | | | Newport | - | - | - |
| 20.3.47 TO 11.5.51 | | 128,630 | 21.5.51 | 23.5.52 | thorough | | | Newport | - | 52/8451 | - |
| TO | | | 10.8.53 | 29.9.53 | S. Frame Reps. | | | Newport | - | 53/12093 | 66/53 |
| 13-5-52 TO 24-10-58 | | 138,463 | 24.6.58 | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | 733,736 | | | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | | | | | | | | | | | |

BROKEN UP 24/10/58 MP

CONDAMNED

| | | | | | | | | | | | |
|-----------|------------|--------------------|----------------------|------------------------------|-------------|---|---------------------|-----------------|---------------|---------------------|--------------------------------|
| No. 36 | CLASS 2 | DATE BUILT 1929 | OFF REGISTER 11-5-61 | BUILDER Newport Workshops | COST Not | ENGINE COMMENCED RUNNING 29. 11. 29. | CYLINDERS | | | TRACTIVE POWER | |
| | | | | | | | POSITION Outside | DIAMETER 22" | STROKE 28" | DATE 29. 11. 29. | 39300 lbs. 37040 |

FOR DESCRIPTION OF BOILER, FIRE BOX, Etc., SEE BOILER CARD No.

| | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|------------------|-------------|----------|------|----------|----|--------------|----|---------|----|----------|----|--------|----|------------------------|------------------|---------------------|------------------|---------------|---------------------|---------------|--|--|
| W.P. 205 | No. 1860 | 1881 | 1876 | 1897 | JOURNALS | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | | | |
| | | | | | Trail | | | | | | | | | | WATER (GALLS.) 8600 | COAL (TONS) 9 | STEAM (DIAM.) 10 | AIR (DIAM.) 8 | DATE 11/29 | TYPE Non-lifting | DATE 11/29 | | |
| WHEELS | | | JOURNALS | | | | | | | | | | | | | | | | | | | | |
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | | | | | | | | |
| - | 50 | 8 | 6 1/4 | 10 | 9 | 11 | 9 | 11 | 9 | 11 | 9 | 11 | 8 | 14 | 6 | 11 | | | | | | | |

Walschaert Valve Gear
NOTES
Loco + Marine Super.

| NOTES | WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | | | | WEIGHT OF TENDER | | | | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | | | | DATE |
|---|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-------|----|----|------------------|----|----|-------|----|----|------------|----|----|-----------------------------------|----|----|--|--|--|--|--|--|------|
| | COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | | | | | | | | | |
| | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | | | | | | |
| Super steam to W. ob. Brake Pump. | 102 | 18 | | 9 | 8 | | 19 | 5 | | 102 | 18 | | 82 | 8 | | 185 | 6 | | 11-29 | | | | | | | | | | | | | | | | | | |
| Chime whistle. Hand operated shaker | 71 | 5 | | 9 | 8 | | 19 | 5 | | 102 | 18 | | 82 | 8 | | 185 | 6 | | 11-29 | | | | | | | | | | | | | | | | | | |
| grate. Hopper ashpan. Non-lifting | 73 | | | 9 | 4 | | 16 | 5 | 0 | 98 | 9 | 0 | 82 | 8 | 0 | 180 | 17 | 0 | | | | | | | | | | | | | | | | | | | |
| injector. Coal sprinkler. Two coal | 70 | 2 | | 9 | 10 | | 17 | 10 | | 97 | 2 | 0 | 82 | 10 | | 179 | 12 | 0 | 9/33 | | | | | | | | | | | | | | | | | | |
| safety valves one pop and one muffled | 70 | 12 | 0 | 9 | 10 | 0 | 17 | 8 | 0 | 97 | 10 | 0 | 82 | 11 | 0 | 180 | 1 | 0 | 10/36 | | | | | | | | | | | | | | | | | | |
| Franklin Butterfly Door. Fitted (Pyle) | 71 | 15 | 0 | 9 | 10 | 0 | 17 | 2 | 0 | 98 | 7 | 0 | 82 | 18 | 0 | 181 | 5 | 0 | 7/39 | | | | | | | | | | | | | | | | | | |
| with Electric Light Detroit | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | 102 | 18 | 0 | 82 | 8 | 0 | 185 | 6 | 0 | 2/46 | | | | | | | | | | | | | | | | | | |
| Lubricators. All axle boxes fitted | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | 102 | 18 | 0 | 82 | 8 | 0 | 185 | 6 | 0 | 8/50 | | | | | | | | | | | | | | | | | | |
| wool waste + to be lubricated with Red Oil | 74 | 2 | 0 | 9 | 8 | 0 | 19 | 1 | 0 | 102 | 11 | 0 | | | | | | | 5/55 | | | | | | | | | | | | | | | | | | |
| Fitted with auto. Couplers. Tender draft gear (mummy light) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11-7-39 Fitted with modified front end | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " " " smoked deflectors | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25-11-42 " " " staff Exchanges | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Off Register 11-5-61 (RS. 61-4744)
Held for Historical Purposes (Authority RS. 61-2169)

| MILEAGE (BETWEEN OVERHAULS) | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | | |
|-----------------------------|-------------|----------------------|------------|----------------------------|-----------------|------------|---------------------|-------------|------------------------------|----------------|-------------------|
| PERIOD | TRAIN | TOTAL | DATE IN | | DATE OUT | LABOR & | MATERIAL & | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. YEAR |
| 29. 11. 29 TO 7. 10. 30 | | 16,944 | 7. 10. 30 | 18. 10. 30 | slight | £ 42. | £ 11 | Newport | — | — | |
| 18. 10. 30 TO 20. 11. 30 | | 3,902 | 20. 11. 30 | 20. 12. 30 | slight | £ 25. | £ 7 ^{60.} | Newport | — | — | |
| 20. 12. 30 TO 16. 10. 31 | | 21,093 | 16. 10. 31 | 21. 12. 31 | slight | £ 312 | £ 58 ²⁷³ | Newport | — | — | |
| TO | | — | — | — | | Total £ 39 | | | | | |
| 21. 12. 31 TO 18. 7. 33 | | 39,388 | 18. 7. 33 | 28. 9. 33 | General | £ 446 | £ 539 | Newport | J. Kenny | 33/11334 | 160 33 |
| 28. 9. 33 TO 6. 4. 34 | | 14,671 | 6. 4. 34 | 27. 4. 34 | slight | £ 62 | £ 26 | Newport | — | — | |
| 27. 4. 34 TO 11. 12. 34 | 11 6,156 | 20,158 | 11. 12. 34 | 26. 3. 35 | slight | £ 476 | £ 582 | Newport | — | 35/3593 | 61/35 |
| 26. 3. 35 TO 18. 9. 35 | | 15,677 | 18. 9. 35 | 17. 10. 35 | slight | £ 71 | £ 102 | Newport | J. Kenny | — | 219/35 |
| 17. 10. 35 TO 30. 11. 35 | | 5,160 | 30. 11. 35 | 14. 12. 35 | slight | £ 71 | £ 141 | Newport | — | — | 279/35 |
| 14. 12. 35 TO 6. 3. 36 | | 7,323 | 6. 3. 36 | 7. 3. 36 | slight | Under £ | — | Newport | — | — | 81/36 |
| 7. 3. 36 TO 14. 3. 36 | | 304 | 14. 3. 36 | 4. 4. 36 | slight | £ 44 | £ 56 | Newport | — | — | 123/36 |
| 4. 4. 36 TO 14. 8. 36 | | 11,058 | 14. 8. 36 | 10. 10. 36 | General | £ 501 | £ 548 | Newport | J. Kenny | 36/13521 | 284/36 |
| 10. 10. 36 TO 11. 5. 38 | | 57,876 | 11. 5. 38 | 10. 6. 38 | slight | £ 160 | £ 289 | Newport | — | — | 148/38 |
| 10. 6. 38 TO 25. 3. 39 | 78 508 | 20,632 | 25. 3. 39 | 11. 7. 39 | Thorough | £ 1365 | £ 946 | Newport | J. Kenny | — | 144/39 |
| 11. 7. 39 TO 24. 4. 41 | | 56,782 | 24. 4. 41 | 13. 5. 41 | slight | £ 178 | £ 275 | Newport | — | — | 95/41 |
| 13. 5. 41 TO 9. 7. 42 | | 41,683 | 9. 7. 42 | 25. 11. 42 | slight | £ 1362 | £ 443 | Newport | — | — | 219/42 |
| 25. 11. 42 TO 24. 1. 44 | | 45,061 | 24. 1. 44 | 12. 4. 44 | slight | £ 555 | £ 486 | Newport | — | 44/4536 | 52/44 |
| 12. 4. 44 TO 14. 11. 44 | 165,204 | 21,676 | 14. 11. 44 | 15. 2. 46 | Thorough | £ 1901 | £ 3713 | Newport | — | 46/3713 | 17/46 |
| 15. 2. 46 TO 2. 2. 50 | | 135,136 | 2. 2. 50 | 9. 8. 50 | Thorough | | | Newport | — | 56/9942 | 54/50 |
| 9. 8. 50 TO 26. 1. 55 | | 122,280 | 26. 1. 55 | 17. 5. 55 | Thorough | | | Ball's Nth. | — | 55/6236 | |
| 17. 5. 55 TO 26. 11. 60 | | 84,805 | 26. 11. 60 | | | | | | | | |
| TO | Grand Total | 741,699 | | | | | | | | | |

Off Register 11.5.61 npt.

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | | TRACTIVE POWER | |
|-----|-------|------------|-------------------|------|--------------------------|-----------------------|----------|--------|----------|----------------|-----------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | HP |
| 37 | X | 1929 | Newport Workshops | | 18-12-29 | Outside | 22" | 28 | 18-12-29 | 39360 | 17/24 |
| | | | | | | Fitted with Boostin | | | | 46,040 | with 3/32 |
| | | | | | | Walschaert Valve Gear | | | | No Boostin | |

FOR DESCRIPTION OF BOILER, FIRE BOX, ETC., SEE BOILER CARD No.

Loco & marine superheater

AM

BROKEN UP

27/9543

| WHEELS | | | JOURNALS | | | | | | | | | | | | | |
|------------|------------------|-------------|----------|--------|---------|--------|--------------|--------|---------|--------|----------|--------|--------|--------|--------|--------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH |
| 5'-0" | | 8 | 6 1/4" | 10" | 9" | 11" | 9" | 11" | 9" | 11" | 9" | 11" | | | 6 | 11 |

| TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | |
|-----------------|-------------|----------------------------|-------------|-------|-----------|-------|
| WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE |
| 8,600 | 9 | 10" | 10 1/8" | 12/29 | Nathan | 12/29 |
| | | Auto & non | | | | |
| | | Auto W.H. Brake | | | | |
| | | Cross Compound Pump No. 8. | | | | |

NOTES

Electric Light fitted.
 Super steam to W. House Pump
 Whistle
 Hand operated shaker grate
 Hooper ash pan, non lifting injector
 Coal sprinker, 2 Coal Safety Valves
 One pipe & one muffled
 Cut off control gauge
 Fitted with automatic couplers
 Tender draft gear Munnay (Light)
 24.3.34 New boiler fitted, marine elements fitted & jointed
 21.10.38 Fitted with modified front end
 12.9.45 smoke deflectors
 staff exchanger

| WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE |
|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|-------|
| COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | |
| T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | |
| 74 | 6 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | - | - | - | 102 | 18 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 180 | 17 | 0 | |
| 73 | 0 | 0 | 9 | 4 | 0 | 16 | 5 | 0 | - | - | - | 98 | 9 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 180 | 17 | 0 | 12/29 |
| 73 | 6 | 0 | 9 | 5 | 0 | 18 | 18 | 0 | - | - | - | 101 | 9 | 0 | - | - | - | 82 | 6 | 0 | - | - | - | 183 | 15 | 0 | 12/33 |
| 73 | 8 | 0 | 9 | 6 | 0 | 18 | 18 | 0 | - | - | - | 101 | 12 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 184 | 0 | 0 | 12/35 |
| 74 | 6 | 0 | 9 | 9 | 0 | 19 | 9 | 0 | - | - | - | 103 | 4 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 185 | 12 | 0 | 10/38 |
| 75 | 1 | 0 | 8 | 19 | 0 | 18 | 0 | 0 | - | - | - | 102 | 0 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 184 | 8 | 0 | 4/42 |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | - | - | - | 102 | 18 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 185 | 6 | 0 | 9/45 |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | - | - | - | 102 | 18 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 185 | 6 | 0 | 1/47 |
| 74 | 3 | 0 | 9 | 16 | 0 | 18 | 10 | 0 | - | - | - | 102 | 9 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 184 | 17 | 0 | 1/52 |

No.

37 X

CLASS

| MILEAGE (BETWEEN OVERHAULS) | | TOTAL | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | |
|-----------------------------|----------|------------------|----------------------|---------------------|----------------------------|-----------------|------------|----------------|------------------------------|----------------|--------------|
| PERIOD | TRAIN | | DATE IN | DATE OUT | | LABOR £ | MATERIAL £ | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. |
| 18.12.29 TO 18.9.30 | 30/18/30 | 17,000 | 18.9.30 | 27.9.30 | Slight | £ 24 | £ 5 | Newport | - | - | - |
| 27.9.30 TO 12.6.31 | | 18,710 | 12.6.31 | 20.7.31 | Slight | £ 75 | £ 20 | Newport | W.R. Madden | 31/8313 | 142/31 |
| 20.7.31 TO 22.1.32 | | 12,993 | 22.1.32 | 23.3.32 | Slight | £ 387 | £ 178-209 | Newport | - | - | - |
| 23.3.32 TO 27.10.32 | | 17,521 | 27.10.32 | 21.11.32 | Slight | £ 41 | £ 23 | Newport | - | - | - |
| 21.11.32 TO 5.10.33 | | 29,649 | 5.10.33 | 8.12.33 | General | £ 422 | £ 643 | Newport | J. Kenny | 33/13866 | 214/33 |
| 8.12.33 TO 21.2.34 | | 6,533 | 21.2.34 | 24.3.34 | Slight | £ 110 | £ 92 | Newport | - | - | - |
| 24.3.34 TO 20.8.34 | | 14,217 | 20.8.34 | 19.10.34 | Slight | £ 184 | £ 146 | Newport | - | - | 80/34 |
| 19.10.34 TO 26.9.35 | 147988 | 31,365 | 26.9.35 | 21.12.35 | Thorough | £ 821 | £ 535 | Newport | J. Kenny | 36/1346 | 282/35 |
| 21.12.35 TO 18.5.37 | | 54,984 | 18.5.37 | 18.6.37 | Slight | £ 174 | £ 258 | Newport | - | - | 37/117 |
| 18.6.37 TO 24.9.37 | | 7,754 | 24.9.37 | 1.11.37 | Slight | £ 135 | £ 66 | Newport | - | - | 233/37 |
| 1.11.37 TO 21.6.38 | 85,411 | 22,673 | 21.6.38 | 21.10.38 | Thorough | £ 1420 | £ 973 | Newport | H. Wilcock | 38/14733 | 277/38 |
| 21.10.38 TO 7.2.40 | | 41,650 | 7.2.40 | 29.2.40 | Slight | £ 44 | £ 1 | Newport | - | - | 32/40 |
| 29.2.40 TO 16.11.40 | | 24,117 | 16.11.40 | 30.11.40 | Slight | £ 16 | £ 1 | Newport | - | - | 248/40 |
| 30.11.40 TO 18.8.41 | | 20,970 | 18.8.41 | 11.9.41 | Slight | £ 186 | £ 52 | Newport | - | - | 214/41 |
| 11.9.41 TO 19.12.41 | 96,645 | 9,908 | 19.12.41 | 20.4.42 | Thorough | £ 2135 | £ 810 | Newport | M. Amiet | 42/5268 | 63/42 |
| 20.4.42 TO 23.7.42 | | 11,151 | 23.7.42 | 30.7.42 | Slight | £ 26 | £ 3 | Newport | - | - | 132/42 |
| 30.7.42 TO 2.5.45 | | 101,307 | 2.5.45 | 12.9.45 | Slight | - | - | Newport | - | 45/12634 | 134/45 |
| 12.9.45 TO 26.4.46 | | 22,237 | 26.4.46 | 9.1.47 | Slight - Changed Bids | - | - | Newport | - | 47/3487 | 2/47 |
| 9.1.47 TO 2.4.51 | 278818 | 144,123 | 2.4.51 | 24.1.52 | Thorough | - | - | Newport | - | 52/2027 | 6/52 |
| 2.4.51 TO 6.8.54 | | 8,000 | 6.8.54 | 12.11.54 | Redrussl Cyl | - | - | Bendigo N | - | - | - |
| 24.1.52 TO 10.8.57 | 138,180 | 138,180 | 26.4.57 | | S. AE Lift | - | - | Dull N. | - | 54-13597 | - |

BROKEN UP...../10/8/57

52328 since then
Dull N. 26.1.56
3 1/2

747,042

38 X

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | | |
|-----|-------|------------|-------------------|---------|--------------------------|-------------|------------|--------|----------------|-------|-------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | DATE |
| 38 | X | 1937 | Newport Workshops | 13/6/60 | 11.1.37 | Outside | 22" | 28 | 1/37 | 46040 | 1/37 |
| | | | | | | Fitted with | Booster | | | 48360 | 11/84 |
| | | | | | | Walschaert | Valve Gear | | | | |

FOR DESCRIPTION OF BOILER, FIRE BOX, ETC. SEE BOILER CARD No.

Marine Boiler

| WHEELS | | | JOURNALS | | | | | | | | | | | | | |
|------------|------------------|-------------|----------|--------|---------|--------|--------------|--------|---------|--------|----------|--------|--------|--------|--------|--------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH |
| | 5'-1 1/16" | 8 | 6 | 11 | 9 | 11 | 9 | 11 | 9 | 11 | 9 | 11 | . | . | 6 | 11 |

| TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | |
|-----------------|-------------|-------------------|-------------|------|-----------|------|
| WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE |
| 8600 | 9 | Cross Compound | | | Waltham | 1/37 |
| | | no. 30 | | 1/37 | | |
| | | W. H. Brake | | 1/46 | | |
| | | straight air | | 5/55 | | |

| NOTES | WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE |
|------------------------------------|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|-------|
| | COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | |
| | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | |
| 11.1.37 Fitted with electric Light | 74 | 8 | 0 | 9 | 6 | 0 | 19 | 4 | 0 | 93 | 5 | 0 | 102 | 18 | 0 | . | . | . | 82 | 10 | 0 | . | . | . | 185 | 8 | 0 | 1/37 |
| " " auto. & duplex | 74 | 10 | 0 | 9 | 10 | 0 | 19 | 4 | 0 | . | . | . | 103 | 4 | 0 | . | . | . | 82 | 15 | 0 | . | . | . | 185 | 19 | 0 | 5/41 |
| " " Tender draft gear Murray Light | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | 3/45 |
| " " modified front gear | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | 7/46 |
| " " Table grate | 75 | 10 | 0 | 9 | 7 | 0 | 19 | 2 | 0 | . | . | . | 103 | 19 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 186 | 7 | 0 | 6/57 |
| " " Lohme whistle | 74 | 12 | 0 | 9 | 10 | 0 | 19 | 7 | 0 | . | . | . | 103 | 9 | 0 | . | . | . | . | . | . | . | . | . | . | . | . | 11/55 |
| 11.11.38 " " Smoke Deflectors. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2.3.45 " " Staff Exchangers | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Newport 13/6/60 (RS60/6087)
 BROKEN UP.....

39.X

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | | |
|-----|-------|------------|-------------------|------|--------------------------|---------------------|----------|--------|----------------|--------|------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | DATE |
| 39 | X | 1938 | Newport Workshops | 29/5 | 28.7.38 | Outside | 22" | 28 | 7/38 | 46,040 | 7/38 |
| | | | | | | Fitted with Boudier | | | 48,360 | 4/34 | |

FOR DESCRIPTION OF BOILER, FIRE BOX, ETC. SEE BOILER CARD No.

| | | | | | | | | | | | | | | | | | | |
|------------------|--|--|--|--|--|-----------|--|--|--|--|--|-----------------|-------------|-------------------|-------------|------|-----------|------|
| A.M. Superheater | | | | | | CONDEMNED | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | |
| | | | | | | | | | | | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM) | AIR (DIAM.) | DATE | TYPE | DATE |
| | | | | | | | | | | | | 8,600 | 9 | Cross Compound | | 7/38 | Nathan | 7/38 |
| | | | | | | | | | | | | | | No. 40 9/40 | | | | |
| | | | | | | | | | | | | | | 52 1/2 18 | | | | |
| | | | | | | | | | | | | | | 20 | | | | 3/34 |

| WHEELS | | | JOURNALS | | | | | | | | | | | | | |
|------------|------------------|-------------|----------|--------|---------|--------|--------------|--------|---------|--------|----------|--------|--------|--------|--------|--------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH |
| | 5' 1 1/16" | 8 | 6 1/2 | 10 | 9 | 12 1/4 | 9 | 12 1/4 | 9 | 12 1/4 | 9 | 12 1/4 | - | - | 8 | 14 |

| NOTES | WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE |
|---|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|-------|
| | COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | |
| | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | |
| 28.7.38 Fitted with modified front end | 76 | 0 | 0 | 9 | 18 | 0 | 19 | 15 | 0 | 93 | 5 | 0 | 105 | 13 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 188 | 1 | 0 | 7/38 |
| " " Smoke Deflectors | 75 | 2 | 0 | 9 | 10 | 0 | 19 | 6 | 0 | - | - | - | 103 | 18 | 0 | - | - | - | 82 | 10 | 0 | - | - | - | 186 | 8 | 0 | 11/22 |
| " " auto. Couplers <i>tender drop gear murray light</i> | 73 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | - | - | - | 101 | 18 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 184 | 6 | 0 | 3/25 |
| " " Table grate | 74 | 5 | 0 | 9 | 0 | 0 | 19 | 5 | 0 | - | - | - | 102 | 10 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 184 | 18 | 0 | 12/48 |
| " " Electric Light (done?) | 73 | 0 | 0 | 9 | 0 | 0 | 19 | 0 | 0 | - | - | - | 101 | 0 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 183 | 8 | 0 | 3/34 |
| " " Electric Whistle | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27.11.42 " Staff Exchanger | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CONDEMNED

BROKEN UP 29/5/59

H.O.X.

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | | |
|-----|-------|------------|-------------------|------|--------------------------|---------------------|----------|--------|----------------|-------|-------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | DATE |
| H0 | X | 1938 | Newport Workshops | | 26. 8. 38 | Outside | 22" | 28" | 8/38 | 46040 | 8/38 |
| | | | | | | | | | | 48360 | 11/34 |
| | | | | | | Fitted with Booster | | | | | |

FOR DESCRIPTION OF BOILER, FIRE BOX, Etc., SEE BOILER CARD No.

| | | | | | | | | | | | | | | | | |
|-------------------|--|--|--|--|--|--|--|--|--|-----------------|-------------|-------------------|-------------|------|-----------|------|
| Superheater 2. m. | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | |
| | | | | | | | | | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE |
| | | | | | | | | | | 8600 | 9 | 6.000 Compound | | 8/38 | Mathan | 8/38 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| WHEELS | | | JOURNALS | | | | | | | | | | | | | |
|------------|------------------|-------------|----------|--------|---------|--------|--------------|--------|---------|--------|----------|--------|--------|--------|--------|--------|
| WHEEL BASE | DIAM. OF DRIVING | NO. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH |
| | 5.1 1/16 | 8 | 6 1/2 | 10 | 9 | 12 1/4 | 9 | 12 1/4 | 9 | 12 1/4 | 9 | 12 1/4 | | | 8 | 14 |

| NOTES | WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE |
|---|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|-------|
| | COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | |
| | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | |
| 26. 8. 38 Fitted with smoke Deflectors | 76 | 0 | 0 | 9 | 18 | 0 | 19 | 15 | 0 | 93 | 5 | 0 | 105 | 13 | 0 | | | | 82 | 8 | 0 | | | | 188 | 1 | 0 | 8/38 |
| " " Modified front ends | 75 | 10 | 0 | 9 | 9 | 0 | 19 | 10 | 0 | | | | 104 | 9 | 0 | | | | 82 | 14 | 0 | | | | 187 | 3 | 0 | 12/42 |
| " " auto. & duplex | 74 | 8 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | | | | 103 | 1 | 0 | | | | 82 | 8 | 0 | | | | 185 | 9 | 0 | 17/44 |
| " Tender draft gear ^{Goulds} 175 | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | | | | 102 | 18 | 0 | | | | 82 | 8 | 0 | | | | 185 | 6 | 0 | 11/47 |
| " Fitted with Habbe grate | 74 | 5 | 0 | 9 | 2 | 0 | 21 | 0 | 0 | | | | 104 | 7 | 0 | | | | 82 | 8 | 0 | | | | 186 | 18 | 0 | 9/52 |
| " " & ledbe Light (stone) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " " & hume whistle | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11-12-42 " Staff Exchangers | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

110. 837

BROKEN UP... 28/ 8/ 58 NPT.

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | | |
|-----|-------|------------|-------------------|------|--------------------------|-----------------------|----------|--------|----------------|---------------------------|---------------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | DATE |
| #1 | X | 1938 | Newport Workshops | | 16.9.38 | outside | 22" | 28" | 9/38 | 46040 48760 | 9/38 11/54 |
| | | | | | | I fitted with Booster | | | | | |

FOR DESCRIPTION OF BOILER, FIRE BOX, Etc., SEE BOILER CARD No.

Superheater A.M. **BROKEN UP** 14/11/58

| JOURNALS | | | | | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | | |
|------------|------------------|-------------|---------|--------|--------------|--------|---------|--------|----------|--------|--------|--------|--------|-----------------|----------------|-------------------|----------------|-------------|-----------|------|------|
| WHEELS | | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE |
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | | | | | | | |
| | 5.1 11/16 | 8 | 6 1/2 | 10 | 9 | 12 1/4 | 9 | 12 1/4 | 9 | 12 1/4 | 9 | 12 1/4 | | | 8600 | 9 | Cross Compound | 9/38 | Mathew | 9/38 | |
| | | | | | | | | | | | | | | | | 41 (72) 35 cc | | | | | |

| NOTES | WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE | | | | | | |
|---|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|------|----|----|----|--|--|-------|
| | COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | | | | | | |
| | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | T. | C. | Q. | | | |
| 16.9.38 Fitted with modified front end | 76 | 0 | 0 | 9 | 18 | 0 | 19 | 15 | 0 | 93 | 5 | 0 | 105 | 13 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 188 | 1 | 0 | | | | | | | 9/38 |
| " " smoke deflectors | 75 | 14 | 0 | 9 | 10 | 0 | 19 | 11 | 0 | . | . | . | 104 | 15 | 0 | . | . | . | 82 | 10 | 0 | . | . | . | 189 | 9 | 0 | | | | | | | 12/42 |
| " " auto. couplers | 74 | 13 | 0 | 9 | 11 | 0 | 19 | 11 | 0 | . | . | . | 103 | 15 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 186 | 3 | 0 | | | | | | | 11/44 |
| " Tender draft gear ¹⁷⁵ 175 | 73 | 13 | 0 | 9 | 11 | 0 | 19 | 5 | 0 | . | . | . | 102 | 9 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 184 | 17 | 0 | | | | | | | 6/47 |
| " Fitted with table grate | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 84 | 8 | 0 | . | . | . | 185 | 6 | 0 | | | | | | | 5/50 |
| " " Electric Light (alone) | 74 | 9 | 0 | 9 | 3 | 0 | 18 | 0 | 0 | . | . | . | 101 | 12 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 184 | 0 | 0 | | | | | | | 7/52 |
| " " Chrome W. whistle | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.12.42 " " Staff Exchanger | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CONDEMNED
BROKEN UP 14/11/58 NPT.

#2 X

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | | TRACTIVE POWER | |
|-----|-------|------------|--------------------|------|--------------------------|-----------|----------|--------|-------|--------------------|-------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | DATE |
| #2 | X | 1938 | m export workshops | | 1. 10. 38 | outside | 22 | 28 | 10/38 | 76040 | 10/38 |
| | | | | | | | | | | 48760 | 1/54 |
| | | | | | | | | | | Fitted with Poodin | |

CONDEMNED

FOR DESCRIPTION OF BOILER, FIRE BOX, Etc., SEE BOILER CARD No.

Superheater a m.

BROKEN UP

27/6/58 NPT

| WHEELS | | JOURNALS | | | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | | | | |
|------------|------------------|-------------|-------|--------|---------|--------|--------------|--------|---------|--------|----------|--------|--------|-----------------|--------|-------------------|----------------|-------------|----------------|-------------|--------|-------|------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | Pony | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM) | AIR (DIAM.) | DATE | TYPE | DATE |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | | | | | | | |
| | 5.1 1/16 | 8 | 6 1/4 | 10 | 9 | 12 1/2 | 9 | 12 1/2 | 9 | 12 1/2 | 9 | 12 1/2 | | | | | 8600 | 9 | Gross Compound | 10/38 | Nathan | 10/38 | |
| | | | | | | | | | | | | | | | | | | | | | | | |

NOTES

Gould m...
175

1. 10. 38 Fitted with Auto. Couplers
 Tender draft gear
 Fitted with modified front end
 smoke deflectors
 Chrome whistle
 Electric Light (stones)
 Table grate (Rocker)
 21.12.42 staff Roschangers

| WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE | | | |
|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|------|----|----|-------|
| COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | | | |
| T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | T. | C. | Q. |
| 76 | 0 | 0 | 9 | 18 | 0 | 19 | 15 | 0 | 93 | 5 | 0 | 105 | 13 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 188 | 1 | 0 | . | . | . | 19/38 |
| 75 | 14 | 0 | 9 | 10 | 0 | 19 | 11 | 0 | . | . | . | 104 | 15 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 187 | 3 | 0 | . | . | . | 12/42 |
| 74 | 12 | 0 | 9 | 5 | 0 | 19 | 5 | 0 | . | . | . | 103 | 2 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 10 | 0 | . | . | . | 3/45 |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | . | . | . | 8/47 |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | . | . | . | 3/51 |

CONDEMNED

BROKEN UP 27/6/58 NPT.

44.X.

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | | |
|-----|-------|------------|---------------------|------|--------------------------|-----------|----------|--------|----------------|--------------------------------|---------------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | WTS. | DATE |
| 44 | X | 1938 | W. Export Workshops | | 1. 12. 38 | Outside | 22" | 28" | 12/38 | 39760 39040 with booster | 1/54 12/38 |

CONDEMNED

FOR DESCRIPTION OF BOILER, FIRE BOX, ETC., SEE BOILER CARD No. **BROKEN UP. 19/2**

Superheater a.m. type

| WHEELS | | JOURNALS | | | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | | |
|------------|------------------|-------------|---------|----|--------------|--------|---------|--------|----------|--------|--------|--------|--------|-----------------|----------------|-------------------|----------------|-------------|-----------|-------|------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | | WATER (GALLS.) | COAL (TONE) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE |
| | 5. 1 1/16 | 8 | 6 7/8 | 10 | 9 | 12 1/2 | 9 | 12 1/4 | 9 | 12 1/2 | 9 | 12 1/2 | | | 8,600 | 9 | Cross compound | 12/38 | Nathan | 12/38 | |
| | | | | | | | | | | | | | | | | | | | | | |

NOTES { Checked 1-5-58 }
NO BOOSTER

1. 12. 38 Fitted with auto. Couplers
Tender draft gear Murray Light Trans. shank
Fitted with smoke deflectors
modified front end
6 inch light (stones)
table grate
20. 4. 43 staff exchanger

| WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | WEIGHT OF TENDER | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE | | | | |
|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|------------|-----|------------------|----|------------|----|-----------------------------------|----|----|------------|----|----|------|-----|----|----|-------|
| COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | ROADWORTHY | | EMPTY | | ROADWORTHY | | EMPTY | | | ROADWORTHY | | | | | | | |
| T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | | Q. | T. | C. | Q. |
| 75 | 18 | 0 | 9 | 12 | 0 | 19 | 10 | 0 | 93 | 5 | 0 | 105 | 0 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 187 | 8 | 0 | 12/38 |
| 74 | 11 | 0 | 9 | 10 | 0 | 19 | 4 | 0 | . | . | . | 103 | 5 | 0 | . | . | . | 82 | 10 | 0 | . | . | . | 185 | 15 | 0 | 4/43 |
| 74 | 11 | 0 | 9 | 9 | 0 | 19 | 4 | 0 | . | . | . | 103 | 4 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 12 | 0 | 3/47 |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | 6/48 |
| 73 | - | - | 9 | - | - | 19 | - | - | . | . | . | 101 | - | - | . | . | . | 82 | 8 | 0 | . | . | . | 183 | 8 | 0 | 12/52 |

CONDEMNED

BROKEN UP. 19/2/59 NPH

45.X

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | | |
|-----|-------|------------|------------------|------|--------------------------|-----------|----------|--------|----------------|---|---------------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS | DATE |
| 45 | X | 1938 | Murray Workshops | | 23.12.38 | Outside | 22" | 28" | 12/38 | 39360 34040 with booster 46040 48360 | 12/38 1/54 |

FOR DESCRIPTION OF BOILER, FIRE BOX, ETC., SEE BOILER CARD NO. **BROKEN UP** ^{NOT} 20/7/59

| WHEELS | | | | | | | | | | | | | | JOURNALS | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | |
|------------|--|--|------------------|--|-------------|--|-------------|--|----------|--|--------------|--|----------|----------|----------|--|--------|--|--------|--|----------------|-------------|----------------|-----------------|--------|-------------------|------|--|-----------|--|
| WHEEL BASE | | | DIAM. OF DRIVING | | No. COUPLED | | Pony BOILER | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE | | | |
| 5 1/16 | | | 8 | | 8 | | 6 3/4 10 | | 9 12 7/8 | | 9 12 7/8 | | 9 12 7/8 | | 9 12 7/8 | | . | | 6 11 | | 8,600 | 9 | Cross Compound | 12/38 | Mather | 12/38 | | | | |

CONDEMNED

NOTES

23.12.38 Fitted with Modified front end
 smoke deflector
 auto coupler
 Murray (Light) tender draft gear
 Table grate
 Electric Light (stone)
 Booster
 12.5.43 Staff Exchanger

| WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE | | |
|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|-------|----|----|
| COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | | |
| T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | T. | C. |
| 76 | 5 | 0 | 9 | 8 | 0 | 20 | 0 | 0 | 93 | 5 | 0 | 105 | 13 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 188 | 1 | 0 | 12/38 | | |
| 75 | 4 | 0 | 9 | 12 | 0 | 19 | 6 | 0 | . | . | . | 104 | 2 | 0 | . | . | . | 82 | 12 | 0 | . | . | . | 186 | 14 | 0 | 5/43 | | |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 5 | 0 | 3/48 | | |
| 74 | 13 | 0 | 9 | 4 | 0 | 18 | 7 | 0 | . | . | . | 102 | 4 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 184 | 12 | 0 | 10/52 | | |
| 74 | 8 | 0 | 9 | 8 | 0 | 19 | 10 | 0 | . | . | . | 103 | 6 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 14 | 0 | 12/54 | | |

CONDEMNED

BROKEN UP ^{NOT} 20/7/59

| MILEAGE (BETWEEN OVERHAULS) | | TOTAL | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | |
|-----------------------------|---------|----------|----------------------|----------|----------------------------|-----------------|------------|----------------|------------------------------|----------------|--------------|
| PERIOD | TRAIN | | DATE IN | DATE OUT | | LABOR £ | MATERIAL £ | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. |
| 23.12.38 TO 3.4.39 | } | - | 3.4.39 | 3.4.39 | slight | £ 1 | - | Bgo. nch | - | - | - |
| 3.4.39 TO 4.4.39 | | - | 4.4.39 | 5.4.39 | slight | £ 7 | - | Newport | - | - | 54/39 |
| 5.4.39 TO 19.4.39 | | 8,168 | 19.4.39 | 19.4.39 | slight | £ 2 | - | Newport | - | - | 71/39 |
| 19.4.39 TO 31.7.39 | | 10,098 | 31.7.39 | 17.8.39 | slight | £ 50 | £ 17 | Newport | - | - | 178/39 |
| 17.8.39 TO 11.10.39 | | 5,250 | 11.10.39 | 25.10.39 | slight | £ 31 | £ 26 | Bgo. nch | - | - | - |
| 25.10.39 TO 8.1.40 | | 5,964 | 8.1.40 | 17.1.40 | slight | £ 25 | £ 7 | Newport | - | - | 2/40 |
| 17.1.40 TO 2.7.40 | | 15,041 | 2.7.40 | 13.7.40 | slight | £ 42 | £ 37 | Newport | - | - | 128/40 |
| 13.7.40 TO 7.7.41 | | 30,284 | 7.7.41 | 31.7.41 | slight | £ 144 | £ 95 | Newport | - | - | 173/41 |
| 31.7.41 TO 15.11.41 | | 10,449 | 15.11.41 | 11.12.41 | slight | £ 158 | £ 129 | Newport | - | - | 299/41 |
| 11.12.41 TO 5.10.42 | | 31,291 | 5.10.42 | 15.10.42 | slight | £ 95 | £ 42 | Newport | - | - | 189/42 |
| 15.10.42 TO 23.12.42 | | 8,892 | 23.12.42 | 12.5.43 | Thorough | £ 1551 | £ 1238 | Newport | - | 43/5920 | 87/43 |
| 12.5.43 TO 27.10.45 | | 93,813 | 27.10.45 | 20.11.45 | slight | £ 100 | £ 12 | Bgo. nch | - | 45/14915 | - |
| 20.11.45 TO 1.4.46 | | 14,289 | 1.4.46 | 30.5.46 | slight | £ 2563 | £ 3423 | Newport | - | 46/9477 | 71/46 |
| 30.5.46 TO 10.9.46 | | 13,388 | 10.9.46 | 18.9.46 | slight | £ 13 | £ 6 | Newport | - | 46/14832 | 164/46 |
| 18.9.46 TO 6.5.47 | | 20,723 | 6.5.47 | 6.5.47 | slight | - | - | Bgo. nch | - | 47/5192 | - |
| 6.5.47 TO 7.5.47 | - | 7.5.47 | 2.3.48 | Thorough | £ 2681 | £ 2073 | Newport | - | 48/4736 | 16/48 | |
| 2.3.48 TO 25.4.52 | 140,629 | 25.4.52 | 21.10.52 | Thorough | - | - | Newport | - | 52-13333 | 104/52 | |
| TO | - | - | 8.6.54 | 9.7.54 | S.A.B. Plv Reps | - | - | Newport | - | 54-11042 | 65/54 |
| TO | - | - | 13.9.54 | 16.12.54 | S.ABCD. T.Tyres | - | - | Brat nch | - | 54-14744 | - |
| 22.10.52 TO 13.12.58 | 173,103 | 13.12.58 | - | - | - | - | - | - | - | - | |
| TO | 541,582 | - | - | - | - | - | - | - | - | - | |

CONDEMNED

BROKEN UP ^{MPH} 20 / 7 / 59

46 X

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | | TRACTIVE POWER | |
|-----|-------|------------|-------------------|------|--------------------------|-----------|----------|--------|------|---------------------|-------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS | DATE |
| 46 | X | 1942 | Newport Workshops | | 11-9-42 | outside | 22" | 28" | 9/42 | 39,360 | 9/42 |
| | | | | | | | | | | with Booster 44,000 | 11/54 |
| | | | | | | | | | | 48,360 | |

FOR DESCRIPTION OF BOILER, FIRE BOX, ETC., SEE BOILER CARD No.

| | | | | | | | | | | | | | | | | |
|-----------------------|--|--|--|--|--|--|--|--|--|-----------------|-------------|--------------------|-------------|------|-----------|------|
| superheater a.m. type | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | |
| | | | | | | | | | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE |
| | | | | | | | | | | 8,600 | 9 | Cross Compound | | | Nathan | 9/42 |
| | | | | | | | | | | | | 8 1/2 x 150 (4) 35 | | 7/47 | | |
| | | | | | | | | | | | | W-26 Brake | | 8/54 | | |
| | | | | | | | | | | | | CC 17 | | | | |

| WHEELS | | | JOURNALS | | | | | | | | | | | | | |
|------------|------------------|-------------|----------|--------|---------|--------|--------------|--------|---------|--------|----------|--------|--------|--------|--------|--------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH |
| | 5 1/16" | 8 | 6 1/2 | 10 | 9 | 12 1/4 | 9 | 12 1/4 | 9 | 12 1/4 | 9 | 12 1/4 | 8 | 14 | 6 | 11 |

| NOTES | WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE | |
|---|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|-------|--|
| | COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | |
| | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | |
| 11-9-42 Fitted with Booster | 96 | 5 | 0 | 9 | 8 | 0 | 20 | 0 | 0 | 93 | 5 | 0 | 105 | 13 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 188 | 1 | 0 | | |
| " " modified front end | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | 7/47 | |
| " " smoke deflectors | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 10 | 0 | . | . | . | 185 | 8 | 0 | 10/49 | |
| " " auto. 6 couplers | 73 | 0 | 0 | 9 | 0 | 0 | 19 | 0 | 0 | . | . | . | 101 | 0 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 183 | 8 | 0 | 8/54 | |
| " " tender draft gear Gould 175 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " " electric light (stone) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " " staff exchanger | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28-10-49 " cable operated blowdown cock | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

BROKEN UP... 257 9/59 Newport

46 X

No.

46

X

CLASS

MILEAGE (BETWEEN OVERHAULS)

IN SHOPS FOR REPAIRS

NATURE OF REPAIRS EXECUTED

COST OF REPAIRS

WHERE REPAIRED

"C" FORM

| PERIOD | TRAIN | TOTAL | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | |
|---------------------|---------|----------------|----------------------|----------|----------------------------|-----------------|------------|----------------|------------------------------|----------------|-------------------|
| | | | DATE IN | DATE OUT | | LABOR & | MATERIAL & | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. YEAR |
| 11.9.42 TO 6.11.42 | | 5,395 | 6.11.42 | 10.11.42 | slight | £ 15 | - | Newport | - | - | 22/42 |
| 10.11.42 TO 2.10.44 | | 79,156 | 2.10.44 | 2.2.45 | slight | £ 449 | £ 490 | Newport | - | 45/2252 | 17/45 |
| 2.2.45 TO 22.8.46 | | 58,397 | 22.8.46 | 23.8.46 | slight | £ 2 | - | Oddgo. mth | - | 46/12309 | - |
| 23.8.46 TO 11.11.46 | 149 661 | 6,713 | 11.11.46 | 18.7.47 | thorough | £ 2474 | £ 2273 | Newport | - | 47/8993 | 64/47 |
| 18.7.47 TO 7.7.49 | | 72,318 | 7.7.49 | 28.10.49 | S. CB. AE. | £ 3388 | £ 2767 | Newport | - | 49/13221 | 9/49 |
| - TO - | | - | 31.10.49 | 3.11.49 | Hot box | | | Newport | - | | |
| - TO - | | - | 25.11.49 | 25.11.49 | Change Booster | | | Newport | - | 50/0926 | 102/49 |
| 28.10.49 TO 27.8.54 | | 144,667 | 30.1.54 | 27.8.54 | thorough | | | Newport | - | 54/12222 | 88/54 |
| 27.8.54 TO | | 100,659 | 25.7.59 | | | | | | | | |
| TO | | <u>467,305</u> | | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | | | | | | | | | | | |
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BROKEN UP... 25/9/59 Newport.

47 X

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | | |
|-----|-------|------------|-------------------|---|--------------------------|-----------|----------|--------|----------------|--------|-------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | DATE |
| 47 | X | 1942 | Newport Workshops | 29,190 ¹⁹⁴ BROKEN UP... 29/9/57 | 27.10.42 | Outside | 22" | 28" | 10/42 | 48,360 | 10/42 |

FOR DESCRIPTION OF BOILER, FIRE BOX, Etc., SEE BOILER CARD No.

| WHEELS | | | | | | | | | | | | JOURNALS | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | | |
|------------|------------------|-------------|--------|--------|---------|---------|--------------|---------|---------|---------|----------|----------|--------|---------|--------|-----------------|----------------|-------------------|---------------|-------------|-----------|--------|-------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | | | | | | | |
| | 5' 1 1/16" | 8 | 6 1/2' | 10 | 9 | 12 1/2' | 9 | 12 1/2' | 9 | 12 1/2' | 9 | 12 1/2' | 9 | 12 1/2' | 6 | 11 | 8600 | 9 | 8 1/2 x 150 | 6 | 10/42 | Nathan | 10/42 |

NOTES

27.10.42 Fitted with Booster
 " " modified front end
 " " smoke deflectors
 " " auto. couplers (tender draft gear) ^{17 1/2"} Gould
 " " electric light (alone)
 " " staff exchanges
 17.5.54 Spring gear altered.
 Bypass Piping altered.
 Nathan Lubricator fitted.

| WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE | | |
|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|-------|----|----|
| COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | | |
| T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | T. | C. |
| 76 | 5 | 0 | 9 | 8 | 0 | 20 | 0 | 0 | 93 | 5 | 0 | 105 | 13 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 188 | 1 | 0 | 19/42 | | |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | | | |
| 72 | 0 | 0 | 9 | 2 | 0 | 19 | 0 | 0 | . | . | . | 101 | 4 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 182 | 12 | 0 | 5/54 | | |

BROKEN UP... 29/9/57 Newport.

47 X

No.

47 X

CLASS

| MILEAGE (BETWEEN OVERHAULS) | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | |
|-----------------------------|--------|----------------------|----------|----------------------------|-----------------|---------|----------------|---------|------------------------------|-------------------|
| PERIOD | TRAIN | TOTAL | DATE IN | | DATE OUT | LABOR £ | MATERIAL £ | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. |
| 27.10.42 TO 16.11.42 | | 3,098 | 16.11.42 | 19.11.42 | slight | £ 10 | - | Newport | - | - 216/42 |
| 19.11.42 TO 4.8.44 | | 66,976 | 4.8.44 | 3.11.44 | slight | £ 491 | £ 100 | Newport | - | 44/14051 152/44 |
| 3.11.44 TO 31.3.47 | 151015 | 81,001 | 31.3.47 | 16.4.48 | through | £ 2440 | £ 5964 | Newport | - | 48/51409 26/48 |
| 16.4.48 TO 15.7.53 | | 182,415 | 15.7.53 | 17.8.54 | Thorough | | | Newport | | 54/6424 2/54 |
| 17.8.54 TO | | 107,251 | 18.8.59 | | | | | | | |
| TO | | <u>440,681</u> | | | | | | | | |
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BROKEN UP. 29/9/59 Newport.

48.X.

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | | TRACTIVE POWER | |
|-----|-------|------------|--------------------|------|--------------------------|-----------|----------|--------|-------|----------------|-------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | DATE |
| 48 | X | 1942 | M. W. P. Workshops | | 17. 11. 42 | outside | 22" | 28" | 11/42 | 39360 | 11/42 |
| | | | | | | | | | | 37040 | 11/54 |
| | | | | | | | | | | 46040 | 11/54 |
| | | | | | | | | | | 48360 | |

CONDEMNED

FOR DESCRIPTION OF BOILER, FIRE BOX, ETC., SEE BOILER CARD No.

307/13

| JOURNALS | | | | | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | |
|-----------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|-----------------|-------------|-------------------|-------------|------|----------------|-------|
| SUPERHEATER A.M. TYPE | | | | | | | | | | | | | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE |
| 8600 | | | | | | | | | | | | | | 9 | | 8 1/2 x 150 | | | Cross Compound | 11/42 |
| 23/1/59 | | | | | | | | | | | | | | | | | | | no. (40) 45 | |
| | | | | | | | | | | | | | | | | | | | W.M. Brake | 11/53 |
| | | | | | | | | | | | | | | | | | | | | |

| WHEELS | | | JOURNALS | | | | | | | | | | | | | |
|------------|------------------|-------------|------------|--------|---------|--------|--------------|--------|---------|--------|----------|--------|--------|--------|--------|--------|
| WHEEL BASE | DIAM. OF DRIVING | NO. COUPLED | SOOTY PONY | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH |
| | 5 1/16 | 8 | 6 1/2 | 10 | 9 | 12 1/2 | 9 | 12 1/2 | 9 | 12 1/2 | 9 | 12 1/2 | 8 | 14 | 6 | 11 |

| NOTES | WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE |
|--|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|-------|
| | COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | |
| | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | |
| 17. 11. 42 Fitted with modified front end. | 76 | 5 | 0 | 9 | 8 | 0 | 20 | 0 | 0 | 93 | 5 | 0 | 105 | 13 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 188 | 1 | 0 | 11/42 |
| " " smoke deflector Gould 175 | 74 | 11 | 0 | 9 | 9 | 0 | 19 | 4 | 0 | - | - | - | 103 | 4 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 185 | 12 | 0 | 2/47 |
| " " auto. couplers running light | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | - | - | - | 102 | 18 | 0 | - | - | - | 82 | 0 | 0 | - | - | - | 184 | 18 | 0 | 11/48 |
| " " shaft & exchangers | 76 | 5 | 0 | 9 | 9 | 0 | 20 | 0 | 0 | - | - | - | 105 | 14 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 188 | 2 | 0 | 11/57 |
| " " & electric light (done) | 73 | - | - | 9 | - | - | 19 | - | - | - | - | - | 101 | - | - | - | - | - | 82 | 8 | 0 | - | - | - | 183 | 8 | 0 | 11/53 |
| " " Boiler | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CONDEMNED

BROKEN UP 23/1/59 MPT.

No.

48 X

CLASS

BROKEN UP 23 / 1 / 59 NPT

| MILEAGE (BETWEEN OVERHAULS) | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | | |
|-----------------------------|---------|----------------------|----------|----------------------------|-----------------|---------|----------------|---------|------------------------------|----------------|-------------------|
| PERIOD | TRAIN | TOTAL | DATE IN | | DATE OUT | LABOR £ | MATERIAL £ | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. YEAR |
| 17.11.42 TO 18.7.44 | | 67,985 | 18.7.44 | 10.10.44 | slight | £ 360 | £ 80 | Newport | - | 44/12791 | 140/44 |
| 10.10.44 TO 14.6.45 | | 23,213 | 14.6.45 | 29.6.45 | slight | | | Newport | - | 45/9393 | 95/45 |
| 29.6.45 TO 3.12.46 | | 52,050 | 3.12.46 | 21.2.47 | slight | £ 530 | £ 505 | Newport | - | 47/4363 | 13/47 |
| 21.2.47 TO 20.2.48 | 160181 | 36,933 | 20.2.48 | 8.11.48 | thorough | £ 3295 | £ 2944 | Newport | - | 48/13572 | 116/48 |
| 8.11.48 TO 27.6.51 | | 91,551 | 28.6.51 | 28.9.51 | slight | | | Newport | | 51/12373 | 113/51 |
| 28.9.51 TO 22.5.53 | 152007 | 60,476 | 12.5.53 | 18.11.53 | thorough | | | Newport | | 53/13679 | 79/53 |
| 18.11.53 TO 18-11-58 | | 108,185 | 18-11-58 | | Broken up | | | Newport | | | |
| TO | | | | | | | | | | | |
| TO | 440,373 | | | | | | | | | | |
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BROKEN UP 23 / 1 / 59 NPT
CONDEMNED

49K

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | | |
|-----|-------|------------|-------------------|------|--------------------------|-----------|----------|--------|----------------|--------------------|------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | DATE |
| 49 | X | 1943 | Newport Workshops | | 8.1.43 | outside | 22" | 28" | 1/43 | 39,760 | 1/43 |
| | | | | | | | | | | with Boiler 46,000 | 1/54 |
| | | | | | | | | | | 48,760 | |

FOR DESCRIPTION OF BOILER, FIRE BOX, ETC., SEE BOILER CARD No.

| WHEELS | | | | | | | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | | |
|------------|------------------|-------------|--------|--------|---------|--------|--------------|--------|---------|--------|----------|--------|--------|--------|--------|-----------------|----------------|-------------------|------------------------------|-------------|-----------|------|------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOILER | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | | | | | | | |
| | 51 1/16 | 8 | 6 1/4 | 10 | 9 | 12 1/4 | 9 | 12 1/4 | 9 | 12 1/4 | 9 | 12 1/2 | 8 | 14 | 6 | 11 | 8,600 | 9 | 6" x 6" compound 8 1/2 x 150 | 1/43 | nathan | 1/43 | |
| | | | | | | | | | | | | | | | | | | | | | | | |

NOTES

8.1.43 Fitted with Boiler
 " " " Smoke deflectors Gould 175
 " " " Auto. Couplers Gould 175 A.L.
 " " " Electric Light (stone) stands
 " " " Staff Exchangers
 " " " Modified front end.

WEIGHT ON ENGINE WHEELS WEIGHT OF ENGINE WEIGHT OF TENDER TOTAL WEIGHT OF ENGINE AND TENDER DATE

| WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE | | |
|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|-------|----|----|
| COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | | |
| T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | T. | C. |
| 76 | 0 | 0 | 9 | 18 | 0 | 19 | 15 | 0 | 93 | 5 | 0 | 105 | 13 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 188 | 1 | 0 | 1/43 | | |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | - | - | - | 102 | 18 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 185 | 6 | 0 | 3/46 | | |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | - | - | - | 102 | 18 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 185 | 6 | 0 | 2/48 | | |
| 74 | 3 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | - | - | - | 102 | 16 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 185 | 4 | 0 | 7/51 | | |
| 73 | 0 | 0 | 9 | 0 | 0 | 19 | 0 | 0 | - | - | - | 101 | 0 | 0 | - | - | - | 82 | 8 | 0 | - | - | - | 183 | 8 | 0 | 10/53 | | |

CONDEMNED

Newport
 BROKEN UP 22/4/59

49X

No.

49. X.

CLASS

CONDEMNED

| MILEAGE (BETWEEN OVERHAULS) | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | | |
|-----------------------------|---------|----------------------|----------|----------------------------|------------------------------|---------|----------------|---------|------------------------------|----------------|-------------------|
| PERIOD | TRAIN | TOTAL | DATE IN | | DATE OUT | LABOR £ | MATERIAL £ | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. YEAR |
| TO | | - | 8.2.43 | 10.2.43 | Tender only | - | - | Newport | - | - | |
| TO | | - | 17.2.43 | 18.2.43 | Tender only | £ 8 | - | Newport | - | - | |
| 8.1.43 TO 2.10.44 | | 68,345 | 2.10.44 | 19.1.45 | Slight | £ 505 | £ 555 | Newport | - | 45/1157 | 6/45 |
| 19.1.45 TO 16.10.45 | | 27,905 | 16.10.45 | 14.3.46 | Slight | £ 457 | £ 414 | Newport | - | 46/5591 | 32/46 |
| 14.3.46 TO 6.5.46 | | 4,824 | 6.5.46 | 15.5.46 | Slight | £ 25 | £ 5 | Bgo. wh | - | 46/6276 | - |
| 15.5.46 TO 6.8.47 | 140 686 | 39,612 | 6.8.47 | 13.2.48 | Thorough | £ 2656 | £ 5644 | Newport | - | 48/4859 | 8/48 |
| 13.2.48 TO 18.2.48 | | 221 | 18.2.48 | 5.3.48 | Red Box ^{no} inside | - | - | Newport | - | 48/6254 | 18/48 |
| 5.3.48 TO 24.7.51 | | 114,622 | 24.7.51 | 7.12.51 | ABCE Rem Tyres | - | - | Newport | - | 52/2492 | 14/51 |
| - TO - | | - | 26.5.52 | 13.6.52 | S. AAC Repair Colm | - | - | Newport | - | 52/11040 | 68/52 |
| 7.12.51 TO 3.3.53 | 155 977 | 40,934 | 3.3.53 | 30.10.53 | Thorough | - | - | Newport | - | 53/13606 | 75/53 |
| - TO - | | - | 22.12.54 | 21.3.55 | NEED. 2 bulks | - | - | Newport | - | 55/4944 | - |
| 30.10.53 TO 30.1.59 | | 106,195 | 30.1.59 | - | | | | | | | |
| TO | | | | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | 402,658 | | | | | | | | | | |
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CONDEMNED

BROKEN UP... 22 / 4 / 59 Npt

50X.

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | | |
|-----|-------|------------|------------------|------|--------------------------|-----------|----------|--------|----------------|---------------------|-------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | DATE |
| 50 | X | 1943 | Murray Workshops | | 12.2.43 | outside | 22" | 28" | | 39360 | |
| | | | | | | | | | | 97,040 | 2/43 |
| | | | | | | | | | | with Booster 46,040 | 11/54 |
| | | | | | | | | | | 48,360 | |

FOR DESCRIPTION OF BOILER, FIRE BOX, ETC., SEE BOILER CARD No.

| | | | | | | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|-----------------|-------------|-------------------|-------------|------|-----------|------|
| Superheated a.m.v. BROKEN UP 13/3/59 NPI | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | |
| | | | | | | | | | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE |
| | | | | | | | | | | 5,600 | 26 | 6" x 8" compound | 12" | 2/43 | Mathan | 2/43 |
| | | | | | | | | | | | | no 28" x 19" | | | | |
| | | | | | | | | | | | | W.K. Brake | | | | |
| | | | | | | | | | | | | 18CC. | 9/52 | | | |

| WHEELS | | | JOURNALS | | | | | | | | | | | | | |
|------------|------------------|-------------|----------|--------|---------|--------|--------------|--------|---------|--------|----------|--------|--------|--------|--------|--------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH |
| | 5.1 1/16 | 8 | 6 1/2 | 10 | 9 | 12 1/2 | 9 | 12 1/2 | 9 | 12 1/2 | 9 | 12 1/2 | 8 | 14 | 6 | 11 |

| NOTES | WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE |
|---|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|-------|
| | COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | |
| | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | |
| 12.2.43 Fitted with Booster (but Booster NOT OPERATIVE) | 76 | 0 | 0 | 9 | 18 | 0 | 19 | 15 | 0 | 93 | 5 | 0 | 105 | 13 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 181 | 1 | 0 | 2/43 |
| " " Modified front end | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | 7/45 |
| " " Smoke Deflectors | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | 12/47 |
| " " Auto Couplers ^{Drop gear manual} _{hook 4 1/2 Light} | 74 | 1 | 0 | 9 | 4 | 0 | 18 | 16 | 0 | . | . | . | 102 | 1 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 184 | 9 | 0 | 9/52 |
| " " Staff Exchangers | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " " Electric Light (stone) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CONDEMNED

BROKEN UP 13/3/59 NPI

51. X.

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | | |
|-----|-------|------------|--------------------|------|--------------------------|-----------|----------|--------|----------------|--------------------------------|---------------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | DATE |
| 51 | X | 1943 | m export workshops | | 2. 7. 43 | outside | 22" | 28 | 7/43 | 39360 with booster 48360 | 7/43 11/54 |

FOR DESCRIPTION OF BOILER, FIRE BOX, Etc., SEE BOILER CARD No. *26*

| WHEELS | | | | | | | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | | |
|------------|------------------|-------------|-------|--------|---------|--------|--------------|--------|---------|--------|----------|--------|--------|--------|--------|-----------------|----------------|-------------------|----------------------------|-------------|-----------|------|------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | | | | | | | |
| | 5. 1 1/16 | 8 | 6 7/8 | 10 | 9 | 12 1/4 | 9 | 12 1/4 | 9 | 12 1/4 | 9 | 12 1/4 | 8 | 14 | 6 | 11 | 8600 | 9 | Gross Compound 8" x 15" | 7/43 | mathan | 7/43 | |

BROKEN UP *26*

NOTES

2. 7. 43 Fitted with staff & exchanger
 " " " modified front end
 " " " smoke deflector
 " " " electric light (stone)
 " " " booster *munay light*
 " " " auto. Coupler (Draft gear *1945*)

| WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE | | | | | | |
|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|------|----|----|----|----|----|-------|
| COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | | | | | | |
| T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | T. | C. | Q. | T. | C. | Q. |
| 76 | 0 | 0 | 9 | 18 | 0 | 19 | 15 | 0 | 93 | 5 | 0 | 105 | 13 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 188 | 1 | 0 | . | . | . | . | . | . | 7/43 |
| 68 | 14 | 0 | 9 | 2 | 0 | 18 | 16 | 0 | . | . | . | 96 | 12 | 0 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | 5/47 |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | . | . | . | . | . | . | 7/48 |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | . | . | . | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | . | . | . | . | . | . | 12/50 |
| 73 | 0 | 0 | 9 | 0 | 0 | 19 | 0 | 0 | . | . | . | 101 | 0 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 183 | 8 | 0 | . | . | . | . | . | . | 8/53 |

No.

51.X.

CLASS

| MILEAGE (BETWEEN OVERHAULS) | | TOTAL | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | |
|-----------------------------|----------|---------|------------------------|-------------------|--------------------------------|-----------------|------------|----------------|------------------------------|----------------|--------------|
| PERIOD | TRAIN | | DATE IN | DATE OUT | | LABOR & | MATERIAL & | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. |
| 2.7.43 TO 27.7.45 | | 84,350 | 27.7.45 slowed time | 7.12.45 7.1.46 | s light 3 studs changed. | £ 424 | £ 444 | newport | - | 46/1829 | 182/45 |
| - TO - | | - | 14.8.46 | 15.8.46 | | - | - | newport | - | 46/13580 | 140/46 |
| 7.1.46 TO 13.5.47 | | 52,124 | 13.5.47 | 13.5.47 | s light | £ 5 | - | Bdgs. nth | - | 47/5476 | - |
| 13.5.47 TO 6.10.47 | 149 630 | 13,156 | 6.10.47 | 2.7.48 | 4 thorough | £ 2398 | £ 6434 | newport | - | 48/9272 | 66/48 |
| 2.7.48 TO 10.7.50 | | 76,776 | 10.7.50 | 19.12.50 | S.AE. Rep of slats | | | Newport. | | 51/1069 | 9/50 |
| 19.12.50 TO 17.4.53 | | 82,786 | 17.2.53 | 30.8.53 | Thorough | | | Newport | | 53/10347 | 55 53 |
| 30.8.53 TO 9.6.59 | 426, 176 | 117,484 | 9.6.59 | - | Break up | | | | | | |
| TO | | | | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | 426, 176 | | | | | | | | | | |
| TO | | | | | | | | | | | |
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BROKEN UP. 26 / 6 / 59 - NPT (59-6801)

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | | TRACTIVE POWER | |
|-----|-------|------------|-------------------|------|--------------------------|-----------|----------|--------|------|----------------|-------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | DATE |
| 52 | X | 1947 | Newport Workshops | £ | 14.2.47 | outside | 22" | 28" | 2/47 | 39360 | 2/47 |
| | | | | | | | | | | 46040 | 11/54 |
| | | | | | | | | | | 48360 | |

CONDEMNED

FOR DESCRIPTION OF BOILER, FIRE BOX, ETC., SEE BOILER CARD No.

Superheated A.M. Type

| WHEELS | | JOURNALS | | | | | | | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | |
|------------|------------------|-------------|------------|-----|---------|---------|--------------|---------|---------|---------|----------|---------|--------|-----|--------|-----|----------------|-----------------|------------------------------------|-------------------|------|--------|-----------|--|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOGIE PONY | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE | |
| | 5' 1 1/16" | 8 | 6 1/4" | 10" | 9" | 12 1/2" | 9" | 12 1/2" | 9" | 12 1/2" | 9" | 12 1/2" | 8" | 14" | 6" | 11" | 8600 | 9 | 6 cross compound 8 1/2 x 15 1/2 | 4 1/2" | 2/47 | Nathan | 2/47 | |
| | | | | | | | | | | | | | | | | | | | 40.00 Parker 8cc | | 4/52 | | | |

NOTES

- 14.2.47 Fitted with Boiler
- " " modified front end
- " " smoke deflector
- " " auto. couplers Gould 175
- " " electric light (stones)
- " " staff changes

CONDEMNED

| WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE | | |
|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|------|----|----|
| COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | | |
| T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | T. | C. |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | 93 | 5 | 0 | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | 2/47 | | |
| 75 | 15 | 0 | 8 | 15 | 0 | 18 | 8 | 0 | | | | 102 | 18 | 0 | | | | 82 | 8 | 0 | | | | 185 | 6 | 0 | 4/52 | | |

Newport 16/4/59
BROKEN UP

52.X

No.

52 X

CLASS

| MILEAGE (BETWEEN OVERHAULS) | | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | |
|-----------------------------|---------|---------|----------------------|----------|----------------------------|-----------------|------------|----------------|------------------------------|----------------|--------------|
| PERIOD | TRAIN | TOTAL | DATE IN | DATE OUT | | LABOR & | MATERIAL & | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. |
| 14.2.47 TO 18.4.51 | | 146,330 | 18.4.51 | 1.4.52 | Thorough | | | Newport. | ' | 52-5886 | 29-52 |
| 1.4.52 TO 16.4.59 | | 160,390 | 6.3.59 | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | 306,720 | | | | | | | | | | |
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CONDEMNED

BROKEN UP 16/4/59
BROK

53 X

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | | |
|-----|-------|------------|-------------------|------|--------------------------|-----------|----------|--------|----------------|--------|-------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | DATE |
| 53 | X | 1947 | Meyport Workshops | | 3. 6. 47 | outside | 22" | 28" | 6/47 | 39360 | 6/47 |
| | | | | | | | | | | 37040 | 11/54 |
| | | | | | | | | | | 146040 | |
| | | | | | | | | | | 248300 | |

BROKEN UP 4/10/57 27-11239

FOR DESCRIPTION OF BOILER, FIRE BOX, Etc., SEE BOILER CARD No.

| WHEELS | | | | | | | | | | JOURNALS | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | |
|------------|------------------|-------------|--------|--------|---------|---------|--------------|---------|---------|----------|----------|---------|-----------------|--------|--------|----------------|-------------|-----------------|------------------|-------------------|---------|------|-----------|--------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | TRAILING RADIAL | | TENDER | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE | | |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | | | | | | | | | DIAM. | LENGTH |
| | 5. 1 1/2" | 8 | 6 1/2" | 10" | 9" | 12 1/2" | 9" | 12 1/2" | 9" | 12 1/2" | 9" | 12 1/2" | 8" | 14" | 6" | 11" | 8600 | 9 | 8 1/2 x 150 (56) | 6/47 | Mathews | 6/47 | | |

Superheater A.M. Type

NPT

NOTES

3. 6. 47 Fitted with Booster
 " " " modified front end
 " " " smoke Deflectors
 " " " auto. Couplers Gould 175
 " " " Electric Light (stone)
 " " " Staff Exchanger

WEIGHT ON ENGINE WHEELS

WEIGHT OF ENGINE

WEIGHT OF TENDER

TOTAL WEIGHT OF ENGINE AND TENDER

| WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE | | |
|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|------|----|----|
| COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | | |
| T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | T. | C. |
| 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | 93 | 5 | 0 | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | 6/47 | | |
| 75 | 0 | 0 | 9 | 0 | 0 | 18 | 1 | 0 | | | | 102 | 1 | 0 | | | | 82 | 8 | 0 | | | | 184 | 9 | 0 | 6/52 | | |

No. 53 X CLASS

| MILEAGE (BETWEEN OVERHAULS) | | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | |
|-----------------------------|---------|---------|----------------------|----------|----------------------------|-----------------|-------------|----------------|------------------------------|----------------|--------------|
| PERIOD | TRAIN | TOTAL | DATE IN | DATE OUT | | LABOR \$ | MATERIAL \$ | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. |
| 27.5.47 TO 28.5.47 | | 124 | 28.5.47 | 3.6.47 | no credit | | | Newport - | - | - | - |
| 3.6.47 TO 30.7.57 | 148 233 | 148,109 | 30.7.51 | 12.6.52 | thorough | | | Newport. | 52-8453 | 52 | 52 |
| - TO - | | - | 18.1.53 | 27.1.53 | Ch Tender | | | Newport | 53-2370 | 2 | 53 |
| 12.6.52 TO 11.10.57 | 114,221 | 114,221 | 2.11.56 | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | | | | | | | | | | | |
| TO | 262,454 | | | | | | | | | | |
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BROKEN UP..... 11 / 10 / 57

54 X

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | TRACTIVE POWER | | |
|-----|-------|------------|--------------------|------|--------------------------|-----------|----------|--------|----------------|--------|------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | DATE |
| 54 | X | 1947 | m export Workshops | | 5. 8. 47 | outside | 22" | 28" | 8/47 | 39,360 | 8/47 |
| | | | | | | | | | | 37,040 | 1/54 |
| | | | | | | | | | | 46,040 | |
| | | | | | | | | | | 48,360 | |

397/13 CONDEMNED

FOR DESCRIPTION OF BOILER, FIRE BOX, Etc., SEE BOILER CARD No. ^{not} ~~.....~~

superheater a.m. type ^{not} ~~.....~~ 7/8/59

| WHEELS | | | | | | | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | | |
|------------|------------------|-------------|-------|--------|---------|--------|--------------|--------|---------|--------|----------|--------|--------|--------|--------|-----------------|----------------|-------------------|---------------|-------------|-----------|--------|------|
| WHEEL BASE | DIAM. OF DRIVING | No. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | RADIAL | | TENDER | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM.) | AIR (DIAM.) | DATE | TYPE | DATE |
| | | | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | DIAM. | LENGTH | | | | | | | |
| | 5. 1 1/2 | 8 | 67 | 10" | 9 | 12 1/2 | 9 | 12 1/2 | 9 | 12 1/2 | 9 | 12 1/2 | 8 | 14 | 6 | 11 | 8600 | 9 | 6.6 | (5 1/2) 20 | 8/47 | mathan | 8/47 |

| NOTES | WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE | | | | |
|----------|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|-----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|-----|----|------------|----|----|------|----|---|-------|--|
| | COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | | | | |
| | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | | | | |
| 5. 8. 47 | Fitted with Boiler | | | | | | | | | 74 | 50 | 0 | 9 | 80 | 0 | 19 | 50 | 0 | 93 | 50 | 0 | 102 | 180 | 0 | 82 | 80 | 0 | 185 | 60 | 0 | 8/47 | |
| " | modified front end | | | | | | | | | 74 | 50 | 0 | 9 | 80 | 0 | 19 | 50 | 0 | | | | 102 | 180 | 0 | 82 | 80 | 0 | 185 | 60 | 0 | 3/50 | |
| " | smoke deflector | | | | | | | | | 74 | 50 | 0 | 9 | 80 | 0 | 19 | 50 | 0 | | | | 102 | 180 | 0 | 82 | 80 | 0 | 185 | 60 | 0 | 2/51 | |
| " | auto. coupler | | | | | | | | | 73 | 120 | 0 | 9 | 20 | 0 | 19 | 0 | 0 | | | | 101 | 140 | 0 | 82 | 80 | 0 | 184 | 20 | 0 | 11/52 | |
| " | draft board | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " | staff exchange | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " | blow L light (stone) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CONDEMNED

not BROKEN UP 7/8/59

No. 54.X

CLASS

| MILEAGE (BETWEEN OVERHAULS) | | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | |
|-----------------------------|-------|---------|----------------------|----------|----------------------------|-----------------|-------------|----------------|------------------------------|----------------|--------------|
| PERIOD | TRAIN | TOTAL | DATE IN | DATE OUT | | LABOR \$ | MATERIAL \$ | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. | "C" FORM No. |
| - TO - | | - | 21.10.47 | 21.10.47 | Tender changed. | | | Newport | - | | |
| - TO - | | - | 6.3.50 | 10.3.50 | Change trlg lbr. | | | Newport | - | 51/3784 | 11/50 |
| 5.8.47 TO 28.7.50 | | 109,614 | 28.7.50 | 19.9.50 | AB. Cyl Reprs | | | Newport | | 51/2887 | 22/51 |
| 9.9.50 TO 13.4.52 | | 35,862 | 13.2.52 | 12.11.52 | Thorough | | | Newport | | 52/14728 | 11/52 |
| - TO - | | - | 3.8.52 | 27.8.52 | S. AB. Rpro 1/2 Gall. | | | Ballet H.H. | | 54/10844 | |
| - TO - | | - | 27.7.56 | 6.9.56 | S.H.B. Colm damage | | | Bago N.H. | | 56/11221 | |
| 12.11.52 TO 12.2.59 | | 142,949 | 12-2-59 | | | | Newport | | | | |
| TO | | 288,425 | | | | | | | | | |
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CONDEMNED
BROKEN UP ^{upt} 7/8/59

55 .X.

| No. | CLASS | DATE BUILT | BUILDER | COST | ENGINE COMMENCED RUNNING | CYLINDERS | | | | TRACTIVE POWER | |
|-----|-------|------------|--------------------|------|--------------------------|-----------|----------|--------|--------|----------------|--------|
| | | | | | | POSITION | DIAMETER | STROKE | DATE | LBS. | DATE |
| 55 | X | 1947. | Newport Workshops. | | 24-10-47. | Outside | 22" | 28" | 10/47. | 39360 | 10/47. |
| | | | | | | | | | | with 27,040 | 11/54 |
| | | | | | | | | | | 248360 | |

| FOR DESCRIPTION OF BOILER, FIRE BOX, ETC., SEE BOILER CARD No. | | | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | |
|--|--|--|--|--|--|--|--|--|--|--|--|-----------------|-------------|-------------------|-------------|------|-----------|--------|
| CONDEMNED | | | | | | | | | | | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM) | AIR (DIAM.) | DATE | TYPE | DATE |
| Superheater | | | | | | | | | | | | 8600 | 9 | 6.6.58 | N. 22/10/47 | | Kathman | 10/47. |
| A.M. Type. | | | | | | | | | | | | | | (8 1/2 x 150) | new | 8/52 | | |
| | | | | | | | | | | | | | | cc. 45 | | | | |

| WHEELS | | | JOURNALS | | | | | | | | | | | | TENDER CAPACITY | | WESTINGHOUSE PUMP | | | INJECTORS | | DATE | |
|------------|------------------|-------------|----------|--|---------|--|--------------|--|---------|--|----------|--|-----------------|--|-----------------|--|-------------------|-------------|--------------|-------------|------|------|------|
| WHEEL BASE | DIAM. OF DRIVING | NO. COUPLED | BOGIE | | LEADING | | INTERMEDIATE | | DRIVING | | TRAILING | | TRAILING RADIAL | | TENDER | | WATER (GALLS.) | COAL (TONS) | STEAM (DIAM) | AIR (DIAM.) | DATE | | TYPE |

| NOTES | WEIGHT ON ENGINE WHEELS | | | | | | | | | WEIGHT OF ENGINE | | | | | | WEIGHT OF TENDER | | | | | | TOTAL WEIGHT OF ENGINE AND TENDER | | | | | | DATE | | | | | | |
|---------------------------------------|-------------------------|----|----|---------------|----|----|------------|----|----|------------------|----|----|------------|----|----|------------------|----|----|------------|----|----|-----------------------------------|----|----|------------|----|----|------|----|----|----|--|--|--------|
| | COUPLED | | | FORWARD TRUCK | | | REAR TRUCK | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | EMPTY | | | ROADWORTHY | | | | | | | | | |
| | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | T. | C. | Q. | | T. | C. | Q. | | | |
| 24-10-47: Littered with Boiler. | 74 | 5 | 0 | 9 | 8 | 0 | 19 | 5 | 0 | 93 | 5 | 0 | 102 | 18 | 0 | . | . | . | 82 | 8 | 0 | . | . | . | 185 | 6 | 0 | | | | | | | 10/47. |
| " " " New type Injector steam valves. | 74 | 5 | 0 | 9 | 10 | 0 | 19 | 0 | 0 | | | | 102 | 15 | 0 | | | | 82 | 8 | 0 | | | | 185 | 3 | 0 | | | | | | | 8/52 |
| " " " Modified front end | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " " " Smoke deflators | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " " " auto Couplers Gould 175 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " " " Staff Exchanger | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " " " Electric Light (Stone) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

BROKEN UP... 5/12/58 NPT

No.

55 X.

CLASS

BU 57
157 129
291 676

| MILEAGE (BETWEEN OVERHAULS) | | IN SHOPS FOR REPAIRS | | NATURE OF REPAIRS EXECUTED | COST OF REPAIRS | | WHERE REPAIRED | | "C" FORM | |
|-----------------------------|-------|----------------------|----------|----------------------------|-----------------|------------|----------------|-------|------------------------------|----------------|
| PERIOD | TRAIN | TOTAL | DATE IN | | DATE OUT | LABOR £ | MATERIAL £ | DEPOT | NAME OF LEADING HAND ERECTOR | REGISTERED No. |
| 24.10.47 TO 22.10.51 | | 157,139. | 22.10.51 | 15.8.52 | | | Newport | | 52-11041 | 73-52. |
| 15-8-52 TO 5-12-58 | | 134,537 | 11-4-58 | - | | | | | | |
| 15 TO | | 291,676 | 15.5.58 | | | | | | | |
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BROKEN UP 5/12/58 NPT.