

## Malta Railway

### Locomotives

#### Metre Gauge Locomotives

No	Type	Cylinder size in.	Drivers wheels dia	Maker	Weight	Works No	Date
1	0-6-0 T	10.5 x 18	3ft 0 in	Manning Wardle	22 tons	842	1882
2	0-6-0 T	10.5 x 18	3ft 0 in	Manning Wardle	22 tons	843	1882
3	0-6-0 T	10.5 x 18	3ft 0 in	Manning Wardle	22 tons	844	1883
4	0-6-0 ST	13.0 x 19	3ft 2 in	Black Hawthorn	23 tons	753	1884
5	2-6-2 T	15.0 x 20	3ft 3 in	Manning Wardle	39 tons	1243	1891
6	2-6-4 T	15.0 x 20	3ft 3.5 in	Manning Wardle	39 tons	1261	1892
7	2-6-4 T	14.25 x 20	3ft 3.5 in	Beyer Peacock	35.5 tons	3678	1895
8	2-6-4 T	14.25 x 20	3ft 3.5 in	Beyer Peacock	35.5 tons	3852	1896
9	2-6-4 T	14.25 x 20	3ft 3.5 in	Beyer Peacock	35.5 tons	4163	1899
10	2-6-4 T	14.25 x 20	3ft 3.5 in	Beyer Peacock	35.5 tons	4719	1903

The locomotives were painted dark olive green with black wheels and frames. The smokebox was also painted black and the buffer beams were painted vermilion. Each locomotive carried a brass oval number plate with the brass number raised on a red background.

Locomotives 1 to 3 normally hauled 4 or 5 carriages up the 1 in 60 bank from Valletta to Birkirkara and 4 carriages up the 1 in 40 bank up to Notabile.

Locomotive 4 normally hauled 5 or 6 carriages.

Locomotives 5 & 6 were almost twice the weight of the earlier locomotives and could haul up to 10 carriages.

Locomotives 7 to 10 being more powerful normally hauled up to 10 carriages and at festivals as many as 12. During the First World War troop trains composed of more than 12 carriages were common running non stop from Valletta to Museum with locomotive 4 used as a banker.

The 7 mile line was single track throughout with run arounds at Valletta and Museum stations and passing loops at other stations. The locomotives were oriented with the smokebox of locomotives 2 & 8 facing Valletta terminus. Locomotives 1, 3, 4, 5, 6, 7, 9 & 10 smokebox facing Museum terminus. It soon became apparent that the 42 lbs. per foot rails were insufficient for the heavier locomotives and a program of replacement with more substantial 60 lbs. per foot rails was started.