



TRAINS ILLUSTRATED DATING OF WR STOCK CHANGES

by RICHARD STRANGE

Who trusted "TI"? Nearly all of us I guess, and I was astonished when I stumbled upon a feature of the Trains Illustrated "Locomotive Stock Changes" which over the years has probably misled many readers and certainly several book and article authors.

To understand what I found one has first to appreciate the layout and content of the Locomotive Stock Changes. The lists began with the dates to which each Region's stock changes were correct. Beneath these were sections for "New Engines", "Engines Withdrawn", "Engines Reallocated", and finally occasionally an "Errata" section. "Engines Withdrawn" were listed numerically, without regional and shed ownership. "Engines Reallocated" were split into regional blocks.

The dates applicable were the end date of a period, whose start date was not given but was in fact one day after the applicable date given in the previous issue of the magazine for each Region.

The December 1957 issue of the magazine was where I noticed something odd, so let's examine this in detail for the WR information. As far as I can see at a glance, only the WR information is misleading.

The date given for the WR is "September 7, 1957" - see the copy of the magazine page below. No other date is given for the WR, therefore it was quite reasonable to presume that both withdrawals and reallocations for that Region took place during the four weeks which ended on September 7, 1957.

In fact, cross-checking with official documents at The National Archives at Kew shows that only the *reallocations* were dated to the period given; the *withdrawals* were for the *following period* - in this case the four weeks ending October 5, 1957.

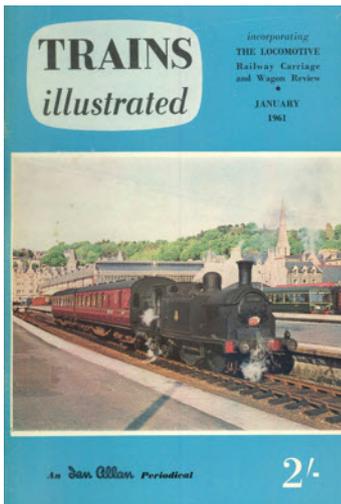
The WR-owned locos listed as withdrawn were as below. The dates given next to these here are the *official* dates from the Kew records, and are all actual dates of withdrawal.

42	16/9/57	4596	16/9/57	6730	28/9/57
3101	28/9/57	5406	16/9/57	9024	30/9/57
3150	28/9/57	6713	28/9/57	9028	30/9/57

I subsequently checked several issues of the magazine at random and found the same situation - reallocations for one four week ending period and withdrawals for the next one - continued to at least the December 1961 magazine.

On being advised about my findings, fellow ESS and HSBT member Ross Woollard carried out his own checks, and found that, with a few exceptions, the same situation applied from at least the August 1951 'Trains Illustrated' up to the days of 'Modern Railways' in 1964. So, of course, this is NOT a case of errors in 'official' records.

The Stock Changes data was provided by the WR Public Relations Office, but I have yet to discover the reason for this unusual set of circumstances.



TRAINS ILLUSTRATED

December 1957

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LOCOMOTIVE STOCK CHANGES

"N.Y.A." denotes "not yet allocated" (on official lists received). This list is correct to the following dates: L.M.R.—October 5, 1957; E. & N.E.R.—October 19, 1957; Sc. R.—September 28, 1957; S.R.—October 8, 1957; W.R.—September 7, 1957.

NEW ENGINES

Diesel Hydraulic 0-4-0: 11713/4-62B; Diesel Electric 0-6-0: D3382/3/4/5-66B; D3386-65A; D3387/8-N.Y.A.; D3439/40/1/2/3/4-34A; Diesel Electric Bo-Bo: D8005/6/7/8-1D; Class "8F": 2-8-0: 48773/4/5-66A; Class "4": 2-6-0: 76096/7-67A; 76112-68B; Class "9F": 2-10-0: 92142/3/4/7/8/9-35A; 92150-18B. Late Entry: Diesel Electric 0-6-0: D3467/8/71/2-73C; D3469/70-74A. Diesel Mechanical 0-6-0: 11226-73C; 11227/8/9-72D.

ENGINES WITHDRAWN

42, 3101/50, 4596, 5406, 6713/30, 9024/8, 41105, 50/79, 41748, 43286, 43341, 47206, 48907/44, 49186, 49202/39, 49648, 51526, 52293, 56346, 57430, 57582, 58083, 58288, 61555, 62419, 62510/33/48/93, 62619, 62713, 64295, 64320/2/49/72, 64401/53, 65650, 67326, 67434, 68164, 68874, 69098, 69312/29/35/46, 69484, 69519.

ENGINES REALLOCATED

Western Region: 1452-83A; 2206-85A; 2208-87H; 2822-88E; 4144-86F; 4553-86G; 4626/31/86-88E; 5378-84E; 5414-82D; 5629-86G; 5986-82C; 5989-86E; 6160-81B; 6770/1-88C; 6778-87K; 6928-86E; 7439-87C; 7445-83A; 7738-88A; 8743/87-87K; 9401-84G; 9606-87G; 9677-87J; 9769/76-88A; 13266-88B; 49157-86G; 82008-85A.