

APPENDIX 3

ROLLING STOCK REDUCTION

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Locomotives, multiple unit vehicles, coaches, wagons, containers and miscellaneous vehicles are all included under the heading of rolling stock. At 31st December, 1961, the gross book value of the fleets stood at £1,037 m. In the same year maintenance of the fleet cost £122 m.

The stock in each category at 31st December, 1962 was: —

Locomotives:	
Steam	8,796
Diesel	3,683
Electric	178
Multiple Units:	
Diesel	4,074
Electric	6,958
Coaches:	
Passenger carrying	22,575
Non-Passenger carrying	12,482
Wagons	848,591
Containers	46,535

A marked change has taken place in the composition of the locomotive and coaching fleets over the past ten years. The result of the policy of dieselisation, which extended progressively over shunting locomotives, branch line and stop-ping passenger services, and later main line services of all descriptions, can be seen in Table No. 1.

A preliminary assessment of the locomotives, multiple units and coaching vehicles, expected to be released as a consequence of proposed passenger and freight service curtailments, is given below. The rate of release will depend upon many factors and no dates have been quoted.

Locomotives:	
Steam	1,174
Diesel	55
Multiple units:	
Diesel	814
Electric	260
Rail buses	21
Battery car	1
Coaches :	
Gangway	949
Non-gangway	2,008

The diesel multiple units will be re-deployed to take the place of locomotive-hauled stock on services still retained and, as a consequence, further locomotives and coaches will be released.

ANNUAL POSITION: LOCOMOTIVES, MULTIPLE UNITS & HAULED STOCK

End of:	Steam locomotives			Diesel and electric locomotives						Multiple unit stock			Hauled stock	
	Shunting	Other	Total	Shunting diesel	Shunting electric	Other diesel	Other electric	Total	Diesel	Electric	Total	Passenger carrying	Non-passenger carrying	
1953	3,097	15,492	18,589	252	2	8	63	325	..	4,565	4,565	37,197	15,529	
1954	3,035	15,390	18,425	311	2	9	69	391	70	4,632	4,702	37,215	15,847	
1955	2,894	5,066	7,960	447	2	9	69	527	179	4,675	4,854	6,861	15,687	
1956	2,758	14,769	17,527	600	2	9	69	680	453	4,939	5,392	36,130	15,163	
1957	2,609	14,350	16,959	775	2	28	69	874	1,349	5,004	6,353	35,474	14,994	
1958	2,371	13,737	16,108	1,091	2	110	70	1,273	2,417	5,261	7,678	34,325	14,926	
1959	2,050	12,407	14,457	1,373	2	427	83	1,885	3,244	5,843	9,087	31,450	14,271	
1960	1,741	11,535	13,276	1,708	2	842	133	2,685	3,820	6,430	10,250	29,841	14,871	
1961	1,422	10,269	11,691	1,894	2	1,285	156	3,337	3,998	6,890	10,888	26,961	14,551	
1962	978	7,818	8,796	2,010	2	1,673	176	3,861	4,074	6,958	11,032	22,575	12,482	

Whilst Table No. 1 shows the stock at the end of 1962, and progressive reduction will take place as services are withdrawn, it must be remembered that review of the utilisation of the rolling stock fleets is a continuing process. Already examination has pinpointed scope for the withdrawal of a further 1,200 passenger coaches; it is reasonable to expect that by the end of 1963 the figure will have risen to 2,500. A further review of the steam locomotive fleet, following one made towards the end of 1962, is in hand.

The composition of the wagon and container fleet over the past ten years, divided into the principal types, is shown in Table No. 2.

End of:	ANNUAL POSITION: FREIGHT WAGONS AND CONTAINERS					Containers
	Goods	Mineral	Steel carrying wagens	Others	Total wagens	
1953	457,213	592,803	44,020	13,074	1,107,110	29,111
1954	456,508	594,652	45,584	12,946	1,109,690	32,403
1955	455,515	595,264	46,614	12,542	1,109,935	34,223
1956	453,947	587,274	49,867	11,519	1,102,607	35,833
1957	454,061	571,553	54,540	9,960	1,090,114	40,212
1958	404,685	542,241	51,920	6,680	1,005,526	47,421
1959	377,062	513,164	49,585	5,449	945,260	50,151
1960	376,913	512,849	52,098	5,138	946,998	49,071
1961	372,459	508,816	55,279	4,989	941,543	48,296
1962	327,762	464,199	52,221	4,409	848,591	46,535

There were no marked changes in the composition of this fleet, other than the introduction of the 24J-ton mineral wagon and a number of special type wagons to meet particular requirements. In 1958-9, and again in 1962, however, the fleet was reduced by approximately 150,000 and 100,000 wagons respectively. It has already been decided to make another reduction of 100,000 wagons in 1963 and further withdrawals are contemplated.

It is not practicable at this stage to forecast with accuracy the eventual size of the rolling stock fleets, nor the rates of reduction, but some immediate targets, taking into account all known factors, and assuming adoption of the plan and its progressive development, follow:—

	Stock at end 1962	Estimated stock
Main line diesel and electric locomotives	1,849	3,750/4,250
Coaches	22,575	15,000
Multiple units	11,032	..
Wagons	848,591	500,000
Containers	46,536	36,000

Some of these estimates can be regarded as conservative. All of them will require to be revised from time to time. The number of coaches will be continuously reduced through increased use of multiple units and reduction in high peak services. The reduction in containers refers to the present types and takes no account of the building of new types which will be required for Liner Trains.