

It is with great sadness that I relay the news of the death of Edward (Ed) Chaplin who passed away at home on 21st April 2016. Ed's contribution to the hobby has been remarkable; not only did he generously help with the creation of this website, his willingness to share his in-depth studies with others is an admirable quality and many enthusiasts have dropped a line to express their appreciative. More importantly, working with Ed has taught me that great things can be accomplished in life when you care little about who gets the credit. Few men have made such a lasting impression.

Thank you Ed for your dedication and enthusiasm.

You will be greatly missed...

WR REPORTING NUMBERS - WINTER 1958

These applied from the start of the Winter Timetable 1958, 11 September 1958 until it ended on 13 June 1959

BY ED CHAPLIN

D – Daily (i.e. Mon – Sat and Sun), every day of the week

FO – Friday only

MO – Monday only

MWFO – Monday, Wednesday, Friday only

Q – Runs if required, typically before and after Bank Holiday weekends

SO – Saturday only

SuO – Sunday only (including overnight and reaches destination on Monday)

SX – Saturday excepted (i.e. Mon – Fri)

TThSaO – Tuesday, Thursday & Saturday only

W – Every Weekday (i.e. Mon – Sat)

WFSuO – Wednesday, Friday & Sunday only

011 0655 SuO Bristol – Paddington

012 1145 W 1145 Bristol – Paddington

013 0715 W Plymouth – Paddington

014 0625 W Penzance – Paddington

016 1350 W Bristol – Paddington

017 1630 SX Bristol – Paddington

018 1615 W Bristol – Paddington

020 1635 W Weston-super-Mare - Paddington

023 1125 W Kingswear – Paddington

027 1100 W Penzance – Paddington

031 1631 SX Swansea – Paddington

037 1635 W Wolverhampton

038 0830 W Plymouth – Paddington

040 1145 W Aberystwyth – Paddington

045 1000 W Penzance – Paddington

054 0705 W Cheltenham Spa – Paddington

055 0800 W Cheltenham Spa – Paddington

061 0355 WFSuO Fishguard Hbr - Paddington

062 0745 Q Cardiff - Paddington

063 0630 W Swansea – Paddington

064 0455 TThSO Fishguard Hbr – Paddington

064 0815 MWFO Cardiff – Paddington

065 0945 Q Cardiff – Paddington

066 0730 W Carmarthen – Paddington

067 0730 SOQ Pembroke Dock – Paddington

068 0830 SX Neyland – Paddington

071 1110 W Milford haven – Paddington

072 1205 W Milford Haven – Paddington
074 1305 W Pembroke Dock – Paddington
075 1430 W Neyland – Paddington
079 0645 W Wolverhampton – Paddington
080 0725 SX Wolverhampton – Paddington
085 0730 W Shrewsbury – Paddington
095 1720 FO Wolverhampton – Paddington
096 1435 W Birkenhead – Paddington
099 0630 W Hereford – Paddington
112 0745 W Hereford – Paddington
150 0700 W Weston-super-Mare – Paddington
153 0820 W Weston-super-Mare – Paddington
176 1215 Q Plymouth - Paddington
177 1058 SO Paignton – Paddington (runs 20.9.58, 30.5, 6.6, 13.6.59 only)

212 0845 SX Paddington – Bristol
214 0905 W Paddington – Bristol
215 1115 W Paddington – Weston-super-Mare
220 1700 W Paddington – Weston-super-Mare
223 1819 FOQ Paddington – Bristol
224 1830 W Paddington – Weston-super-Mare
231 1535 FO Plymouth – Bristol Stapleton Road (Q to Cardiff)
240 1510 SuO Manchester – Weston-super-Mare
269 0800 W Birmingham – Weymouth Quay
271 2031 W Crewe – Bristol

310 0730 W Paddington – Paignton via Bristol
315 0910 Q Wolverhampton – Kingswear
322 1200 W Paddington – Kingswear
338 0850 W Paddington – Paignton

411 0530 W Paddington – Penzance
415 0930 W Paddington – Plymouth
416 1030 W Paddington – Penzance
417 1035 Q Paddington – Penzance
418 0905 W Liverpool – Plymouth
418 1035 SuO Liverpool – Plymouth
421 1330 W Paddington - Penzance
422 1530 W Paddington – Penzance
423 1615 W Paddington – Plymouth via Bristol
424 1730 W Paddington – Plymouth
430 2335 W Paddington – Penzance
436 0625 W Bristol – Plymouth
449 0900 W Wolverhampton – Penzance
452 1152 W Manchester – Plymouth
453 1933 W Pontypool Road – Plymouth
454 0025 W Manchester – Penzance
454 0140 SuO Crewe – Plymouth

512 1655 W Paddington – Cheltenham Spa
513 1835 W Paddington – Cheltenham Spa
613 1035 SuO Manchester – Cardiff
618 1618 W Weymouth – Cardiff
630 0125 D Crewe – Cardiff
633 1613 W Crewe – Cardiff

712 0850 SX Paddington – Swansea
714 0855 W Paddington – Pembroke Dock
716 1055 W Paddington – Pembroke Dock

717 1135 SOQ Paddington – Carmarthen
718 1155 W Paddington – Pembroke Dock
721 1355 W Paddington – Pembroke Dock
723 1545 Q Paddington – Fishguard Hbr
724 1555 W Paddington – Fishguard Hbr
725 1750 FOQ Paddington – Swansea
726 1555 W Paddington - Carmarthen
727 1855 W Paddington – Fishguard Hbr
739 1350 Q Paddington – Swansea
745 0910 W Manchester – Swansea
749 0755 W Paddington – Swansea

811 0900 SX Paddington – Wolverhampton
814 1710 SX Paddington – Wolverhampton
819 1010 W Penzance – Wolverhampton
832 1808 FO Paddington – Wolverhampton
854 1411 Q Exeter St. David’s – Wolverhampton

912 1145 W Paddington – Hereford
913 1345 W Paddington - Hereford
914 1645 W Paddington - Hereford
915 1845 W Paddington - Hereford
915 1815 SuO Cardiff – Crewe
917 1847 SuO Bristol - Crewe
917 1010 W Paddington - Aberystwyth
918 0910 W Paddington - Birkenhead
926 1610 W Paddington – Birkenhead
927 1810 W Paddington - Birkenhead
928 0800 W Plymouth – Crewe
928 0840 SuO Plymouth – Crewe
929 0005 D Cardiff – Liverpool
930 0730 SX Penzance – Manchester
932 0855 W Cardiff – Manchester
933 0040 SuO Cardiff – Manchester
934 1640 Q Cardiff – Manchester
936 1150 W Swansea – Manchester
944 1312 W Plymouth – Liverpool
945 1200 W Penzance – Crewe
946 1650 W Penzance – Manchester
946 0010 MO Bristol – Manchester
973 1930 W Cardiff – Pontypool Road (Q to Manchester)

Notes on some trains

I have noted those Paddington – West Country expresses that went via Bristol and not the direct route down via Newbury & Castle Cary.

Train 176 is the up relief to the up Cornish Riviera, and ran when required. It began at Plymouth at 1215 and ran ahead of the main train due to arrive at North Road station at 1220 from Penzance, and depart at 1230. Train 177 also only ran on 4 dates.

Train 854 was a relief to the up Cornishman, train 819. Both the up and down Cornishman had a 3 or 4 car section that was added or detached at Exeter, and ran as a semi-fast to/from Kingswear. When traffic was expected to be heavy, before and after holiday weekends, train 854 ran instead and was a full length train from Kingswear, with the ‘true’ Cornishman, 819, having extra carriages to/from Plymouth/Cornwall instead of the Kingswear portion. But due to its many stops train 854 did not become an express (with A lamps) until Exeter. The down counterpart to train 854 was train 315.

On Fridays only, as train 832 was running, train 927 was retimed to leave Paddington one minute later, at 1811.

Not all trains carried a Reporting Number throughout its journey, such as at Worcester, when a loco change occurred both up and sometimes down between there and Hereford. One exception occurs at Plymouth, the Cornishman and the Riviera when, despite a loco change, the 'new' loco sometimes did carry the Number both down and up between Plymouth and Penzance. A further confusion occurs when the same loco hauled the up train ex-Penzance, and later in the day, the down train ex-Plymouth, retaining the up number.

Most train numbers were unique, exceptions were when trains with the same number were not due to run on the same route.

The Saturdays Only 9.18 a.m. from Exmouth.

The masterly book by Simon Rocksborough Smith and David St.John Thomas, Summer Saturdays in the West, page 100 shows –“According to the SR public timetable the 9.18 Exmouth terminated at Exeter Central; the WR advertised it as a through train to Manchester from Exeter St. David’s. The Hall normally took over from an SR tank engine at Exeter Central.” From the detail in that book, which focuses on a date that has become famous as a result of its in-depth analysis of a very busy day, 27 July 1957, we find the Hall was Exeter’s own 4948 Northwick Hall, the train number carried was 223, and by the time it reached Uphill Jc on this hectic Saturday it was 18 minutes late.

The equally fine book by Richard Woodley, The Day of the Holiday Express, focuses on 9 July 1960 and page 25 shows – “Passengers ought to have been spared the more inconvenient features of inter-regional rivalry, but this was not always the case. Only one Saturday service from the West of England originated on the SR before joining the WR traffic flow up from Exeter. This was the 9.18 a.m. Exmouth – Manchester, a nice through service which ran year after year. But as far as the Western Region was concerned, this train was known as the 10.4 a.m. from Exeter St. David’s, with no mention of its true origin in the timetable. No hint of the useful service it could provide was shown on any poster advertising. Compared with this facility there was nothing available for Exmouth passengers off the WR in the opposite direction. They either had to change at both St. David’s and Central, or at St. David’s and Starcross, followed by a 15minute ferry trip across the estuary. For the northbound journey 4942 Maindy Hall went up light engine to Central (in reverse) on 9 July and took over the train from Exmouth there, then ran well on its working right through to Shrewsbury arriving 4 minutes late at around 3.50 pm.”

For many years, I and others have been fascinated by this train and have collected several photographs and done research ourselves. The ‘earliest’ photo I have seen or possess is that 6959, then of 81A, on that train and such others as tabulated below. Photos seen in books are noted, otherwise I have the photos.

In the early 50’s the train number was 575. It was changed for Summer 55, to 223. Finally as from 13.6.60 when the 4 digit system was introduced by BR nationally with the first being train type, 1 for express, 2 for semi-fast, 3 for parcels, ECS etc, it became 1M90. And 12 years after nationalisation, such a system applied across all regions.

5.8.50	[575] 6959 (of 81A)
27.6.53	[575] 70029 (no less!) of 86C; see NOTE below
26.6.54	[575] 6871 (of 86G)
3.7.54	[575] 4923 (of 81A)
x.x.54	[575] unknown Hall (in book ‘The North & West Route Vol.1 – Shrewsbury’, by J Hodge)
Mid50s	[575] 1006 (of 83D)
Mid50s	[575] 6961 (of 81A)
6.6.55	[223] unknown Hall (in Vol.2 of the above series)
27.7.57	[223] 4942 (in book ‘Summer Saturdays in the West’, as noted above) (of 83C)
28.6.58	[223] 6951 (of 82B)
Early60s	[M90] 6915 (home shed not known)
x.6.62	[M90] 6934 (of Shrewsbury, 89A recoded from 84G)
18.8.62	[M90] 6981 misdated 29.8 in Adrian Vaughan’s super book ‘Western Signalman’ (of 82B)
25.8.62	[M90] 7907 (of 82B)
x.6.63	[M90] 5050 (of 82B)
6.7.63	[M90] 5085 (of 82B)
10.8.63	[M90] 1011 (of 82B)

NOTE – Derek Frost informs me '70024/28/29 had been on loan to the SR working from Exmouth Junction as substitutes for their Merchant Navy Pacifics, withdrawn after examination following an incident at Crewkerne involving 35020 on 24.4.53. By the end of June the MNs were back in traffic.' On this date, 70029 was being returned to its home shed of Canton, by hauling this Exmouth – Manchester train, perhaps as usual to Shrewsbury; from where it would return to Cardiff Canton on a usual duty.

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