

Class J72s in Scotland

The North Eastern Railway produced an 0-6-0 shunting tank locomotive to a design by Wilson Worsdell. It was known as Class E1. The first ten locomotives were built in December 1898. Sixty five more had been built or ordered by 1922 making a total of 75 taken into LNER stock at the 1923 grouping. After the grouping the LNER classified these locomotives as Class J72 which is the name they are commonly known by today. Ten more were built by the LNER in 1925. The design was successful, so much so that 28 more were built by British Railways between 1949 and 1951.

The details are as follows

NER then LNER Nos. 462,1715,1718,1721,1722,1732,1744,1746,1761,and 1770 (BR Nos. 68670 to 68679).

These were the first ten locomotives to be built at Darlington in December 1898 to a design by Wilson Worsdell.

NER then LNER Nos. 1720,1728,1733,1734,1736,1741,1742,1747,1749,and 1763 (BR Nos.68680 to 68689).

The second batch of ten locomotives built by Darlington in March and April 1899.

NER then LNER Nos. 2173 to 2192 inclusive (BR Nos. 68690 to 68709).

Vincent Raven improved the Worsdell design making the bunker larger, the frames deeper, Ross pop safety valves replaced the Ramsbottom type. Wooden "sandwich" buffer beams replaced the steel ones. Twenty locomotives to this improved design were built by Darlington from August to November 1914.

NER then LNER Nos. 2303 to 2312 inclusive (BR Nos. 68710 to 68719).

further ten locomotives were built to the Raven improved design October to December 1920.

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NER then LNER Nos. 2313 to 2337 inclusive (BR Nos. 68720 to 68744).

further 25 locomotives to the Raven improved design were ordered from Armstrong Whitworth of Newcastle upon Tyne. These were delivered from April to October 1924.

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NER then LNER Nos. 500,512,516,524,542,566,571,574,576, and 581 (BR Nos. 68745 to 68754).

A further ten locomotives to the Raven improved design were built at Doncaster in November and December 1925.

BR Nos 69001 to 69028 inclusive.

A further 28 locomotives were built by British Railways at Darlington and these went into traffic between 31 October 1949 and 12 May 1951. They were a slightly modernised version of the Raven improved design.

Thus the class eventually totalled 113 locomotives.

13 of these 113 J72 locomotives are known to have worked regularly in Scotland.

The first to arrive was based at St.Margaret's, Edinburgh for four months in 1924. In 1932 four were sent to Keith and Kittybrewster depots on 15 March 1932. Two more were sent from Sunderland to

Kittybrewster on 22 December 1934. A further two were sent to Eastfield, Glasgow on 11 Feb 1939. Four of the later built locomotives came to Scotland on 3 Feb 1952.

The specific locomotives are

British Railways Number	North Eastern Number	LNER Number	
68682	1733	8682	Built Darlington March 1899. Allocated to St.Margaret's 10 July 1924 to 12 November 1924
68700*	2183	8700	Built Darlington October 1914. Allocations: Keith 15 March 1932 to 4 April 1932 Kittybrewster 5 April 1932 to 13 January 1956 Keith 14 January 1956 to 2 December 1958 withdrawal date.
68709*	2192	8709	Built Darlington November 1914. Had a stovepipe chimney fitted from 1949 to 1962 withdrawal. Allocations: Eastfield 11 February 1939 to 19 January 1958. Kipps 20 January 1958 to 21 March 1961. Polmadie 22 March 1961 to 23 April 1961. Hamilton 24 April 1961 to 26 February 1962 withdrawal date.
68710*	2303	8710	Built Darlington October 1920 Allocations: Keith 15 March 1932 to 4 April 1932 Kittybrewster 5 April 1932 to 5 March 1959 withdrawal date.
68717*	2310	8717	Built Darlington November 1920 Allocations: Kittybrewster 15 March 1932 to 7 April 1934 Thornton Junction 7 April 1934 to 11 December 1943 Kittybrewster 12 December 1943 to 2 April 1961 Polmadie 3 April 1961 to 16 May 1961 Motherwell 17 May 1961 to 8 November 1961 withdrawal date
68719*	2312	8719	Built Darlington December 1920. Retained wheel and handle to open smokebox door until withdrawal. Allocated to Kittybrewster 15 March 1932 to 24 January 1961 withdrawal date.
68733*	2326	8733	Built Armstrong Whitworth, Newcastle in May 1922. Allocations: Eastfield 11 February 1939 to 19 January 1958. Kipps 20 January 1958 to 26 March 1961 Polmadie 27 March 1961 to 2 April 1961 Motherwell 3 April 1961 to 15 October 1961 Hamilton 16 October 1961 to 16 July 1962 withdrawal date.
68749*	542	8749	Built Doncaster – to traffic 15 December 1925 Allocated to Kittybrewster from 22 December 1934 to 16 August 1960 withdrawal date.

68750*	566	8750	Built Doncaster – to traffic 16 December 1925 In 1945 at Inverurie works this locomotive exchanged chimneys with class Y9 locomotive No.10094 and this was never reversed. As 10094 is now No.68095 and resides in the museum at Bo’ness this J72 chimney may still be seen! Allocations: Kittybrewster 22 December 1934 to 2 April 1961 Polmadie 3 April 1961 to 16 May 1961 Motherwell 17 may 1961 to 15 October 1961 Hamilton 16 October 1961 to 24 June 1962 Dumfries 25 June 1962 to 17 December 1962 withdrawal date.
69012	-	-	Built Darlington – to traffic 23 December 1949 Allocated to Thornton Junction from 3 February 1952 to 21 February 1961 withdrawal date.
69013	-	-	Built Darlington – to traffic 28 December 1949 Allocations: Thornton Junction from 3 February 1952 to 16 December 1957 St.Margaret’s 17 December 1957 to 28 February 1961 Polmadie 1 March 1961 to 15 June 1961 Motherwell 16 June 1961 to 22 January 1962 withdrawal date
69014*	-	-	Built Darlington – to traffic 29 December 1949 Allocated to St.Margaret’s 3 February 1952 to 19 February 1962 withdrawal date.
69015	-	-	Built Darlington – to traffic 30 December 1949 Allocations: Parkhead 3 February 1952 to 22 February 1961. Motherwell 23 February 1961 to 14 September 1961 withdrawal date.

*Locomotive fitted with shunters steps and handrail on bunker sides- a particularly Scottish feature. No. 68709 had a much shorter and higher handrail than the others.

Livery details of the J72s based in Scotland

In the LNER era the locomotives in Scotland were plain black. The insignia LNER and numerals were in shaded lettering.

From July 1942 the initials LNER were shortened to NE as a war time economy measure. All were treated this way. A picture of 8709 in this style appears in Yeadons Register of LNER locomotives volume 43A.

From January 1946 LNER was restored. Nos. 8719, 8733 and 8750 were given this style but the nationalisation on 1 January 1948 should have stopped any further such changes. However on 4 March 1948 8749 left Inverurie works in this style even though LNER had ceased to exist 9 weeks earlier!

In the British Railways era the locomotives were painted plain black.

Most of the older locomotives got the lettering "BRITISH RAILWAYS" the exceptions being 68733 and 68749 which never received it. In 1949 No. 68749 appeared with smokebox numberplate and number on bunker sides but with plain black side tanks with no lettering or emblem.

All eventually got the BR emblem; the newer locomotives 69012 to 69015 had it from new.

The only ones known to have received the later BR crest were 68750 and 69012. The crest on the right hand side of 68750 faced the wrong way and was never corrected.

The standard positioning of the numerals for small tank locomotives dealt with by Darlington was centrally on the side tanks below the lettering, emblem or crest. Thus the four 1949 built locomotives came to Scotland in this style. The standard positioning of the numerals by Inverurie was on the bunker side so when the four locomotives went through Inverurie works for overhaul the positioning of the number was altered from tank to bunker.

For those locomotives fitted with a shunters handrail on the bunker sides it was necessary to position the numerals on the bunker at a slightly higher level than on the others. This was markedly so for 68709 as it caused both the side tank lettering and number to look awkwardly placed.

In respect of lettering it appears that all the Scottish J72s were given the correct Gil sans lettering on the smokebox numberplate. I have photographs to demonstrate this with the exceptions of 68717 and 68733. The four 1949 locomotives had correct smokebox numberplates from new.

In respect of the lettering on the bunkers Nos. 68709 and 68710 are both known to have received the incorrect curly 6 and 9 in 1948. These were corrected later.

In BR ownership the J72's were increasingly used as station pilots and for carriage heating. They were also used on short local passenger trains. In order to undertake this work it was necessary to fit the locomotives with vacuum ejector equipment. The last eight, Nos 69021 to 69028, were fitted with this from new. 41 other members of the class were fitted with this equipment. None of the J72's based in Scotland were modified in this way.

Models

Models are available in O Gauge as part of DJH's Piercy kits range, if preferred they can be purchased from DJH ready to run.

In OO gauge Mainline originally produced a model, somewhat marred by a large motor filling the cab. However a much later and much improved version is now produced by Bachmann.

