

LNER Class L1

By Peter Sheppard

BR Nos. 67701 to 67800

Hornby have recently produced models of the LNER class L1 2-6-4 tank locomotives. Four models in different liveries have already been issued and a fifth, a later BR crest and weathered version, will follow soon.

The models are as follows:

R2912 and R2912X

This is a model of the second class L1 locomotive released to traffic on 22 January 1948 and numbered 9001. It is in LNER apple green livery and correctly bears the insignia LNER even though the railways had been nationalised 3 weeks previously. It operated in this form for a matter of days being renumbered E9001 before the end of January 1948. On 15 May 1948 it was renumbered again to 67702 with the numerals on the side tanks but the locomotive still carried the lettering LNER and lined apple green livery. During the very few days the model depicts the locomotive it was based at Stratford. It remained green until an overhaul at Darlington was completed on 25 Nov 1950. R2912x is DCC fitted.

R2913 and R2913X.

This is a model of No. 67772 in as built livery (to traffic 25 Nov 1949) i.e. BR lined black with the early BR emblem. It had correct Gil sans numerals on the bunker and smokebox door. It had a Casual/heavy overhaul at Darlington from 10 Feb to 25 Mar 1958 during which the early emblem was replaced by the crest. It was withdrawn on 13 Nov 1961. During the period in this livery the locomotive was based at Neasden until 7 Mar 1954 when it was transferred to Grantham until 16 May 1954 when it returned to Neasden for a further period until transferred to Kings Cross on 30 Sep 56 and then to Hornsey on 29 Sep 1957.

R2914 and R2914X

This a model of No.67722 in the last BR lined black livery which it ran in from 30 April 1957 to its withdrawal on 5 October 1961. In 1957 it had the incorrect crest facing to the front on the right hand side. This may have been corrected but this is not recorded in Yeadon's Register so that would need photographic verification. During the period in this livery it was based at Stratford until 8 Feb 1959 when it was transferred to Cambridge until its withdrawal on 5 Oct 1961.

R2959 and R2959x

This is a model of No. 67717 as it was in the period when it had LNER apple green livery but carried a BR number and bore the lettering "BRITISH RAILWAYS". It was the first to enter traffic in that form, on 30 April 1948 and probably remained in that livery until its first general overhaul at Darlington 27 Jun to 28 Aug 1950. It was shedded at Neasden during the period it was green.

R3007 and R3007x

This model was announced in December 2010 and is part of the 2011 catalogue. It is intended that it will be in BR black livery with the late BR crest which the locomotive carried from May 1958 to withdrawal. It will be the weathered version. The Hornby website shows it carrying the number No.67759. This is an interesting choice because No 67759 as originally built had one of the boilers that required a boiler patch plate. The model as illustrated on the website is correct in not having the patch plate because by the time it had the later crest the locomotive had gained a non patch plate boiler from 67781. 67759 also had the split running plate as depicted on the illustration. According to my records this locomotive was one of the ones which got a crest on the right hand side which wrongly faced the front of the locomotive. A photograph of the locomotive in this condition appears in Yeadon's Register of LNER Locomotives Volume 16 page 63. This error was not corrected by withdrawal on 8 October 1962. It will be interesting to see if Hornby's model accurately depicts this. From new (29 Dec 1948) the locomotive was given a smokebox door numberplate with incorrect curly numerals 6 and 9. It still has these in the photograph mentioned above. It was probably never corrected to Gil sans 6 and 9. In the period it is modelled, save for 10 weeks in Autumn 1958 at West Hartlepool, the locomotive was based at Thornaby until 19 November 1961 when it was moved to Low Moor, near Bradford from where it was withdrawn and then cut up at Darlington in Feb 1963.

Notes for modellers

If you are considering changing the number on one of the above models take great care which model you purchase.

The prototype No. 9000 later No.67701 was built at Doncaster 3 years before the other 99, which were not built at Doncaster, and as a result it has numerous detail differences. The Hornby models would need a lot of detail alteration. As R2913 is different from the other Hornby L1 models (of which more below) it would be the least suitable for conversion to the prototype.

Models R2912, R2914 and R2959 are all suitable for conversion to Nos. 67702 to 67730.

Running plates

Model R2913 is more appropriate for Nos. 67731 to 67800. The reason for this is that (similar to the LMS "Duchesses") the L1 class had two types of running plate. Nos. 67701 to 67730 had a single running plate including a curved section in front of the cylinders. Nos. 67731 to 67800 had a split running plate with no curved section. Model R2913 and the proposed R3007 are the only ones with the split running plate.

Westinghouse brakes

Nos. 67701 to 67739 all had Westinghouse brake equipment. The cylinders were mounted ahead of the right hand tank. No. 67721 had this removed at a repair at Darlington completed 19 April 1962.

This equipment is included on R2912, R2914 and R2959 but a model of any of Nos. 67731 to 67739 would have to have this equipment added to a basic R2913 split running plate loco.

Steps

67701 to 67730 had bar iron steps whereas 67731 to 67800 had substantial plated steps. The models depict this. Model R2913 and the proposed R3007 have the more substantial type whereas the other three have the bar iron type.

Boiler patch plate.

The 35 locomotives Nos. 67731 to 67765 inclusive were built by NB and had a slightly different boiler. These could be identified by a patch plate in front of the safety valves. The first thirty and the last thirty five locomotives were not built with this type of boiler. However the boilers were interchangeable so many of those not built with such a boiler actually ran for a while with one. It would be best to check from a photograph as to whether this detail needs to be added. Only R2914, a model of 67722, depicts this. Although 67722 was not one of the 35 listed as being built with a Patch plate, in Apr 57 it acquired the boiler off 67731 so the model correctly includes the patch plate.

Destination board brackets

Nos. 67701 to 67739 all had destination board brackets fitted to the smokebox door and the bunker end for use when working suburban trains out of London Liverpool St. Station. Other members of the class were noted with them as a result of exchanges of smokebox doors. Judging from the Hornby website pictures none of the Hornby models appear to have these brackets.

Electric lighting

Many of the locomotives were fitted with electric lighting. It is best to check photographs to ascertain whether a particular locomotives was so fitted in the period being modelled. However it is known that Nos. 67731 to 67765 were all fitted with electric lighting when built. The difficulty is that some had it removed later. All the Hornby models are fitted with the lighting.

Liveries and smokebox numberplates

The first 22 locomotives all carried LNER green. The prototype No. 9000 (later 67701) initially bore the letters "N E" on the side tanks below which the number was placed. The lettering was later altered to LNER. Nos. 9001 to 9003 (67702 to 67704) were put into traffic with the lettering "LNER" on the side tanks below which was the number. The next nine came out with the numbers E9004 to E9012 (later to become 67705 to 67713 inclusive. They had "BRITISH RAILWAYS" on the side tanks and the number on the bunker. The next three were similar to the previous nine but were numbered 69013 to 69015 which was quickly altered to 67714 to 67716. No.67717 was so numbered from new but otherwise followed the pattern of the previous twelve.

67701 to 67717 were not initially fitted with smokebox numberplates but they were all fitted with them subsequently. I have only been able to trace photographs of a few of them to ascertain the style.

67718 to 67722 were built with LNER lined apple green livery and with smokebox numberplates with incorrect curly 6 and 9. They had the lettering "BRITISH RAILWAYS" on the side tanks and incorrect numerals on the bunker.

67723 to 67765 were all built with BR lined black livery and with smokebox numberplates with incorrect curly 6 and 9. They had the lettering "BRITISH RAILWAYS" on the side tanks and incorrect numerals on the bunker.

67766 to 67800 were all built with correct Gil Sans smokebox number and BR emblem on side tanks and correct numerals on the bunker.

A few of those given incorrect numberplates subsequently had correct Gil sans ones fitted but most retained the incorrect ones to withdrawal.

One unique livery variation was No. 67711 which ex Darlington 21 October 1949 was still in LNER lined apple green livery but with correct BR Gil sans number on the bunker and BR emblem on the side tanks. It had no smokebox numberplate and correct Gil sans numerals on the buffer beam! It was like this until an overhaul at Darlington, completed 10 Feb 1951, when it was repainted lined black.

Another unique variation was No. 67742 which in lined black livery on 25 June 1949 was the subject of experimentation with an exceptionally large 28 inch high BR lion and wheel emblem on the side tanks. It ran like this until 15 August 1950 when it went into Darlington works and emerged 22 September with a 15½ inch emblem which became the standard.

LNER Class L1 2-6-4 Tank locomotives
 Chart showing livery and insignia details

Lined Apple Green						British Railways Lined Black						Withdrawn	Remarks	
Lettered						smokebox plate number style				emblem	late crest			
NE	LNER	BRITISH RAILWAYS				unknown	Curly 6	Gill Sans 6	date of style		incorrect [Both facing forward]	correct [Both facing left]		
9000	29-May-45	07-Jun-46	-		67701	15-May-48		67701	15-Dec-48	29-Mar-51	12-Sep-57	11-Jul-60	04-Dec-60	
9001	-	22-Jan-48	E9001	?? Jan 48	67702	15-May-48		67702	-	25-Nov-50	24-Jun-58	-	31-Oct-60	
9002	-	23-Jan-48	-		67703	29-May-48		67703		15-Oct-50	-	01-Oct-60	16-Sep-62	
9003	-	06-Feb-48	-		67704	01-May-48	67704			11-Nov-50	23-Oct-57	29-Jan-60	28-Nov-60	
			E9004	19-Feb-48	67705	24-Apr-48	67705			18-Nov-50	15-May-58	-	04-Dec-60	
			E9005	20-Feb-48	67706	24-Apr-48		67706		04-Nov-50	09-Jul-58	-	04-Dec-60	
			E9006	27-Feb-48	67707	24-Apr-48	67707			26-Oct-49	-	29-Jan-59	30-Jun-61	
			E9007	03-Mar-48	67708#	08-May-48		67708		12-Jan-51	-	-	04-Dec-60	# incorrectly renumbered 7708 for a few days
			E9008	08-Mar-48	67709	08-May-48	67709			06-Mar-51	-	26-Nov-59	04-Dec-60	
			E9009	18-Mar-48	67710	19-Mar-48		67710		30-Mar-51	-	17-Dec-60	08-Oct-62	
			E9010	19-Mar-48	67711	24-Apr-48		-		21-Oct-49	-	-	-	No smokebox numberplate
								67711		10-Feb-51	09-Oct-58	-	04-Dec-60	
			E9011	25-Mar-48	67712	21-Jul-48	67712			05-May-51	03-Jun-57	-	04-Oct-61	
			E9012	01-Apr-48	67713	01-May-48	67713			17-Nov-50	10-Jul-57	-	05-Oct-61	
			69013	09-Apr-48	67714	08-May-48		67714		07-Feb-50	-	02-Jun-59	04-Dec-60	
			69014	09-Apr-48	67715	08-May-48	67715			28-May-50	-	09-Jun-60	28-Feb-62	
			69015	16-Apr-48	67716	15-May-48		67716		11-Sep-50	-	08-Jan-60	16-Sep-62	
					67717	30-Apr-48		67717		28-Aug-50	-	09-Dec-58	31-Jul-61	
					67718	07-May-48		67718		01-Jul-50	26-Jun-58	22-Dec-59	13-Nov-61	
					67719	13-May-48		67719		02-Jan-50	-	07-Jan-59	30-Jun-61	
					67720	14-May-48		67720		14-Sep-50	13-Aug-58	-	12-Feb-62	
					67721	25-May-48		67721		01-Nov-50	-	16-Feb-60	25-Nov-62	
					67722	26-May-48		67722		12-May-51	26-Apr-57	-	05-Oct-61	
								67723	10-Jun-48	21-Mar-51	-	20-Feb-59	16-Sep-62	
								67724	11-Jun-48	29-Nov-50	-	30-Sep-59	16-Sep-62	
								67725	25-Jun-48	23-Dec-50	17-Jun-58	-	04-Dec-60	
								67726	02-Jul-48	09-Jan-51	-	23-Feb-59	28-Nov-60	
								67727	08-Jul-48	21-Jan-51	-	22-Jun-60	11-Jan-62	
								67728	08-Jul-48	24-Jan-51	-	-	25-Sep-61	
								67729	16-Jul-48	23-Dec-50	-	20-Oct-59	16-Sep-62	
								67730	06-Aug-48	21-Feb-51	16-May-57	05-Sep-60	30-Aug-62	
								67731	26-Oct-48	08-Jun-51	-	24-Mar-60	16-Sep-62	
								67732	28-Oct-48	05-Jun-51	-	08-Jun-59	06-Jul-61	
								67733	01-Nov-48	18-Apr-51	11-Oct-57	06-May-59	08-Oct-62	
								67734	03-Nov-48	29-Apr-51	11-Aug-58	-	16-Sep-62	
								67735	05-Nov-48	25-May-51	-	22-Apr-60	16-Sep-62	
								67736	08-Nov-48	17-Jul-51	-	-	04-Dec-60	
								67737	10-Nov-48	16-Feb-51	-	27-Aug-59	30-Aug-62	
								67738	12-Nov-48	07-Jul-50	17-Oct-58	-	26-Jun-61	
								67739	17-Nov-48	28-Oct-50	08-May-57	26-Apr-60	13-Nov-61	
								67740	17-Nov-48	26-Oct-51	08-Jan-58	16-Dec-59	03-Jul-61	
								67741	19-Nov-48	28-Jun-50	11-Sep-57	28-Nov-59	29-Dec-62	

Lined Apple Green						British Railways Lined Black					Withdrawn	Remarks		
Lettered						smokebox plate number style				emblem	late crest			
						unknown	Curly 6	Gill Sans 6	date of style		incorrect <i>[Both facing forward]</i>	correct <i>[Both facing left]</i>		
NE	LNER	BRITISH RAILWAYS												
							67742		22-Nov-48	25-June-49*	29-Nov-57	16-Feb-62	21-Dec-62	* 22 Sep 50 corrected
							67743		24-Nov-48	19-Jun-51	15-Aug-58	-	20-Feb-62	
							67744		26-Nov-48	30-Jun-51	06-Jun-57	22-May-59	29-Dec-62	
							67745		29-Nov-48	10-Jul-51	-	14-Aug-59	29-Dec-62	
							67746		01-Dec-48	19-May-51	-	12-Mar-59	31-Jul-62	
							67747		03-Dec-48	19-May-50	-	23-Feb-59	09-Jul-62	
							67748		06-Dec-48	19-Aug-50	08-Jul-58	-	15-Nov-61	
							67749		07-Dec-48	19-Oct-50	01-Jul-58	16-Mar-60	29-Dec-62	
							67750		09-Dec-48	05-May-51	09-May-58	-	04-Dec-61	
							67751		10-Dec-48	01-Feb-51	-	24-Dec-58	29-Mar-62	
							67752		14-Dec-48	30-Jun-51	07-Mar-58	-	23-Mar-62	
							67753		15-Dec-48	15-Feb-51	19-Feb-58	08-Apr-60	06-Feb-62	
							67754		17-Dec-48	07-Oct-50	28-Jan-58	-	05-Nov-62	
							67755		21-Dec-48	02-Dec-50	-	01-Apr-59	14-Dec-62	
							67756		22-Dec-48	15-Jun-51	18-Apr-58	-	29-Mar-62	
							67757		23-Dec-48	29-Apr-51	29-May-57	-	31-Jul-62	
							67758		27-Dec-48	01-Apr-51	26-Feb-58	15-Jan-60	22-Sep-61	
							67759		29-Dec-48	27-Oct-50	10-May-58	-	08-Oct-62	
							67760		30-Dec-48	06-Dec-50	27-Mar-58	06-Nov-59	28-Aug-61	
							67761		11-Jan-49	24-Feb-51	-	29-Jul-59	14-Nov-62	
							67762		14-Jan-49	10-Jan-51	05-Sep-58	-	30-Oct-61	
							67763		21-Jan-49	30-Apr-51	-	13-Jan-60	30-Nov-62	
							67764		04-Feb-49	11-Nov-50	26-Sep-58	-	27-Aug-62	
							67765		18-Feb-49	20-Dec-50	-	04-Dec-59	29-Nov-62	
							67766		26-Sep-49	26-Sep-49	-	23-Aug-60	10-Dec-62	
							67767		30-Sep-49	30-Sep-49	31-May-57	01-Aug-59	29-Dec-62	
							67768		26-Oct-49	26-Oct-49	23-Apr-58	06-Nov-59	21-Feb-61	
							67769		19-Oct-49	19-Oct-49	15-Jan-58	04-Mar-60	04-Sep-61	
							67770		04-Nov-49	04-Nov-49	-	22-Dec-58	29-Dec-62	
							67771		22-Nov-49	22-Nov-49	03-Jul-58	07-Jan-61	22-Oct-62	
							67772		25-Nov-49	25-Nov-49	25-Mar-58	-	13-Nov-61	
							67773		07-Dec-49	07-Dec-49	-	23-Sep-60	29-Dec-62	
							67774		29-Dec-49	29-Dec-49	-	-	22-Jan-62	
							67775		30-Dec-49	30-Dec-49	17-Oct-58	-	20-Sep-61	
							67776		13-Jan-50	13-Jan-50	13-Sep-58	-	29-Dec-62	
							67777		23-Jan-50	23-Jan-50	17-May-57	14-Sep-61	21-Dec-62	
							67778		01-Feb-50	01-Feb-50	16-Jan-58	-	04-May-62	
							67779		13-Feb-50	13-Feb-50	-	08-May-59	29-Dec-62	
							67780		23-Feb-50	23-Feb-50	24-Jun-58	25-Jan-60	29-Dec-62	
							67781		10-Mar-50	10-Mar-50	-	27-May-59	08-Oct-62	
							67782		10-Mar-50	10-Mar-50	-	14-Apr-59	13-Nov-61	
							67783		22-Mar-50	22-Mar-50	21-Jul-57	20-Oct-60	19-Dec-62	
							67784		31-Mar-50	31-Mar-50	08-Sep-58	-	08-Nov-62	
							67785		12-Apr-50	12-Apr-50	16-Aug-57	28-Jan-59	29-Dec-62	

Lined Apple Green						smokebox plate number style				British Railways Lined Black			Withdrawn	Remarks
Lettered										emblem	late crest			
NE	LNER	BRITISH RAILWAYS				unknown	Curly 6	Gill Sans 6	date of style		incorrect <i>[Both facing forward]</i>	correct <i>[Both facing left]</i>		
								67786	21-Apr-50	21-Apr-50	-	04-Mar-59	29-Dec-62	
								67787	28-Apr-50	28-Apr-50	-	21-Apr-59	29-Dec-62	
								67788	08-May-50	08-May-50	13-Mar-58	30-Oct-59	30-May-62	
								67789	17-May-50	17-May-50	-	14-May-59	08-Oct-62	
								67790	25-May-50	25-May-50	-	09-Jan-59	13-Feb-61	
								67791	07-Jun-50	07-Jun-50	-	27-Oct-58	27-Nov-62	
								67792	28-Jun-50	28-Jun-50	25-Jun-57	27-Apr-60	29-Dec-62	
								67793	26-Jun-50	26-Jun-50	25-Oct-57	-	21-Sep-62	
								67794	07-Jul-50	07-Jul-50	18-Oct-57	16-Sep-59	23-Oct-61	
								67795	14-Jul-50	14-Jul-50	05-Nov-57	-	03-May-62	
								67796	16-Aug-50	16-Aug-50	30-May-58	-	06-Nov-62	
								67797	24-Aug-50	24-Aug-50	12-Jul-57	-	17-Oct-62	
								67798	30-Aug-50	30-Aug-50	01-Nov-57	-	29-Dec-62	
								67799	06-Sep-50	06-Sep-50	20-May-57	05-Nov-59	29-Mar-62	
								67800	15-Sep-50	15-Sep-50	29-May-58	-	29-Dec-62	