

“Yorkshire Tanks” or “Yorkies”

By Peter Sheppard

North British Railway Reid Class M [LNER Class C15] 4-4-2 tank engines.

The following information was obtained mainly but not exclusively from Yeadon's Register of LNER Locomotives Volume 40 which is referred to hereafter as “Yeadon”.

The North British Railway used the Yorkshire Engine Company of Leeds to build a class of 30 4-4-2 tank engines. This led to them being nicknamed as above. The first was built in 1911; eleven more were built in 1912 with the remaining 18 being completed in 1913.

The locomotives became part of the LNER and in that company's 1946 renumbering were given numbers 7452 to 7481. In 1948 all entered British Railways and were allocated numbers 67452 to 67481 inclusive. However numbers 7461, 7465, 7470 and 7471 were withdrawn by BR without receiving the BR number.

Some were renumbered but never received the BR lined black livery. Examples overhauled in early BR days were given lined black livery with the words “BRITISH RAILWAYS” on the side tanks i.e. no crest. Some received the incorrect curly 6 but this was corrected in some cases. The number plates on the smoke box doors were all cast with the correct Gil sans 6.

Some received lined black livery with the early crest. Again some received the incorrect curly six but this was usually corrected later.

Only one (67460) received the late crest although this was applied with the lion facing incorrectly to the front on the right hand tank side. This error was never corrected. See Yeadon page 65.

The attached table shows the numbers and BR liveries carried.

In BR days none of the class was allocated to sheds in the Edinburgh area. Of those which received the BR lined livery with an emblem the nearest allocations to Edinburgh were 67459, 67463, 67472 and 67473 all at Polmont. 67473 also spent just over a year based at Bathgate. 67456 was allocated to Grangemouth.

Notes for modellers

1. Westinghouse cylinders

The first 11 had these fixed to the front of the right hand side tank whereas the remaining 19 had the equipment fitted to the right side of the smokebox. By early 1928 ten of the original eleven had been altered so that they were similar to the other 19. For some reason one (which became BR No. 67462) was not altered and it kept the cylinders on the front of the right hand side tank until withdrawal on 18 June 1954 (see photograph in Yeadon Page 49). Where the cylinders were fitted to the smokebox originally the exhaust pipe entered the smokebox above the centre line. By BR days this had been altered so that it entered at the base of the smokebox (see pictures in Yeadon Page 50).

2. Push-pull equipment

This equipment was initially fitted to two locomotives Nos. 67460 and 67475. However when 67475 was withdrawn the equipment was transferred to No. 67474. The equipment was fitted on the left hand side of the smokebox. A photograph appears in Yeadon at Page 51.

3. Safety Valves.

The originals were large Ross valves but by BR days all had been fitted with smaller Ross pop safety valves.

4. Smokebox wing plates.

Four locomotives had these removed in the 1920s but they were all reinstated by the LNER so a model in BR days would show these as present.

5. Bunker coal rails.

As built the locomotives had open coal rails but these were plated in the 1920s. A BR model would have the plated coal rails.

6. Bunker hand rail and step.

Originally the locomotives had a handrail centrally fixed on the back of the bunker. However this was later altered so that by BR days all had the rail in a higher position with an additional centrally positioned footstep. See photograph in Yeadon Page 61

7. Smokebox and Smokebox door.

a) Hand rail

In BR days two locomotives Nos. 67452 and 67481 had a curved handrail on the smokebox door. See photograph in Yeadon Page 52. No others were so fitted.

b) Lamp iron.

The top lamp iron originally was fixed at the top centre of the front of the smokebox. In some cases this was lowered to a position on the smokebox door above the numberplate. Photographs (mainly in Yeadon) show this lower position for the lamp iron on Nos. 67452, 67455, 67459, 67463, 67468, 67474, 67475, 67476, 67477, 67479 and 67481. Yeadon reports that Nos. 67460 and 67466 were withdrawn with the lamp iron in the higher position.

c) Snap head rivets

In BR days some had snap head rivets on the smokebox. This is definitely so for the last two survivors Nos. 67460 and 67474 which had these when withdrawn in 1960. Nos. 7461, 67455 and 67476 are also known to have had them.

8. Chimney

The original Reid type tapered outwards slightly to the top. 67460 still had this type in 1952. Most of the class had acquired the parallel sided Chalmers type by BR days.

9. Buffer beam lamp irons.

Trains running in the Edinburgh district had a separate system of lamp codes until 1925. Some locomotives therefore were fitted with additional lamp irons. Although there was no use for them after 1925 they were left in situ for many years. No. 67455 still had them when withdrawn in 1955.

10. Frame lifting holes

67476 was the only one fitted with lifting holes on the frame. See photograph in Yeadon page 56.

11. Vacuum Brake pipes

Until 1938 the front vacuum pipe was short and placed behind the buffer beam. From 1939 a taller standpipe was used and placed in front of the buffer beam. Additional pipes were fitted to the push pull fitted locomotives.

Yorkie tanks - NBR Class M and LNER Class C15 4-4-2T

Numbers carried				BR Livery Details	Date Withdrawn
NB	LNER	LNER 1946	BR		
1	9001	7452	67452	(1) BR lined black with "BRITISH RAILWAYS" (2) BR lined black livery with early emblem	10-Feb-56
2 & 2B	9002	7453	67453	Never carried BR lined black livery	28-Jan-54
3	9003	7454	67454	BR lined black with "BRITISH RAILWAYS" (curly 6 on bunker May 53)	10-Jun-54
4	9004	7455	67455	Never carried BR lined black livery (LNER curly 6 on tank)	11-Feb-55
5	9005	7456	67456	BR lined black livery with early emblem	30-Sep-54
122	9122	7457	67457	BR lined black livery with early emblem	28-Jun-55
131	9131	7458	67458	BR lined black with "BRITISH RAILWAYS" (curly 6 on bunker)	16-Mar-56
134	9134	7459	67459	BR lined black livery with early emblem	04-Oct-55
135	9135	7460	67460	(1) Unlined black with "BRITISH RAILWAYS" (curly six on bunker) (2) BR lined black livery with early emblem (3) BR lined black with late emblem (facing incorrectly on right side)	01-Apr-60
141	9141	7461	7461	Never received BR number or livery	18-Dec-54
155	9155	7462	67462	Never carried BR lined black livery	18-Jun-54
164	9164	7463	67463	(1) Unlined black with "BRITISH RAILWAYS" (curly six on bunker) (2) BR lined black livery with early emblem	09-Sep-55
6	9006	7464	67464	BR lined black with "BRITISH RAILWAYS"	31-Aug-53
12	9012	7465	7465	Never received BR number or livery	19-Nov-54
15	9015	7466	67466	BR lined black livery with early emblem (curly 6 on bunker)	18-Apr-56
25	9025	7467	67467	BR lined black with "BRITISH RAILWAYS"	16-Mar-55
41	9041	7468	67468	Never carried BR lined black livery (LNER curly 6 on tank)	21-Oct-53
43	9043	7469	67469	BR lined black livery with early emblem	03-Sep-54
48	9048	7470	7470	Never received BR number or livery	06-Dec-54
53	9053	7471	7471	Never received BR number or livery	04-Dec-52
265	9265	7472	67472	(1) BR lined black with "BRITISH RAILWAYS" (2) BR lined black livery with early emblem	18-Apr-56
267	9267	7473	67473	BR lined black livery with early emblem	18-Dec-54
309	9309	7474	67474	(1) LNER curly 6 on side tank (2) BR lined black livery with early emblem	12-Apr-60
16	9016	7475	67475	(1) BR lined black with "BRITISH RAILWAYS" (2) BR lined black livery with early emblem	22-Apr-54
26 & 26B	9026	7476	67476	BR lined black with "BRITISH RAILWAYS" (curly 6 on bunker)	15-Sep-54
39	9039	7477	67477	Never carried BR lined black livery (curly 6 on side tank 31 May 52)	14-Sep-54
51	9051	7478	67478	BR lined black with "BRITISH RAILWAYS"	22-Feb-56
64	9064	7479	67479	Never carried BR lined black livery (NE curly 6 on tank)	29-Jan-54
102	9102	7480	67480	BR lined black livery with early emblem (curly 6 on bunker May 53)	22-Feb-56
133	9133	7481	67481	Never carried BR lined black livery (LNER curly 6 on tank)	03-Feb-56