

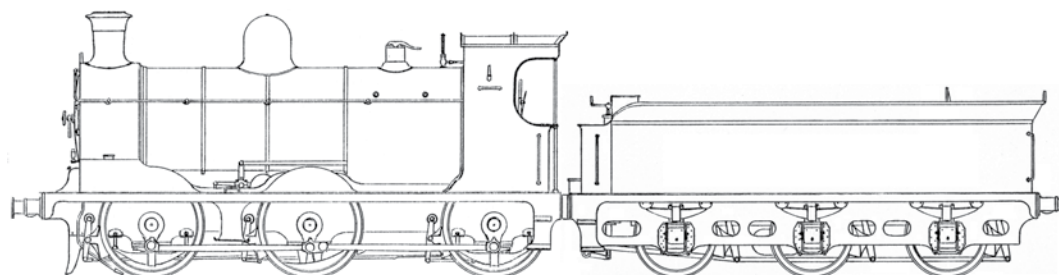
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'True Line' kits in etched brass

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CL02/2a Caledonian Railway Classes 812 & 652 0-6-0 locomotive and tender



C.R. numbers 282-293, 325-328, 652-659, 661-665, 812-878

L.M.S. numbers 17550-17645

Prototype notes

Prototype Notes

Section 1 Introduction

Having, by the kind permission of the author and the Caledonian Railway Association, used John Sinclair's excellent article on the "Braby Pugs" published by the C.R.A. in their first Journal as the prototype notes for my first locomotive kit, I feel that I have set myself a high standard to follow. While I hope these notes will go some way to meet this standard they should be seen simply as notes to accompany a locomotive kit. Little new research has been involved and, in scientific terms, they are mostly a literature search bringing together previously published sources (some of which are now difficult to obtain) which are freely acknowledged in the bibliography at the end of these notes. If anyone takes exception to any statement or has any further information or personal experiences to add they are invited to get in touch with me (my address is on the front page). Any such information will be used to revise future editions of these notes for everyone's benefit.

Section 2 The Classes Described

Introduced in 1899, the Class 812 0-6-0 was an enlarged version of the famous Class 709 "Jumbo" which was first built in 1883 by Drummond and which continued to be built in batches until 1897. The new class had a 6" longer wheelbase (3" in each section), enlarged cylinders and were fitted with boilers of a type first designed for the Class 721 "Dunalastair I" in 1896 although with the dome and safety valves repositioned. These boilers were designated type N51 by the LMS. The cab (including the shape of the cab cut out) was similar to that of the Class 766 "Dunalastair II" 4-4-0s but shortened by some 6". The similarity is not really surprising as they were the next tender locomotives built at St. Rollox following the "Dunalastair IIs".

The engines of the first batch (Y54) were fitted with Westinghouse brake, carriage heating equipment and screw couplings to enable them to work passenger turns. It seems that it was only after nationalisation that the Westinghouse equipment was replaced with Vacuum brake equipment. The remaining engines were steam braked and fitted with single link couplings for goods train working. The brake rigging was inside the wheels as it had been on the later batches of "Jumbos" which were built under McIntosh's auspices and it operated either a 9" diameter steam cylinder or a 15½" diameter air cylinder mounted vertically below the rear of the footplate.

Other standard features and fittings included gravity sanding, Vacuum Oil Co. sight feed lubricators, Gresham and Craven No 9 injectors, phosphor bronze slide valves placed vertically between the cylinders and flat faced pistons. The latter were used in preference to Drummond's conical type to keep down production costs.

The blower valve on the left hand side of the smokebox was operated by a rod passed through the hand rail on that side to a handle in the cab. The blower itself was a simple perforated pipe encircling the blast pipe top and connected to the valve which was supplied from the dome.

At the turn of the century the Caledonian found itself (in common with many other railways) to be short of engines suitable for mineral traffic largely due to an upswing in the fortunes of the coal industry. With St. Rollox fully committed to other work, it turned to three outside contractors around Glasgow to build a total of 50 more engines to the Class 812 drawings. Presumably the work was spread around the three contractors (Neilson Reid, Sharp Stewart and Dübs) to get the locomotives delivered more quickly, or perhaps the contractors themselves were already heavily committed to other clients and none of them could handle another order for 50 engines. So far as can be traced from the respective companies' order books, these orders were placed on December 29th 1898. The Neilson Reid order is annotated that the first two engines were to be delivered in August 1899 and then at a rate of not less than four per month. The first Sharp Stewart engines were to be delivered in April 1900 and then continue at a rate of eight per month or better. The engines from the outside contractors differed from the original batch only in having Drummond style numberplates (the originals having the McIntosh type) and three link couplings.

Later, in 1908, came the engines of the 652 Class which were, once more, built at St. Rollox. These differed in only a few details from the Class 812 viz :-

- a) The cab cut out was a continuous curve like that of the Class 766 "Dunalastair III" 4-4-0s and indeed of the basic form that the Caley used to the end,
- b) The frames were strengthened above the driving axle to counter a tendency for the frames to fracture near the horn gaps on that axle,
- c) The shape of the reversing rod was revised as a consequence of the modified frame shape, and
- d) Laminated springs were used on the driving axle to reduce the liveliness of the ride caused by the coil springs used on the Class 812.

All of these engines were steam braked only.

Number 664 was the first engine to be fitted with McIntosh's patent spark arrester which kept the lower boiler tubes free from cylinders as well as preventing live coals from being thrown from the chimney. Unlike many patent devices fitted to steam locomotives on various railways around this time, the spark arrester proved successful and in 1909 a start was made fitting the device as engines passed through the works. It became a standard fitting on many classes of McIntosh locomotives and those engines noted thus * in the Number and Allocation Table were so fitted.

Section 3 External changes

These locomotives were remarkably consistent in external appearance throughout their lives the only real exception to this was the gradual substitution of Ross Pop safety-valves. A few also received flat top domes in later years and smokeboxes became noticeably riveted in many cases.

During the 1912 coal strike numbers 285 and 292 were temporally fitted to burn oil using the Holden system. The same two engines were again fitted to burn oil in 1921, this time using Scarab equipment.

Some engines were fitted with driving wheel sandboxes below the footplate for tender first working. Photographs show that these included 17551, 57570, 17596 (1928), 17605, 17627, 17640 (1947) and 57560. The numbers given are those borne by the locomotive in the photograph concerned and the date of the photograph is given in brackets where known.

Section 4 Duties

When new, the passenger turns of the Westinghouse fitted batch Y54 included the fast Clyde coast services to Gourock and Wemyss Bay from Glasgow Central before the introduction of the Class 908 4-6-0s in 1906. As can be seen from the numbering and allocation table they also worked in the Perth, Dundee and Aberdeen districts where they were often used for excursion work.

The remainder found employ on the longer distance medium/heavy goods traffic throughout the system from Carlisle to Perth. Many were to be found hauling mineral trains from the Lanarkshire coal field.

The engines noted † in the Number and Allocation Table were fitted with vacuum ejectors and through pipes while those noted †† were so fitted in 1904. This was primarily to enable them to work fast fish traffic from the north of Scotland.

Both classes, if indeed a distinction can really be made between the Class 812 and the Class 652 since such difference as did exist was merely cosmetic, lived long and prospered. Many were drafted to the G.&S.W.R. and Highland sections in later L.M.S. days and in B.R. ownership they spread their field of operation still further becoming not unused to ex-N.B. and G.N.o.S. sheds. In fact they were major workhorses all over Scotland before their ultimate withdrawal in 1963 with the coming of the dreaded diesels. Some proof of this statement can be derived by looking at the mileages achieved by these engines. The least travelled (C.R. number 661) accrued 1002170 miles while the first of the class, number 812, managed some 1574248 miles prior to withdrawal. For these two engines this equates to a minimum of about 18559 miles per year and a maximum of about 25188 miles per year - both akin a well thrashed rep.'s car which is replaced every 2 to 3 years except that these engines kept on giving service for some

50/60 years !

Section 5 Locomotive Dimensions

Height above rail :

Chimney : 12'11"
Boiler centre line : 7'9"

Width over :

Running plate : 7'8"
Cab sides : 6'6"

Length over buffers (E & T) : 51'1³/₄"
Total weight in working order : 45T 13³/₄cwt.
Total weight when empty : 42T 1cwt.
Tractive effort (@ 85% WP) : 20 169lb.
Horse power : 537.
Power units : 45.02.
% brake (E & T) : 49.8%.
Minimum radius : 4.5 chains.

Frames and motion :

Frame length : 25'3"
Frame thickness : 1"
Coupled wheelbase : 7'9" + 9'0"
Wheel diameter : 5'0", 16 spoke
Cylinder size : 18¹/₂" by 26"
Cylinder centres : 2'4¹/₂"
Port length : 18"
Steam port breadth : 1⁵/₈"
Exhaust port breadth : 3³/₄"
Valve lap : ¹¹/₁₆"
Connecting rod length : 6'6"
Eccentric length : 4'11"
Driving journal length : 7¹/₂"
Driving journal diameter : 8¹/₂"

Boiler :

Max. external diameter : 4'9¹/₄"
Length between tubeplates : 10'3¹/₂"
Tubes
Diameter at Firebox : 1³/₄"
Diameter at Smokebox : 11³/₁₆"
Number : 275
Outer firebox casing length : 6'5"
Depth of firebox below boiler centre line
Front : 5'6"
Rear : 5'0"
Working pressure : 160 lb.in⁻²
Heating surface :
Tubes : 1284.45 feet²
Firebox : 118.78 feet²
Grate area : 20.63 feet²

Total : 1403.23 feet²

Section 6 Tenders

All locomotives were originally coupled with 3000 gallon, 6 wheel tenders and there was little swapping especially in the early days. In the late '40s some received very similar (except for higher tank sides) 3570 gallon tenders. These had originally been built for locomotives of classes 178, 600, 908 and 918. When these classes were scrapped in the later '20s their tenders were transferred to 4-4-0 locomotives displacing bogie tenders whose large capacity was no longer required after the installation of water troughs and the relegation of the locomotives to secondary duties. These 4-4-0s were themselves scrapped in the '40s allowing the tenders to go third-hand to locomotives of the 812 and 652 classes. The original 3000 gallon tenders from these locomotives were themselves reused behind Class 709 "Jumbos" allowing the scrapping of older, smaller capacity tenders.

In B.R. days tender swapping became much more common and more than a little haphazard. Confirmed examples include:

L2 Tenders - received from the 294 class in BR days. They look similar to the M1 type as there were 5 rivets long the bottom and top of the tank but the chassis had fewer and also elongated holes between the axels boxes.

57554 Confirmed on 02/08/1957 and again in April 1960. Known to have a M1 type tender c1945.

57586 Loco still had original type in August 1937 but gained the L2 type some time prior to 1953. A 1961 photo shows it still with this type, just one month before it was withdrawn.

57590 In 1952 loco still had the original type but sometime post 1956 (dated as such because of the 'Ferret & Dartboard' totem) acquired a L2 tender.

57607 Acquired by March 1957 it was replaced by a P2 type by August 1961.

57615 Acquired by 27/07/1953 it was replaced again by the original type by 22/05/1962.

57618 Original type was still present on the 17/02/1950 but some time prior to 1960 the L2 type had been gained.

M1 Tenders - received from a 721 'Dunalastair I' class. Plates at the front end were higher to match the engine's cab. One way to identify them is that there were 5 rivets horizontally spread out along the bottom and top of the tank.

17554 c1945, by April 1960 it was running with a L2 type. A photo taken in 1957 also looks like its the same L2 type, certainly the tank height looks lower though the angle makes it hard to fully confirm.

57581 Acquired by 1957. Loco kept this until withdrawal, though prior to gaining it ran with a P2 type.

M3 Tenders - originally from the 600, 908, 918 and 179 classes. They had higher tanks than the ones used on the 812, 652, 30 and 34 classes.

57575 Acquired by October 1947 and still running with it on 16/05/1951 the loco had reverted to M2 type by 28/07/1958 carrying the 'Cycling Lion' totem.

57577 Acquired by 19/08/1962.

57614 Acquired by 1960 and sometime after 1953, the loco still had it by 1962 and given its withdrawal date in October that same year is likely to have been scrapped with it. This M3 type has a higher horizontal lip along the bottom of the tank than usual.

57633 Acquired by 1952 and sometime after 1929

M4 Tender? Built exclusively for the nine strong 55 class, though most (if not all) of these later ended up on the 294 class.

57642 Acquired by August 1952. By the 28/07/1958 it had been replaced with a P2 type. Type is queried as in the photo there are visible very small holes in the frames between the axles whereas as built the frames were solid.

P2 Tenders - received from Pickersgill's 300 class. These were very similar to the 812/652 tenders but featured coal grills and slightly higher front side plates to match the engine's cab.

57557 Acquired by 1959. Loco was withdrawn in September 1962 so quite possible it still had this type at that point.

57571 Acquired by 1957 and loco still had it in September 1960 and probably through to withdrawn in April 1962.

57576 Acquired by 1953 and withdrawn with this type.

57581 Acquired by c1950s, a previous photo c1938 showed still with original type but by 1957 a M1 type had been substituted and this was retained.

57583 Acquired by 10/07/1959. Loco still had original type on the 4th of June 1949.

57589 Acquired by 17/08/1955. Loco still had original type on the 30th of April 1936.

57595 Acquired by 13/04/1958. Highly likely loco kept this type when withdrawn in November 1959. Loco still had original tender type on the 31st of August 1939.

57596 Acquired by 1959. Photo taken 16/09/1957 and prior photos going back to 1927 show original type.

57601 Acquired by 18/08/1962 and sometime after 1952, the loco withdrawn with this type.

57607 Acquired by August 1961 and sometime after March 1959 when it was photographed with a L2 tender.

57611 Acquired some time after c1934 when it was photographed in much better condition and without dog clips. By the 31/03.1961 an original type had replaced the P2 type again.

57622 Acquired by 23/06/1957 and after 31/08/1936. By 22/05/1961 it has reacquired an original type with which it is fairly likely it withdrawn in July 1962.

57640 Acquired some time after 27/07/1953 (photo is post 1956 livery). Loco still had this type on the 22/05/1961 and was withdrawn in November that same year.

57642 Acquired by 28/07 1958. L2 type has replaced the mystery M4 type seen in 1952. Loco still seen with this type on the 1st of April 1961, withdrawn on the 16th of July 1962.

57643 Acquired by March 1959. Only other photo of this member shows it in the pre-1928 livery and with original type.

There is one small mystery concerning these tenders in that the Neilson Reid drawing shows the toolbox running along the length of the tender but all photographs which I have available show the toolbox sighted across the tender just behind the coalplate. Unfortunately the Mitchell Library does not hold the negative of the official Neilson Reid photograph (was one taken ?) and those from Dübs and Sharp Stewart have both been heavily retouched to blank out the background rendering the toolbox invisible. I am thus left wondering if any tenders ever had the toolbox sited in the position shown in the original drawing. Was the resiting a late change to the specification or an early change once the engines were in service ?

Section 7 3000 Gallon Tender Dimensions

Wheelbase	: 6'6" + 6'6"
Outside frames :	
Length	: 22'1"
Depth	: 2'4 ³ / ₄ "
Tank outside dimensions :	
Length	: 20'0"
Breadth	: 7'1 ¹ / ₄ "
Depth	: 3'7 ¹ / ₂ "
Inside well	
Length	: 15'1 ¹ / ₄ "
Breadth	: 4'0"
Platform width	: 7'8"
Wheel diameter	: 4'0", 12 spoke
Coal capacity	: 4 ¹ / ₂ tons
Water capacity	: 3000 gallons
Weight in working order	: 37T 18cwt.
Weight when empty	: 19T 10cwt.

Section 8 Livery

The initial 17 Westinghouse fitted locomotives were classified as mixed traffic locomotives and so qualified for the C.R. passenger blue livery. This was likely to be Prussian blue prior to 1906 and Ultramarine afterwards although the change would not have happened overnight - as with any change of livery policy the old and new styles would coexist for several years. Lining, consisting of a black band 1K" wide edged either side by a white line ³/₁₆" wide, was applied to cab front and sides, splashers, sandboxes, boiler bands (note that the width of the black band effectively meant the bands were painted black and edged with a white line), tender sides and ends below the coal flare, tender side front panels and gangway doors. A continuous black line edged with white on its inside was painted right round the top and bottom of the coal flare. The cab roof, smokebox, chimney, toolboxes, tender front end and tender interior were all painted black. Polished parts included the smokebox door hinges, handle and wheel, the whistle, washout plugs, handrails and cab spectacles although it was not uncommon for individual crews to polish other parts such as the edges of the wing plates. The buffer beams, valances and step brackets (but not the steps themselves which were black) were painted crimson lake and lined

white inside black. The buffer housings were also painted crimson lake with a band of standard lining near the front end. The upper half of the cab interior was painted a creamy yellow colour and the lower half black. When new the angle of the cab roof facing the tender may have been painted red but this practice seems to have been discontinued no later than 1906.

The outside of the frames were painted black with vermilion used for the insides. The motion plate, and axles were also vermilion. The bosses, spokes and rims of the wheels were painted blue to match the superstructure and sometimes, after 1919, white lined tyres were to be seen. On the tender, the outside of the frames and the spring hangers were crimson lake edged in black with a white line between the two. The springs and axleboxes were black .

A vermilion panel, edged with white, was applied to the front buffer beam between the buffers and the letters C.R. (with a square full stop between them) appeared on this panel to the left of the hook and the number to the right in gilt with a red shading below and to the left. The number also appeared in gilt on the tender rear and the rear buffer beam given the vermilion panel. The crest was applied to the tender sides flanked by the letters C and R. The number plate was carried on the cab side and surrounded on the cab panel by a black border which was edged with a white line to the outside.

The base colour of the remaining engines was black in C.R. days but with very similar lining treatment to that outlined above except that "standard goods lining" was a $\frac{3}{16}$ " red line (to the outside) and a $\frac{3}{16}$ " white line spaced $1\frac{3}{8}$ " apart with the black base colour showing between. The boiler bands were given a red line down the centre and edged with white and the valances were black lined red outside white. All the parts which were crimson lake on the passenger specification were now black as were the wheels. The buffer beams were all vermilion edged in black with a white line between the two colours. Insignia was the same as for the blue engines except that the number plates were simply surrounded by a white line.

After the demise of the Caley all the locomotives became plain black, devoid of any lining but always with vermilion buffer beams.

In L.M.S. days, prior to 1928 the locomotive number was carried in large gold leaf figures on the tender side with the letters LMS carried on a small vermilion panel (which could either have rounded or cut-away corners) on the cab side. The figures were 18" high and the panel had cut-out corners. Smokebox number plates were normally carried at this time. There were very few exceptions to this standard among these locomotives in this period.

1928 saw a change of livery policy which placed the number on the cabside in either 12" or 14" figures and LMS on the tender side, normally at 53" spacing. The 14" figures were probably used initially to use up stocks of old transfers with the change to the 'official' 12" numbers coming later. Smokebox numberplates were officially dispensed with at this time and the "3F" power classification mark began to appear in $2\frac{1}{4}$ " figures just below the cab-side horizontal handrail. Originally gold shaded with black transfers were used but these were superseded in about 1937/8 by yellow shaded with red transfers which were only 10" high in the case of the numbers. Wartime repaints were often hand lettered in yellow over the outline of the old transfers.

Confirmed liveries during the post 1928 period include :-

18" figures on tender side, standard cab panel

17551/553/554/562/569/571/604/606/623/625/630/632/633/643

18" figures on tender side, round cornered cab panel

17572/574/579/581/583/540

Gold/Black insignia, 12" numerals on cab side

17557/558/563/564/565/567/570/572⁺/574/576/578/580/581/582/584/590/591/599^x/600/604^{*}
/606/616/617/622/623/626/627/635/636/638/639/644

Gold/Black insignia, 14" Midland style numerals on cab side

17551/571/608/610/611^x/613^x/615/618/621/631^x

Yellow/Red insignia, 10" numerals on cab side

17553^x/558^x/566/577/593^{x*}/595/596^x/604/605/609^x/611^{x*}/620/624^x/625/645

Plain Yellow insignia, 10" numerals on cab side

17552[§]/554⁺/561/575[§]/607^x

Notes :

^x Flat top dome

[§] 3570 gallon tender ex-600 class

^{*} Pickersgill 3000 gallon tender ex-300 class

⁺ 3570 gallon tender ex-721 (Dunalistair I) class (c 1945)

The B.R. livery continued the placing of the number on the cab side, now executed in cream figures, with the crest on the tender side. Smokebox number plates were once again carried and the power classification usually appeared in small cream figures over the number on the bunker side.

Section 9 Number and Works Plates

As previously mentioned two types of Caledonian number plate were to be seen on these locomotives depending on where they were built :-

- 1) "Drummond" style which was an engraved brass oval plate 17½" by 11" with sunken figures and lettering which were filled with black wax. The plate was bordered by a sunken line which also filled with black wax.
- 2) "McIntosh" style which was a cast brass oval plate 18" by 11½" with raised figures, lettering and border. The background of these plates could be blue or red (which seems to have disappeared by 1922) with some sources also listing black as a possibility.

The plates were lettered as shown in the sketches below. In both cases the height of the locomotive number was 3⅞" and the large lettering on the "Drummond" plate was 2" high.



"Drummond"



"McIntosh"

Works plates were not originally carried by the St. Rollox built engines as the information was incorporated in the number plate however in L.M.S. days small oval works plates with raised lettering were fitted on the front sandbox. These were rather anachronistically lettered as illustrated below with the third row being the year of building — i.e. many a year before the formation of the L.M.S.!



The Dübs engines carried a small diamond shaped works plate, whose shape is said to derived from the mark on the bricks from which Dübs' Queens's Park works (or as it was known in these days Glasgow

Locomotive Works) were built, on the central wheel splasher. This was lettered in four rows as shown with the second line being the works number and the fourth the year of building.



The engines from both Neilson Reid and Sharp Stewart carried an oval plate on the central wheel splasher lettered as shown in the sketches.



On the Neilson Reid plates the second line was the works number while on the Sharp Stewart plates the fourth line consisted of the works number and the year of building.

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Jim Smellie

Last revision August 2017

CR No	1918 No	LMS No	Order No	Works		New	Allocation				With-drawn	
				No	Delivered		c1921	c1934	end 1947	1950		1959
812		17550	St. Rollox Y54		05/99	Polmadie	Polmadie	Dairy Road	Dairy Road	Dairy Road		12/62
813		17551	St. Rollox Y54		05/99	Greenock	Greenock	Greenock	Greenock			07/48
814		17552	St. Rollox Y54		05/99	Greenock	Greenock	Greenock	Greenock	Greenock	Greenock	12/59
815		17553	St. Rollox Y54		06/99	Polmadie	Polmadie	Dairy Road	Dairy Road	Polmadie	Ladyburn	10/59
816		17554	St. Rollox Y54		06/99	Polmadie	Balornock	Balornock	Balornock	Balornock	Dawsholm	06/60
817		17555	St. Rollox Y54		06/99	Polmadie	Polmadie	Polmadie	Polmadie	Polmadie	Polmadie	11/62
818		17556	St. Rollox Y54		06/99	Greenock	Greenock	Greenock	Greenock	Greenock	Greenock	04/58
819		17557	St. Rollox Y54		06/99	Balornock	Balornock	Balornock	Balornock	Balornock	Balornock	09/62
820		17558	St. Rollox Y54		06/99	Balornock	Balornock	Balornock	Balornock	Balornock	Balornock	09/60
821		17559	St. Rollox Y54		07/99	Dairy Road	Dairy Road	Dairy Road	Dairy Road	Dairy Road	Dairy Road	09/61
822		17560	St. Rollox Y54		07/99	Dairy Road	Dairy Road	Corkerhill	Corkerhill	Corkerhill	Dairy Road	09/61
823		17561	St. Rollox Y54		07/99	Dundee	Dundee	Corkerhill	Corkerhill	Corkerhill		07/49
824		17562	St. Rollox Y54		07/99	Perth	Perth	Corkerhill	Corkerhill	Corkerhill	Hurlford	05/62
825		17563	St. Rollox Y54		07/99	Dundee	Dundee	Dumfries	Dumfries	Dumfries	Polmadie	12/61
826		17564	St. Rollox Y54		08/99	Polmadie	Polmadie	Polmadie	Polmadie	Polmadie	Polmadie	09/61
827		17565	St. Rollox Y54		08/99	Aberdeen	Carstairs	Dairy Road	Dairy Road	Dairy Road	Dairy Road	12/62
828		17566	St. Rollox Y54		08/99	Aberdeen	Aberdeen	Corkerhill	Corkerhill	Corkerhill	Ardrassan	08/63
829		17567	Neilson Reid E829	5613	12/99	Carlisle	Carlisle	Dundee	Dundee	Dundee	Beattock	11/47
830		17568	Neilson Reid E829	5614	12/99			Tay Bridge	Tay Bridge	Tay Bridge		12/63
831		17569	Neilson Reid E829	5615	12/99	Carstairs	Carstairs	Carstairs	Carstairs	Ayr	Ayr	11/62
832		17570	Neilson Reid E829	5616	12/99	Carlisle	Carlisle	Hurlford	Hurlford	Hurlford	Hurlford	08/61
833		17571	Neilson Reid E829	5617	12/99	Carlisle	Kingmoor	Hurlford	Hurlford	Oban	Oban	04/62
834		17572	Neilson Reid E829	5618	12/99	Carlisle	Motherwell	Hurlford	Hurlford	Hurlford	Hurlford	06/63
835		17573	Neilson Reid E829	5619	12/99	Carlisle	Carlisle	Hurlford	Hurlford	Hurlford	Hurlford	11/57
836		17574	Neilson Reid E829	5620	12/99	Carlisle	Kingmoor	Hurlford	Hurlford	Hurlford	Hurlford	06/48
837		17575	Neilson Reid E829	5621	12/99		Kingmoor	Corkerhill	Corkerhill	Corkerhill	Inverness	09/59
838		17576	Neilson Reid E829	5622	12/99	Dairy Road	Motherwell	Dairy Road	Dairy Road	Dairy Road	Stirling South	09/61
839		17577	Neilson Reid E829	5623	04/00	Perth	Perth	Ardrassan	Ardrassan	Ardrassan	Hurlford	07/62
840		17578	Neilson Reid E829	5624	04/00	Carstairs	Carstairs	Dairy Road	Dairy Road	Dairy Road	Hurlford	11/48
841		17579	Neilson Reid E829	5625	04/00	Balornock	Balornock	Ardrassan	Ardrassan	Ardrassan	Ardrassan	11/61
842		17580	Neilson Reid E829	5626	04/00	Balornock	Balornock	Corkerhill	Corkerhill	Corkerhill	Ayr	11/61
843		17581	Neilson Reid E829	5627	04/00	Carlisle	Motherwell	Polmadie	Polmadie	Polmadie	Polmadie	11/63
844		17582	Neilson Reid E829	5628	04/00		Motherwell	Motherwell	Motherwell	Motherwell	Motherwell	09/57

CR No	1918 No	LMS No	Order No	Works		New	Allocation				With-drawn	
				No	Delivered		c1921	c1934	end 1947	1950		1959
845	17583	Neilson Reid	E829	5629	04/00		Carstairs	Carstairs	Carstairs	Carstairs	Carstairs	11/61
846	17584	Neilson Reid	E829	5630	04/00		Carlisle	Motherwell	Motherwell			06/49
847	17585	Neilson Reid	E829	5631	05/00		Carlisle	Carlisle	Inverness	Wick	Wick	11/61
848	17586	Neilson Reid	E829	5632	05/00			Carstairs	Kingmoor			
849	17587	Sharp Stewart	11504634	08/00			Aberdeen	Grangemouth	Inverness	Avimore	Avimore	06/61
850	17588	Sharp Stewart	11504635	08/00			Aberdeen	Motherwell	Inverness	Helmsdale	Helmsdale	07/62
851	17589	Sharp Stewart	11504636	08/00			Dundee	Dundee	Corkerhill	Motherwell	Motherwell	12/57
852	17590	Sharp Stewart	11504637	08/00			Dundee	Dundee	Corkerhill	Corkerhill	Corkerhill	10/56
853	17591	Sharp Stewart	11504638	08/00			Dundee	Dundee	Ardrrossan	Ardrrossan	Ardrrossan	09/63
854	17592	Sharp Stewart	11504639	08/00			Carlisle	Hamilton	Forres	Inverness	Avimore	06/61
855	17593	Sharp Stewart	11504640	08/00			Aberdeen	Motherwell	Kingmoor	Dawsholm	Balnornock	08/63
856	17594	Sharp Stewart	11504641	08/00			Carlisle	Carlisle	Motherwell	Motherwell	Motherwell	11/61
857	17595	Sharp Stewart	11504642	08/00			Carlisle	Kingmoor	Corkerhill	Ayr	Inverness	12/62
858	17596	Sharp Stewart	11504643	08/00			Dundee	Grangemouth	Motherwell	Motherwell	Motherwell	11/59
859	17597	Sharp Stewart	11504644	08/00			Carlisle	Dundee	Corkerhill	Corkerhill	Ayr	09/62
860	17598	Sharp Stewart	11504645	08/00			Perth	Carlisle	Avimore	Inverness	Avimore	04/62
861	17599	Sharp Stewart	11504646	08/00			Perth	Kingmoor	Kingmoor	Kingmoor	Kingmoor	10/46
862	17600	Sharp Stewart	11504647	08/00			Dalry Road	Perth	Motherwell	Motherwell	Motherwell	11/59
863	17601	Sharp Stewart	11504648	08/00			Greenock	Dalry Road	Dumfries	Dumfries	Dumfries	12/63
864	17602	Dübs E3880	3880	04/00			Perth	Greenock	Dumfries	Dumfries	Dumfries	12/62
865	17603	Dübs E3880	3881	04/00			Carstairs	Princes Pier	Dumfries	Dumfries	Dumfries	12/62
866	17604	Dübs E3880	3882	05/00			Perth	Perth	Grangemouth	Carstairs	Polmadie	03/62
867	17605	Dübs E3880	3883	05/00			Perth	Perth	Carstairs	Carstairs	Carstairs	12/62
868	17606	Dübs E3880	3884	05/00				Perth	Carlisle	Dawsholm	Dawsholm	05/60
869	17607	Dübs E3880	3885	05/00			Dalry Road	Motherwell	Motherwell	Motherwell	Motherwell	09/48
870	17608	Dübs E3880	3886	05/00			Dalry Road	Dalry Road	Dawsholm	Dawsholm	Dawsholm	03/63
871	17609	Dübs E3880	3887	05/00			Dalry Road	Dalry Road	Carstairs	Carstairs	Carstairs	12/62
872	17610	Dübs E3880	3888	05/00			Carlisle	Dalry Road	Hamilton	Hamilton	Hamilton	07/60
873	17611	Dübs E3880	3889	05/00			Dalry Rd	Carlisle	Carlisle	Carlisle	Carlisle	11/46
874	17612	Dübs E3880	3890	05/00			Greenock	Kingmoor	Ayr	Ayr	Ayr	11/62
875	17613	Dübs E3880	3891	05/00			Ladyburn	Ayr	Dawsholm	Dawsholm	Dawsholm	04/62
876	17614	Dübs E3880	3892	05/00			Greenock	Greenock	Carstairs	Carstairs	Carstairs	09/62
							Ladyburn	Greenock	Ayr	Ayr	Ayr	10/62

CR No	1918 No	LMS No	Order No	Works No	Delivered	New	Allocation				With-drawn
							c1921	c1934	end 1947	1950	
877		17615	Dübs E3880	3893	05/00		Polmadie	Ayr	Ayr	Ayr	07/63
878		17616	Dübs E3880	3894	05/00		Perth	Ayr			05/48
282H		17617	St. Rollox Y58		09/99		Balornock	Balornock	Balornock	Balornock	09/62
283H		17618	St. Rollox Y58		09/99		Balornock	Carstairs	Carstairs	Carstairs	03/62
284		17619	St. Rollox Y58		09/99		Carstairs	Polmadie	Polmadie	Greenock	06/61
										Ladyburn	
285		17620	St. Rollox Y58		09/99		Balornock	Forres	Forres	Forres	06/62
286		17621	St. Rollox Y58		09/99		Balornock	Dumfries	Dumfries	Dumfries	04/62
287		17622	St. Rollox Y58		10/99		Dalry Road	Inverness	Polmadie	Polmadie	07/62
288		17623	St. Rollox Y58		10/99		Dalry Road	Dumfries	Dumfries	Dumfries	11/61
289		17624	St. Rollox Y58		10/99		Balornock	Corkerhill			05/49
290		17625	St. Rollox Y58		10/99		Dalry Road	Inverness	Polmadie	Polmadie	07/63
291		17626	St. Rollox Y58		10/99		Balornock	Carlisle	Carstairs	Carstairs	03/62
								Kingmoor			
292		17627	St. Rollox Y58		11/99		Balornock	Ayr	Ardrossan	Ardrossan	11/63
293		17628	St. Rollox Y58		11/99		Ayr	Ardrossan	Ayr	Ayr	02/60
652†		17629	St. Rollox Y87		03/08	Carlisle	Ardrossan	Inverness			09/48
653†		17630	St. Rollox Y87		03/08		Dundee	Hamilton	Polmadie	Hamilton	11/63
654		17631	St. Rollox Y87		03/08	Carlisle	Perth	Balornock	Balornock	Balornock	09/62
423*	655	17632	St. Rollox Y89		06/08		Grangemouth	Polmadie	Carlisle	Avimore	11/61
								Kingmoor			
656		17633	St. Rollox Y87		03/08	Carlisle	Ayr	Ayr	Ayr	Ayr	12/61
657†		17634	St. Rollox Y87		03/08	Carlisle	Motherwell	Avimore	Inverness	Keith	08/63
658†		17635	St. Rollox Y86		06/08	Carlisle	Carlisle	Carstairs	Carstairs	Carstairs	03/62
								Kingmoor			
659		17636	St. Rollox Y86		06/08	Carlisle	Motherwell	Dumfries			12/48
662		17637	St. Rollox Y86		08/08	Carlisle	Carlisle	Hurlford	Hurlford	Hurlford	12/61
								Kingmoor			
663		17638	St. Rollox Y86		09/08	Carlisle	Grangemouth	Motherwell	Motherwell	Motherwell	10/59
664*		17639	St. Rollox Y86		09/08	Carlisle	Grangemouth	Greenock	Greenock		09/48
								Ladyburn			
665†		17640	St. Rollox Y87		06/08		Ayr	Ayr	Ayr	Ayr	11/61
325*		17641	St. Rollox Y89		06/08	Polmadie	Ardrossan	Polmadie			04/48
326*		17642	St. Rollox Y89		06/08	Aberdeen	Grangemouth	Forfar	Inverness	Stirling South	07/62
327*		17643	St. Rollox Y89		06/08	Carlisle	Carlisle	Hurlford	Hurlford	Hurlford	09/62
								Kingmoor			
328*		17644	St. Rollox Y89		06/08	Polmadie	Corkerhill	Ayr	Ayr	Ayr	09/62
460*	661	17645	St. Rollox Y89		06/08	Dalry Road	Dalry Road	Dalry Road	Dalry Road	Dalry Road	11/62