

Caledonian Railway Pickersgill 4-4-0's - some introductory notes.

William Pickersgill succeeded John F McIntosh in May 1914 and continued the family of 4-4-0's introduced by Dugald Drummond with his Class 66 in 1884.

The Pickersgill locomotives are generally catalogued as two classes but in effect form 5 subgroups with subtle variations which are important to modellers. The main differences introduced were a new chimney casting, the absence of the smokebox wing plates and a return to six wheel tenders.

The built lots consisted of:

Class 113	1916	St Rollox, Y113	6	CR 113 – 116, 121, 124
	1916	NBL, 21442 – 51	10	CR 928 – 937
Class 72	1920	St Rollox, Y124	10	CR 72 – 81
	1921	Armstrong Whitworth 111 – 20	10	CR 82 – 91
	1922	NBL, 22943 – 54	12	CR 66 – 71, 92 – 97.

The principal variations in the visual appearance of these lots are

- position of (superheater) snifting valves – on the smokebox saddle on the Class 113 and behind the chimney on the Class 72
- style of boiler safety valves
- engine numberplate/build plate
- detailed differences in lining of locomotive
- colour of blue paint.

Tales of “Caley Blue” have been perpetuated for some 80 years and a detailed review of the known history of the company and of paint technology in the early 1900's has been published in the Caledonian Railway Association's Journal “The True Line” no. 86 and in “Railway Archive” no. 12. The overall conclusion of the review is that there were two shades of blue in the history of the Company, the final colour was a light blue approximating the current British Standard “109 - Middle Blue” and the early dark colour which approximates the current “105 – Oxford Blue”.

Recent research suggests that locomotives built in England during Pickersgill's period were outshopped in the dark blue, including the Class 72 from Armstrong Whitworth.

Numberplate Styles



Drummond



Garter



McIntosh

All three styles of plate were made of brass, the Drummond plate had the letters and numbers engraved and filled with black wax. The other two styles were cast with raised letters, numbers and borders, the backgrounds were painted initially in vermillion but latterly to match the colour of the locomotive i.e. blue or black.

During the McIntosh period the Drummond style plate was fitted to locomotives built by contractors, but in the Pickersgill period both the Drummond and Garter style plates were used for Contractor built locomotives.

As is always recommended, modellers should refer to as many photographs of their chosen locomotive, as possible, in their search for accuracy, the following selection are intended only to highlight the variations between the 5 lots of Pickersgill 4-4-0's.

Class 113, St Rollox, 1916

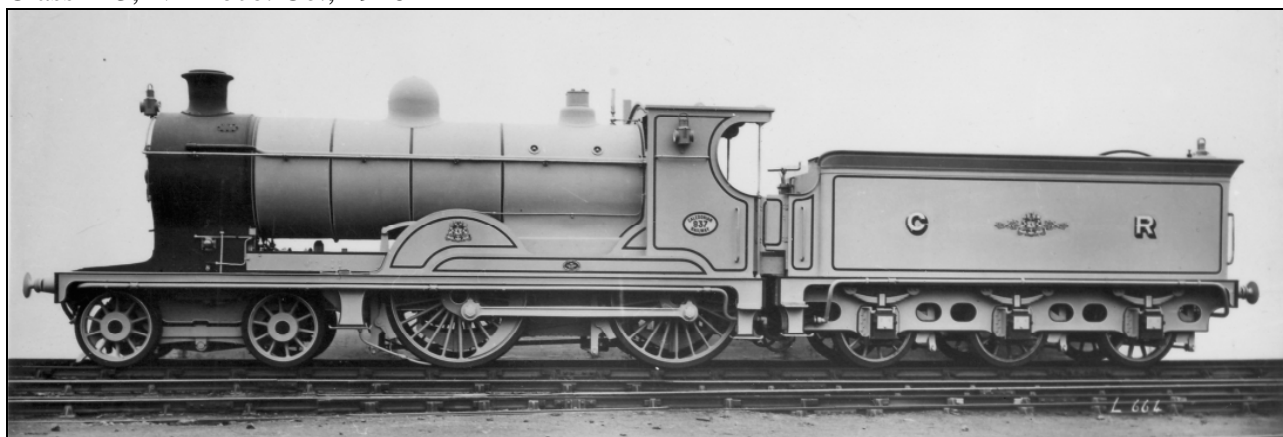


McIntosh style numberplate.

Compare the lining of rear driving wheel splasher with CR 937 below.

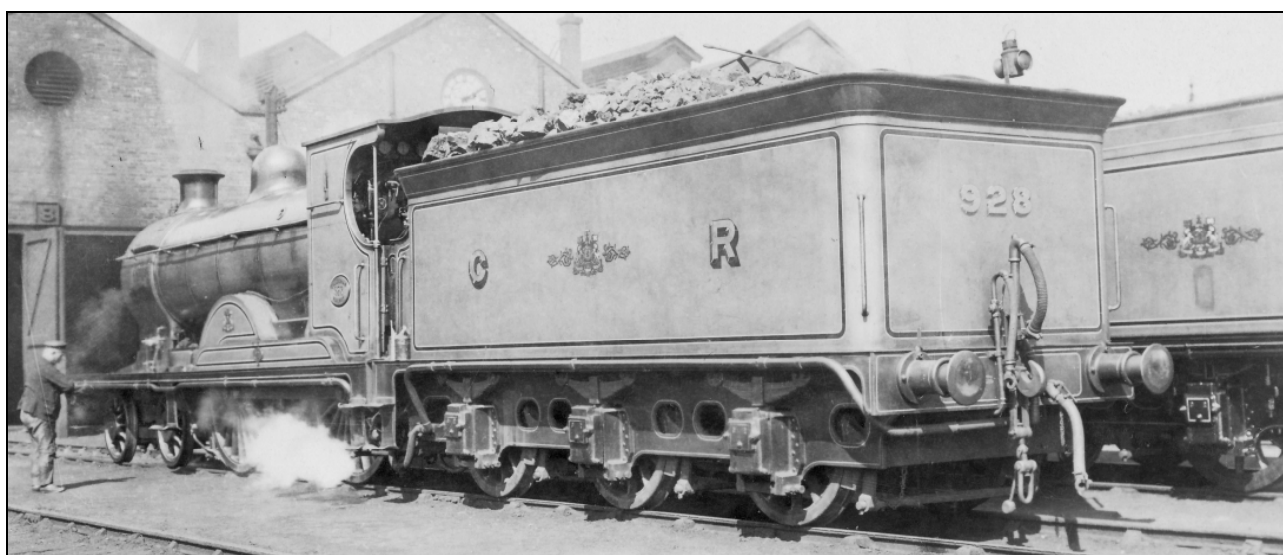
Note that the horizontal lining along the top edge of the cab side sheet goes across the full width of the cab and compare with NBL built locomotive below.

Class 113, NB Loco. Co., 1916



Drummond style numberplate and separate builders plate on coupling rod splasher.

Compare safety valves with the St Rollox build above.



An unusual view showing the livery style of the rear of the tender with a vermilion panel on the buffer beam and the locomotive number in the centre of the available clear space.

Note the fine white line on the tender flare, this forms a continuous panel on the back and two sides and is accompanied by a fine black line. The white line is towards the inside of the panel.

Class 72, St Rollox, 1920

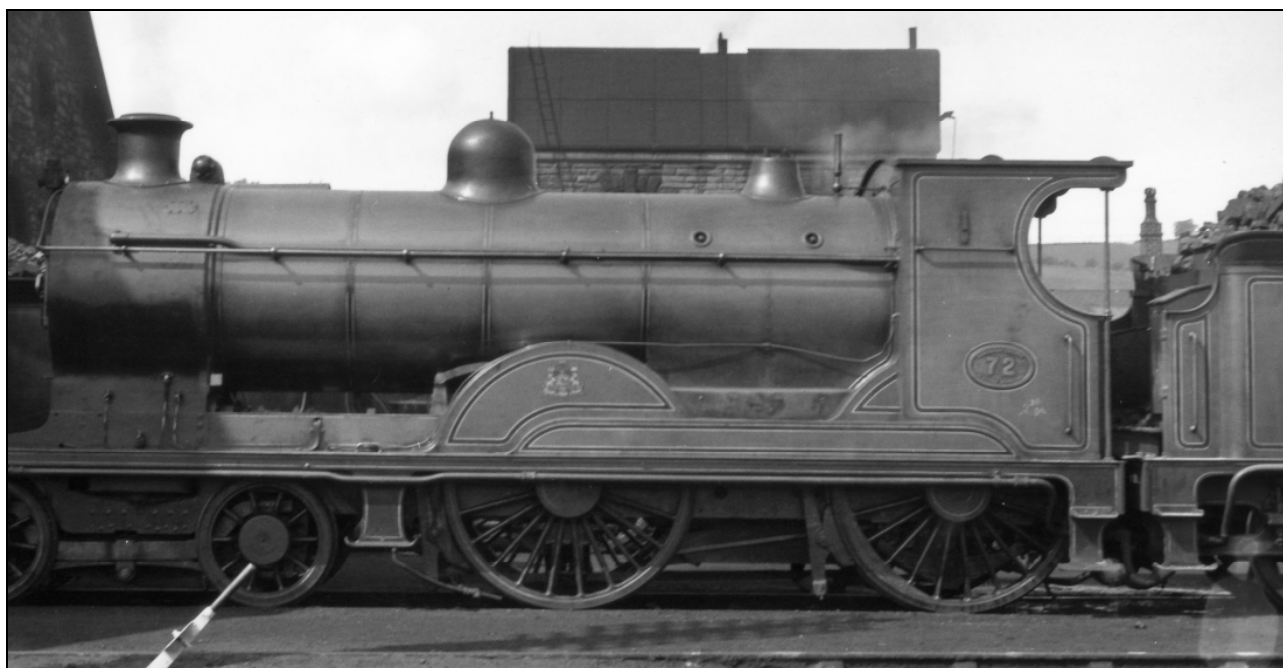


Two photographs of the same locomotive, the lower view illustrates the McIntosh style number plate the same colour as the cab side sheet and the horizontal lining at the top of this sheet extending the full width of the cab.

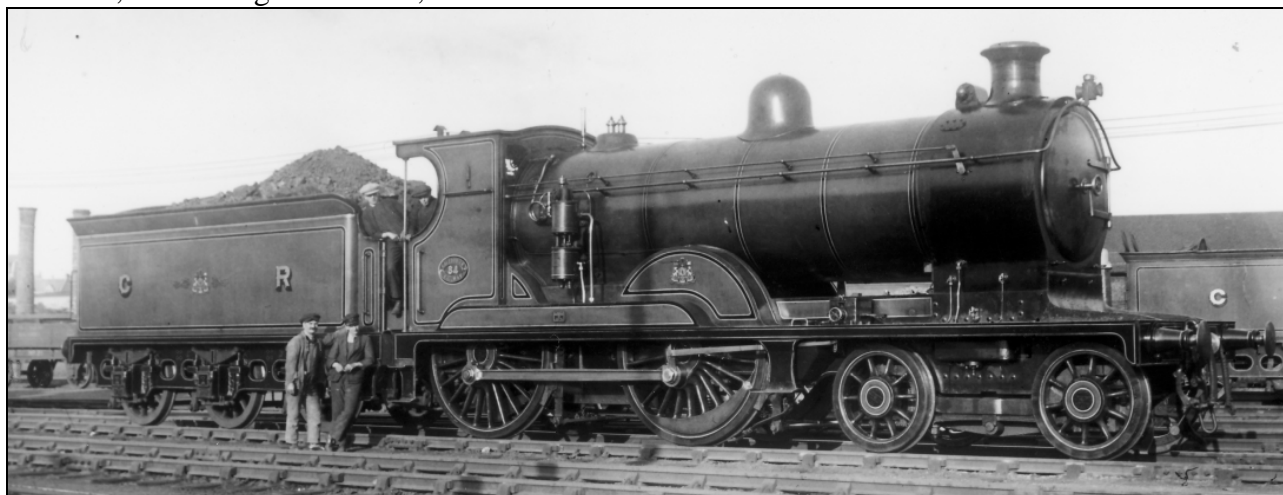
Note the lining of the rear wheel splasher in the lower photograph and from the top photograph note that it is a continuation of the lining of the front sheet of the cab.

The vermillion panel on the front buffer beam is shown in the top picture.

Compare the safety valves of this lot with those of the other two builders below.

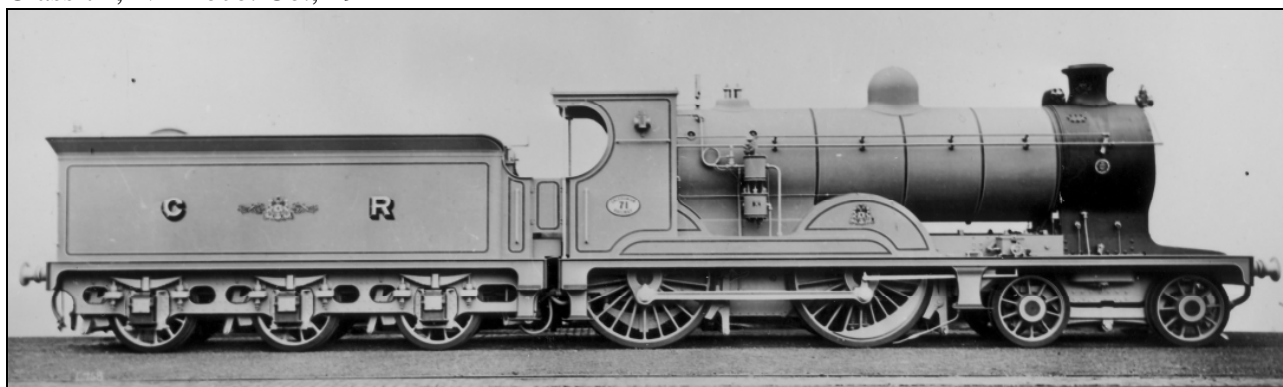


Class 72, Armstrong Whitworth, 1921



The Garter style of number plate with a separate builder's plate on the coupling rod splasher. This photograph suggests that the numberplate is a different colour from the cab side sheet in which case it is likely to be vermilion. Compare the lining of the rear wheel splasher with the other two lots (above & below)
Note that the coupling rod splasher is not lined as the other Pickersgill 4-4-0's, in this case it is edged in black with a fine white separating line. The top of the splasher is black whereas the others lots of the class are blue.
The top horizontal lining of the cab side sheet does not extend the full width of the cab.
This locomotive and her Armstrong sisters are considered to have been in the dark blue.

Class 72, NB Loco. Co., 1922



The Drummond style number plate on the cab side and a new NBL style of builder's plate mounted in a new position on the smokebox.
The top horizontal lining of the cab side sheet extends the full width of the cab unlike the NBL built Class 113.

Caledonian Railway Association promotes the study of the Caledonian Railway Company, its constituents and successors. "The True Line" Journal is published 4 times per year, many reprints of company documents and modelling plans are available to members at discounted prices.

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