

## BR WESTERN REGION REPORTING NUMBERS – SUMMER 1952

Compiled by Ed Chaplin

These are what I believe to be the Reporting Numbers of regular express trains as per the Summer Timetable from Monday 30 June to Sunday 14 September 1952. These numbers were not the same as in earlier years. From Summer 1951, the WR rationalised the number system originated by the GWR in 1934, to give a better grouping of numbers. Each year later there were more changes but the 1951 approach in general lasted until a total revision was made for the 1958 Winter timetable. The Summer 1952 numbers were almost all the same as those applied in Summer 1951.

Reporting numbers were carried on three 20 inch black plates on a 3 foot wide frame fitted to the loco's smokebox door. Alternatives to plates were pasted numbers on a small board fitted on the door, or the number was chalked or whitewashed on the door by hand. Upon completion of its journey, the number should be removed from the loco as part of being serviced before for its next duty. This was not 100% the case and has given rise to several caption errors in photographs.

Many more express trains than these ran across the Western Region, but were not numbered. The trains with numbers were perceived as important to enable signalmen and staf to recognise an approaching train, at a distance of at least a quarter of a mile and able to direct it at junctions or to the correct platform at a large station such as Bristol or Paddington.

Since many holiday trains that ran on the Western Region began or ended on other BR regions, they were given WR Reporting Numbers during their journey on the WR, instead of any number relating to the other Region. Numbered trains did not all carry their number for their full journey, e.g. trains to Minehead had a loco change at Taunton, and carried the number no further; trains in Cornwall usually did not carry the number west of Plymouth, and likewise north or west of Shrewsbury.

Many trains shown as to Plymouth or Penzance also included a portion (under half the coaches in a train) for the line terminating at Kingswear, which was detached from the main train at Exeter or Newton Abbot, and then taken forward, perhaps strengthened by additional coaches. An equivalent procedure applied in the reverse direction. I have not shown these subtleties, so as not to lessen the main destination of the train.

The Summer timetable 1952 ended Saturday 14 September and all, with very few exceptions, Friday Night and Saturday Only trains ceased. Indeed most trains listed here as FO or SO ran only on specified periods within the 30 June – 14 September timeframe, at school holiday, town holidays and Wakes Weeks times; and these were termed 'dated trains'. Finally, to minimize errors and for consistency, I have shown departure times on the 24-hour clock basis, although it was not introduced by BR until the mid-60s. Those site visitors with knowledge of this subject and/or see errors or omissions, are encouraged to help with this work.

The lists show when the number was to be carried, but this does not mean the train was limited only to run on the day indicated. An example is the 12.05 ex-Paddington, which also ran on a Friday but without passengers: instead it consisted only of a set of restaurant cars, one car for each train intended to carry one, to Paddington the next day. Another example is Bank Holiday Mondays when an otherwise Saturday Only train would also run.

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

FO – Friday only (including overnight)

MX – Mondays excepted (i.e. Tue – Sat and Sun)

SO – Saturday only

SuO – Sunday only

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

W – Every Weekday (i.e. Mon – Sat)

010	2150 FO Paddington – Penzance
011	2212 FO Paddington – Penzance
012	2235 FO Paddington – Penzance
013	2300 FO Paddington – Newquay
014	2330 FO Paddington - Paignton
015	2335 FO Paddington – Penzance
016	2350 FO Paddington – Penzance
018	0015 D Paddington – Penzance (newspapers)
019	0020 SO Paddington – Penzance
100	0530 SX Paddington – Penzance (SO Minehead) via Bristol
102	0655 SO Paddington – Penzance
103	0700 SO Paddington – Kingswear
105	0705 SO Paddington (or 0725 SO Ealing Broadway on some dates) – Penzance

- 107 0730 SO Paddington – Paignton (SO Kingswear) via Bristol
- 108 0740 SO Paddington – Paignton
- 110 0810 SO Paddington – Paignton
- 112 0830 SO Paddington – Penzance
- 114 0835 W Paddington – Weymouth Quay
- 115 0845 SO Paddington – Weymouth Quay

(The 'high speed' under 2 hours non-stop down Bristolian, train 116, did not start until 14 June 1954. Before that the lesser speed down Bristolian with the Bath stop was train 119)

- 117 0850 SO Paddington – Paignton
- 119 0905 W Paddington – Bristol (SO Weston-super-Mare)
- 120 0915 SO Paddington – Durston
- 122 0930 W Paddington – Falmouth + Newquay
- 123 0935 SO Paddington – Minehead
- 125 0940 SO Paddington - Paignton
- 128 1020 SO Paddington – Kingswear
- 130 1030 D Paddington – Penzance
- 131 1035 SO Paddington – Penzance

(131 also ran 1020 Paddington – Penzance on Fridays and also Mondays between 21 July and 25 August inclusive. This was regarded as a Relief to the 1030 and it was normal practice to carry the next higher number to that of the main train, irrespective of whether it ran ahead of or behind it; see also 636.)

- 135 1040 SO Paddington – Paignton
- 138 1100 SO Paddington – Penzance
- 140 1105 SO Paddington – Penzance
- 142 1115 D Paddington – Weston-super-Mare
- 144 1130 SX Paddington –Penzance (SO Minehead)
- 146 1200 D Paddington – Kingswear
- 147 1205 SO Paddington – Plymouth
- 149 1325 SO Paddington – Kingswear
- 150 1330 D Paddington – Penzance
- 152 1520 SO Paddington – Paignton
- 154 1530 W Paddington – Penzance
- 155 1705 W Paddington – Weston-super-Mare
- 157 1730 W Paddington – Plymouth
- 158 1823 FO Paddington – Bristol
- 159 1830 D Paddington – Weston-super-Mare
- 161 0755 SO Paddington – Carmarthen
- 162 0840 SO Paddington – Pembroke Dock
- 163 0855 SX Paddington – Pembroke Dock
- 164 0955 SO Paddington - Neyland
- 165 1055 W Paddington – Pembroke Dock
- 166 1135 SO Paddington – Neyland
- 167 1155 D Paddington – Milford Haven
- 168 1350 SO Paddington – Carmarthen
- 169 1355 W Paddington – Neyland
- 170 1545 W Paddington – Fishguard
- 171 1555 W Paddington – Neyland
- 172 1655 W Paddington – Cheltenham
- 173 1755 W Paddington – Carmarthen
- 174 1750 W Paddington – Swansea
- 176 1835 D Paddington – Cheltenham
- 178 1855 W Paddington – Fishguard Harbour
- 179 1915 FO Paddington – Fishguard Harbour
- 180 0910 W Paddington – Birkenhead
- 181 0900 SX Paddington – Wolverhampton (SO Pwllheli)
- 185 1145 W Paddington – Hereford
- 187 1610 W Paddington – Birkenhead
- 189 1645 W Paddington – Hereford
- 192 1710 SX Paddington – Wolverhampton
- 195 1810 D Paddington – Birkenhead
- 198 1845 D Paddington – Great Malvern

The block 200 – 249 is offered as a starter. It covers trains that used the Shrewsbury, Hereford and Newport line. Both LMR and WR locos used this line. In the early 50s, the LM Region had similar train numbers to those used by WR, and during the 50s, WR attempted to rationalise matters by giving even numbers to southbound trains, and odd numbers to northbound trains. This is an attempt to show most of the numbers used in 1952 and there were more changes later in the 50s.

205	2125 FO Manchester (London Road) – Newquay
210	2100 FO Manchester (Victoria) – Paignton
213	1730 FO Glasgow (St. Enoch) – Plymouth
215	2235 FO Manchester (Victoria) – Paignton
220	2315 FO Manchester (London Road) – Penzance
225	2315 FO Manchester (Victoria) – Paignton
230	2335 FO Liverpool – Penzance
231	0125 D Crewe – Cardiff
233	0015 SO Manchester (London Road) - Paignton
235	0025 SX Manchester (London Road) - Penzance (0035 SO – Plymouth)
235	0140 SuO Crewe - Plymouth
238	0810 SO Manchester (London Road) – Penzance
240	0850 SO Liverpool – Penzance
243	0820 SO Preston – Cardiff
245	0910 SX Manchester (London Road) – Plymouth (SO – Paignton)
247	0906 SX/0915 SO Liverpool - Plymouth
248	0925 W Manchester (London Road) – Swansea
249	0915 SO Blackpool North - Cardiff
250	0645 W Wolverhampton – Paddington
255	0730 W Shrewsbury – Paddington

Trains 250 and 255 were hauled by Stafford Road Kings or Castles. Their return duties, respectively, were the 1110 and 1410 ex Paddington, neither of which were numbered at this time. The locos were turned at Ranelagh Bridge and the up train numbers were left fitted. Some photographs show the subsequent down trains carrying the up train number, and hence caption errors, claiming it is the up working.

258	0745 W Worcester – Paddington
260	0650 W Wolverhampton – Paddington via Worcester
265	0710 SX Wolverhampton – Paddington
280	1635 SX Wolverhampton – Paddington
290	1440 W Birkenhead – Paddington
303	0925 SO Weymouth Town – Birmingham
305	1000 SO Weymouth Town – Birmingham
310	1020 SO Weymouth Town – Birmingham
320	1112 SO Weymouth Town – Paddington
330	1540 W Weymouth Quay – Paddington
335	1610 SO Weymouth Town – Paddington
340	1618 SO Weymouth Town – Cardiff
360	0900 SO Bournemouth Central – Cardiff
365	0850 SO New Milton – Swansea
370	0937 SO Fareham – Cardiff
375	0933 SO Portsmouth & Southsea – Cardiff
380	1034 SO Portsmouth & Southsea – Cardiff
385	1137 SO Portsmouth & Southsea – Cardiff
390	1100 SO Brighton – Cardiff
400	1555 FO Newcastle - Penzance
403	1914 FO Sheffield – Newquay
405	0105 FO Bristol – Penzance
408	2210 FO Leicester – Paignton
410	2200 FO Nottingham – Paignton

413 2212 FO Sheffield – Paignton  
415 2047 FO Bradford – Paignton  
418 2105 FO Newcastle – Paignton  
420 0700 SO Swindon – Penzance  
423 0830 SO Weston - Super - Mare – Weymouth Town  
425 0935 SO Bristol – Penzance  
430 0635 SO Walsall – Kingswear  
433 0655 SO Leicester – Paignton  
435 0745 SO Nottingham – Plymouth  
438 0807 SO Sheffield – Kingswear  
440 1345 SO Bristol – Penzance  
442 0943 SO Leeds – Paignton  
444 0812 SO Newcastle – Paignton  
446 0922 SO Bradford – Paignton  
450 0700 W Weston - Super - Mare – Paddington  
455 0820 W Weston - Super - Mare – Paddington  
460 1145 SO Bristol – Paddington  
462 1115 SO Weston - Super - Mare – Paddington  
465 1358 SO Weston - Super - Mare (Locking Road) – Paddington  
470 1615 SX Bristol – Paddington  
475 1635/SX /1641 SO Weston - Super - Mare – Paddington  
480 1405 SO Weston - Super - Mare (Locking Road) – Birmingham  
490 1350 SO Weston - Super – Mare (Locking Road) – Cardiff – Swansea

503 0950 SO Taunton – Paddington  
505 0945 SO Churston – Paddington  
508 0910 SO Minehead – Paddington  
510 1030 SO Torquay – Paddington  
513 1040 SO Minehead – Paddington  
515 1125 SX/1120 SO Kingswear – Paddington  
518 1200 SO Minehead – Paddington  
520 1130 SO Torquay – Paddington  
522 1150 SO Minehead – Paddington via Bristol  
523 1215 SO Newton Abbot – Paddington  
525 1335 SO Paignton – Paddington  
530 1340 SO Kingswear – Paddington  
533 1430 SO Minehead – Paddington  
535 1400 SO Torquay – Paddington  
538 0750 SO Paignton – Newcastle  
540 1445 SO Paignton - Paddington  
543 0840 SO Paignton - Nottingham  
545 1555 SO Kingswear – Paddington  
548 0910 SO Paignton – Sheffield  
550 1615 SO Paignton – Paddington  
552 0900 SO Kingswear – Bradford  
553 1015 SO Teignmouth – Bradford  
554 1105 SO Paignton – Nottingham  
555 1700 SO Paignton – Paddington via Bristol  
557 1000 SO Torquay – Wolverhampton via Oxford  
558 1035 SO Paignton – Wolverhampton  
560 1055 SO Ilfracombe – Birmingham  
563 1215 SO Kingswear – Birmingham  
565 1455 SO Paignton – Wolverhampton  
567 1505 SO Paignton – Wolverhampton  
570 0745 SO Newton Abbot – Swansea  
573 0810 SO Paignton – Manchester (Victoria)  
575 1006 SO Exeter – Manchester (London Road)  
578 0855 SO Paignton – Manchester (London Road)  
580 0940 SO Paignton – Swansea  
585 1010 SO Paignton – Cardiff

588 0925 SO Ilfracombe – Cardiff  
590 1020 SO Kingswear – Crewe  
593 1230 SO Paignton – Manchester (London Road)  
595 1520 SO Kingswear – Cardiff

600 0705 SO/0715 SX Plymouth – Paddington  
603 0725 SO Plymouth – Paddington  
605 0830 W Plymouth – Paddington  
610 0815 SO Perranporth – Paddington  
615 0835 SO Falmouth – Paddington  
620 1115 SO Plymouth – Paddington  
625 0800 SO Penzance – Paddington  
630 0920 SO St. Ives – Paddington  
635 0945 W Penzance – Paddington  
636 0915 Penzance – Truro was extended to Paddington on certain Mondays, Fridays (and Saturdays when it would start at Plymouth at 1215), running ahead of and acting as a Relief to 635  
638 1015 SO Newquay – Paddington  
640 1230 SO Newquay – Paddington  
645 1150 SO Penzance – Paddington  
650 0845 W Plymouth – Crewe  
655 0800 WO Newquay – Manchester  
660 0955 SX/1005 SO Penzance – Liverpool  
663 1020 SO Penzance – Cardiff  
665 1200 W Penzance – Crewe  
666 Unadvertised Relief to 665; 1535 FO Plymouth – Bristol Stapleton Road  
670 0910 SO Plymouth – Birmingham  
673 0730 SO Penzance – Wolverhampton  
675 1115 SO Newquay – Wolverhampton  
678 1010 W/1110 SO Penzance – Wolverhampton  
683 0815 SO Newquay – Newcastle  
685 1100 SO Newquay – York  
688 1045 SO Penzance – Sheffield

700 0615 SO Cardiff – Paignton  
703 0810 SO Newport – Paignton  
704 0805 SO Cardiff – Kingswear  
705 0905 SO Swansea – Kingswear  
708 0817 SO Carmarthen – Penzance  
710 0335 SO/0405 MO Fishguard Hbr - Paddington  
711 0355 MX/0435 SuO Fishguard Hbr - Paddington  
715 0630 W Swansea – Paddington  
716 0750 SX/0743 SO Cardiff – Paddington  
718 0455 MX Fishguard Hbr/0815 MO Swansea – Paddington  
719 0820 SO Swansea/0945 SX Cardiff – Paddington  
720 0730 W Carmarthen – Paddington  
722 0955 SO Cardiff – Paddington  
733 0730 SO Pembroke Dock – Paddington  
735 0800 SO Neyland – Paddington  
736 0925 SO Carmarthen – Paddington  
739 1020 SO Pembroke Dock – Paddington  
740 1110 W Milford Haven – Paddington  
750 1200 SO Milford Haven – Paddington  
753 1310 W Pembroke Dock – Paddington  
755 1435 W Neyland – Paddington  
760 0900 SO Cardiff – Portsmouth & Southsea  
765 0930 SO Cardiff – New Milton  
770 1008 SO Cardiff – Portsmouth & Southsea  
775 1030 SO Cardiff – Portsmouth & Southsea  
780 1253 SO Cardiff – Portsmouth & Southsea  
785 1300 SO Cardiff – Brighton

795	1115 W Swansea – Manchester
805	2130 FO Wolverhampton – Penzance
808	2240 FO Wolverhampton – Paignton
810	0700 SO Birmingham – Penzance
812	0730 SO Birmingham – Paignton
815	0655 SO Wolverhampton – Paignton
818	0830 SO Birmingham – Weston - Super - Mare
820	0855 SO Wolverhampton – Penzance
823	1055 SO Birmingham – Paignton
825	0900 SX Wolverhampton - Penzance
827	1035 SO Wolverhampton – Paignton
830	1050 SO Wolverhampton – Minehead
848	0750 SO Birmingham – Weymouth
850	0800 SO Birmingham – Weymouth
855	0910 SO Wolverhampton – Paignton
865	1110 SO Wolverhampton – Weymouth
903	0605 SO Birmingham – Bournemouth West
905	0728 SO Wolverhampton – Hastings
908	0848 SO Birmingham – Portsmouth & Southsea
910	0905 SO Birmingham – Portsmouth & Southsea
913	0842 SO Wolverhampton – Portsmouth Harbour
915	1010 SO Birmingham – Margate
918	1020 SO Birmingham – Margate
920	1040 SO Birmingham – Margate
923	0735 SO Birkenhead – Ramsgate
925	1215 SO Birmingham – Bournemouth Central
928	0930 SO Birkenhead – Bournemouth West
953	0850 SO Portsmouth – Birmingham
955	0911 SO Portsmouth Harbour – Wolverhampton
958	0855 SO Margate – Birmingham
960	0932 SO Bournemouth Central – Birmingham
963	0848 SO Hastings – Wolverhampton
965	0930 SO Bournemouth West – Birkenhead
968	0910 SO Margate – Wolverhampton
970	0856 SO Ramsgate – Birkenhead
973	1150 SO Bournemouth Central – Birmingham
975	1311 SO Portsmouth Harbour – Birmingham
978	1335 SO Portsmouth Harbour – Birmingham
980	1215 SO Hastings – Birmingham
983	1438 SO Portsmouth Harbour – Wolverhampton
985	1530 SO Portsmouth Harbour – Wolverhampton

POLITE NOTICE.

This PDF is protected by copyright and reproduction is prohibited without the prior consent of the © owner. If you are unclear how copyright legislation works, there is a term called 'Fair Dealing' which describes the extent one can use copyrighted material without seeking authorisation.

- 1) A copy can be made for the purposes of research or private study.
- 2) A copy can be made for non-commercial purposes, providing the source of the material is acknowledged.
- 3) The person downloading material cannot make further copies available to others...in other words, they must not profit from it!

Ed Chaplin does not profit from this PDF. His sole aim is to share his in-depth research with others. In its simplest terms, it is a question of respecting his rights as the originator of the work and only using the material when it is correct to do so. If you wish to use the contents of the PDF for any other reason please contact the email address to be found at the bottom of Page 23 - 'BR Western Region 3'

[www.davidheyscollection.com/page23.htm](http://www.davidheyscollection.com/page23.htm)