

HISTORICAL FASTEST TIMES

2019



**Special Features:- 60 years of the Peak Class Diesel Locos.
Steam In Ireland.**

**RPS
Railway Performance Society**

www.railperf.org.uk

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A complete list of the contents of previous issues is too long to include here, and a copy will be submitted for inclusion on the RPS website.

This Historical FT Supplement covers records held by motive power that is no longer the principal type of traction on the specified routes. Due to lack of space, it is not possible to include all routes each year, but previous editions since 2010 may be viewed by members on the RPS website. Any route, open or closed, and any train, express or all-stations, is acceptable

for inclusion, although most minor routes may appear only very occasionally in the printed version of HFT. Where more than route has existed between two stations, separate record times are shown for each alternative route. All records must have been obtained on trains available to normal fare-paying passengers, including relief trains advertised in supplements, or by station announcements, or trains diverted due to engineering work. These may include some BR-organized advertised excursions (ADEX) that were available for use by ordinary ticket holders. A few times by "specials" may be included where they are substantially faster than times by regular scheduled services.

"Load" consists of the total number of vehicles, including locomotives. For steam tender locomotives, the locomotive and tender are counted as a single vehicle. Where the number of vehicles does not appear in logs, the load is shown as the trailing load in tons. For ease of compilation, the steam section has mainly been sub-divided according to the pre-1948 railway company, followed by the post-1948 region & finally by the pre-1923 ownership, and largely reflects the service operating patterns in the steam era.

The motive power situation on UK railways is currently changing rapidly. In the next few years, there will be:

Removal of electric locomotive haulage on both the East Coast Main Line (Class 91), and the London Liverpool Street to Norwich line (Class 90). In addition, the popular HSTs (Class 43) will cease to operate the principal fast services on the Great Western lines; these items will all be transferred from "Current" to "Historic" Fastest Times over the next 2 to 3 years. Note that the "short formation" (2+4) HSTs used in the West Country & Scotland cannot fairly be compared with traditional long formation (2+7, 8 or 9) HSTs.

Notes: # indicates a new entry in a reissued section.

\$ indicates a time obtained on a "special" train, including charters and test runs.

& indicates that the load includes non-passenger stock, possibly with 4 or 6 wheels.

If you can fill any gaps, beat any records, spot any errors or offer additional routes for inclusion in the future Historical FT Supplements, please send them to the compiler by at the postal or e-mail address in Milepost. However, please send all logs to Lee Allsopp for inclusion in the logs database.

Note that the mileage shown on the left-hand side of the tables applies to both directions of travel, unless a different mileage is printed on the right-hand side of the station name.

Note that some early recorders only seemed to time to the nearest 5 or 10 seconds. This creates uncertainty about the exact journey time. The compiler has used his own judgement about such logs, and has not accepted as records some times that differ by less than a few seconds from logs timed to the nearest second (or less). Initials of most recorders are as listed in the annual RPS Fastest Times Supplements. Other recorders are listed below:

Notes on Special Features.

"Peak" Type Diesel Locomotives, TOPS Classes 44, 45 and 46.

2019 is the 60th Anniversary of the introduction of the first "Peak" type of diesel locomotives, later known as Class 44, and rated at 2300 hp. Only 10 of these locomotives were built, and their regular use on passenger services was short-lived. With their steam-heating boilers removed, they spent most of their lives on freight workings.

Two varieties of the production version of Peaks were built, with an increased power rating of 2500 h.p.; these became TOPS Classes 45 & 46. For about 20 years, these classes dominated the long distance passenger services on main lines that had originated with the former Midland Railway, notably the Midland Main Line (MML), and what became the North East / South West corridor of the Cross Country network. They were also used on the Trans Pennine network, and also worked on the East Coast Main Line (ECML), where their performances tended to be eclipsed by the more powerful Deltics (Class 55)

Number Series:

Class 44: D1 – D10 (44001 – 44010).

Class 45: D1 – D137.; later subdivided into

Class 45/0 (Steam heating) 45001 – 45077

Class 45/1 (Electric heating) 45101 – 45150

Class 46 (Steam heating): D138 – D193 (46001 – 46056)

All had Sulzer engines; Classes 44 & 45 had Crompton generators and traction motors; Class 46 had Brush generators and traction motors.

Steam in Ireland.

The history of Irish railways is complicated by the political split into the independent Ireland (Eire) and (British) Northern Ireland. Only the Irish Standard (5 ft. 3 in.) gauge lines are covered by this supplement; the 3ft. gauge lines often had sparse, low speed services.

Northern Ireland.

Ulster Transport Authority (UTA), latterly Northern Ireland Railways) was formed in 1948, the main components being:

Great Northern Railway (Ireland) lines North of the border.

Northern Counties Committee (once owned by Midland Railway, then LMSR)

Belfast & County Down Railway.

Ireland (Eire)

Coras Iompair Eireann (CIE) was formed in 1945, the main components being:

Great Northern Railway (Ireland) lines South of the border.

Great Southern Railway (GSR).

The GSR itself formed in 1924, and included:

Great Southern & Western Railway (GS&WR)

Midland Great Western Railway (MGWR)

Dublin & South Eastern Railway.

Compared with UK steam motive power, Irish locos would be regarded as small. There were never any Pacific tender locos, and fewer than 20 locos with the 4-6-0 wheel arrangement. Until the end of steam working, 4-4-0 tender locos worked many of the principal trains in Ireland, whilst there were also assorted 2-6-0 locos, and in later years, UTA had some 2-6-4T locos built at Derby Works.

The Narrow Gauge Railways section has been used to fill what otherwise might have been blank space, and which was considered too small to include a useful complete section of standard gauge records.

Compiled by Bevan Price, on behalf of Railway Performance Society, June 2019.

Front cover photo by Bevan Price; 46037 passing the Parkside Memorial, near Newton Le Willows with a Newcastle – Liverpool service in May 1978.

miles	m	s	date	loco	load	mph	rec.	section	m	s	date	loco	load	mph	rec.	
11.51	14	07	09/05/63	D172	10	48.9	NP	<u>HARROGATE and:-</u>								
39.46	42	05	16/09/63	D173	10	56.3	JWr	Ripon	12	33	03/03/67	D185	10	55.0	NP	
								Darlington								
13.79	17	00	22/04/65	D185	11	48.7	IMi	<u>RIPON and:-</u>								
27.95	29	55	28/09/63	D168	10	56.1	NP	Northallerton	17	35	03/03/67	D185	10	47.1	NP	
								Darlington								
13.84	14	50	26/11/75	45015	7	56.0	PBS	<u>SELBY and:-</u>								
								York	14	28	08/04/76	45018	8	57.4	MB	
22.19	17	58	21/07/83	45139	10	74.1	DF	<u>YORK and:-</u>								
29.95								Thirsk	18	21	09/09/85	45145	8	72.6	CF	
44.08	32	13	23/07/75	46019	11	82.1	PBS	Northallerton	30.00	23	37	30/04/75	46030	9	76.1	PBS
66.18	52	53	08/08/77	46021	10	75.1	GA	Darlington	44.15	32	57	23/07/81	46033	9	80.4	DF
80.15	69	38	16/07/83	46035	9	69.1	AM	Durham								
44.56	50	01	04/02/76	45017	8	53.5	PBS	Newcastle	64	41	197x	46029	11	74.3	PBr	
								Eaglescliffe	43	00	31/01/68	D170	11	62.2	BN	
7.76	7	59	24/09/86	45118	9	58.3	CF	<u>THIRSK and:-</u>								
21.89	19	33	21/10/81	45019	12	67.2	MB	Northallerton	7.81	8	09	11/11/85	45107	9	57.1	AH
								Darlington	21.96	24	10	16/10/63	D38	11	54.3	CF
14.13	11	27	19/01/85	45103	?	74.0	AH	<u>NORTHALLERTON and:-</u>								
14.61	16	16	04/01/68	D166	10	53.9	BN	Darlington	14.15	12	04	15/09/84	45137	8	70.3	AM
								Eaglescliffe	16	07	15/12/68	D186	7	54.4	IU	
22.10	18	15	28/04/87	45129	8	72.7	AH	<u>DARLINGTON and:-</u>								
36.06	38	45	27/08/71	D153	12	55.8	KB	Darlington	22.03	19	12	09/09/85	45145	8	69.1	CF
								Newcastle	35.99	32	31	13/12/77	46003	11	66.4	GA
5.64	6	57	23/08/83	45060	8	48.7	JHe	<u>DURHAM and:-</u>								
13.97	13	12	20/02/82	46026	4	63.5	TG	Chester-le-Street	6	42	08/02/85	45143	9	50.5	MB	
								Newcastle	12	47	31/05/82	45130	9	65.6	JHe	
8.33	9	32	21/06/82	46051	8	52.4	JHe	<u>CHESTER-LE-STREET and:-</u>								
								Newcastle	10	40	08/02/85	45143	9	46.9	MB	
16.60	21	32	30/05/81	46047	8	46.3	TG	<u>NEWCASTLE and:-</u>								
34.84								Morpeth	21	32	31/05/80	46049	5	46.3	TG	
66.98	61	37	18/06/68	D185	14	65.2	KB	Alnmouth								
95.41								Berwick-upon-Tweed	58	48	19xx	D139	14	68.3	JBW	
124.52	122	55	21/12/78	46053	10	60.8	AH	Dunbar	90	28	25/11/68	D27	11	63.3	ASu	
								Edinburgh								
18.24	17	39	25/08/81	46023	11	62.0	CF	<u>MORPETH and:-</u>								
								Alnmouth	15	08	31/05/80	46049	5	72.3	TG	
11.14	12	16	25/08/81	46023	11	54.5	CF	<u>ALNMOUTH and:-</u>								
32.14	26	18	30/05/81	46047	8	73.3	TG	Chathill	11	41	31/10/81	46011	7	57.2	TG	
								Berwick-upon-Tweed	24	46	31/05/80	46049	5	77.9	TG	
21.00	19	23	06/08/81	46009	11	65.0	CF	<u>CHATBILL and:-</u>								
								Berwick-upon-Tweed	17	22	31/10/81	46011	7	72.6	TG	
28.43	24	38	30/05/81	46047	8	69.2	TG	<u>BERWICK-UPON-TWEED and:-</u>								
57.54	53	58	27/08/71	D153	12	64.0	KB	Dunbar	27	51	10/09/74	45104	10	61.2	FH	
								Edinburgh								
11.33	11	45	30/05/81	46047	8	57.9	TG	<u>DUNBAR and:-</u>								
29.11	26	00	03/06/72	D20	12	67.2	IU	Drem	28	00	20/03/73	D27	11	62.4	NP	
								Edinburgh								
17.78	17	14	30/05/81	46047	8	61.9	TG	<u>DREM and:-</u>								
								Edinburgh								

miles	m	s	date	loco	load	mph	rec.	section	m	s	date	loco	load	mph	rec.	
Peaks, MML2:- (London St. Pancras) - Kettering - Manton - Nottingham Midland																
Southbound																
123.45	108	45	01/07/63	D19	10	68.1	JWr	<u>LONDON ST.PANCRAS and:</u>	111	05	06/05/64	D114	10	66.7	IB	
								<u>Nottingham Mid.</u>								
73.60	68	01	10/08/65	D12	10	64.9	RSH	<u>BEDFORD and:</u> <u>Nottingham Mid.</u>								
7.52	9	20	10/08/63	D75	10	48.3	BN	<u>KETTERING and:</u> Corby	10	06	17/09/62	D13	12	44.7	GA	
33.24								Melton Mowbray	31	02	09/06/63	D12	12	64.3	BDW	
51.48	45	42	05/11/65	D109	15	67.6	CH	Nottingham	46	00	05/06/63	D73	9	67.1	JWr	
								<u>CORBY and:</u> Oakham	14	20	17/09/62	D13	12	59.7	GA	
11.47	11	25	07/05/63	D120	10	60.3	JWr	<u>OAKHAM and:</u> Melton Mowbray	11	22	17/09/62	D13	12	60.5	GA	
18.23	20	10	07/05/63	D120	10	54.2	JWr	<u>MELTON MOWBRAY (TOWN) and:</u> Nottingham	18	16	17/09/62	D13	11	59.9	GA	
Peaks, MML3: Leicester & Nottingham - Alfreton - Sheffield.																
Southbound																
37.00	32	28	27/07/74	45003	?	68.4	AH	<u>LEICESTER (LONDON ROAD) and:</u>	30	48	13/08/82	45111	9	72.1	BM	
47.15								Alfreton	43	26	12/05/76	45115	9	65.1	AH	
59.42	61	44	xx/xx/xx	D175	9	57.8	CMN	Chesterfield	52	49	196x	D125	?	67.5	PRu	
								Sheffield								
34.68	38	50	23/04/63	D136	10	53.6	JWr	<u>TRENT and:</u> Chesterfield								
46.93	49	03	07/09/63	D156	10	57.4	DTw	Sheffield								
18.19	21	24	08/08/82	45037	8	51.0	BM	<u>NOTTINGHAM (MIDLAND) and:</u>	21	00	15/09/79	45139	8	52.0	JWr	
28.31	34	12	29/08/70	D53	11	49.7	HGo	Alfreton	33	08	03/10/72	D45	10	51.3	PH	
40.56	59	01	18/04/63	D87	13	41.2	AV	Chesterfield	67	48	06/11/65	CI.45	10	35.9	BHa	
								Sheffield								
ALFRETON (Alfreton & Mansfield Parkway) and:																
10.15	10	22	05/04/88	45106	5	58.7	DW	<u>CHESTERFIELD (MIDLAND) and:</u>	10	13	15/02/74	45119	?	59.6	AH	
								Chesterfield								
5.30	5	21	24/08/84	45147	5	59.4	LA	<u>CHESTERFIELD (MIDLAND) and:</u>								
12.27	12	37	19/08/84	45124	5	58.4	LA	Dronfield								
28.79	33	41	21/06/70	D134	9	51.3	PT	Sheffield	12	11	14/10/82	45126	10	60.4	NS	
								Chinley	31	12	25/06/70	D76	7	55.4	CF	
6.97	8	41	24/08/84	45147	5	48.2	LA	<u>DRONFIELD and:</u> Sheffield								
Peaks, MML4:- Nottingham - Derby - Sheffield..																
Eastbound.								<u>NOTTINGHAM (MIDLAND) and:</u>	Westbound.							
7.87	10	19	25/08/79	45028	8	45.8	BP	Long Eaton								
15.85	19	01	03/06/78	45105	7	50.0	BP	Derby	20	28	06/09/72	D56	10	46.5	AV	
4.56								<u>BEESTON and:</u> Long Eaton	7	56	10/09/83	45115	9	34.5	BP	
1.08								<u>TRENT and:</u> Sawley Jcn (L. Eaton)	3	20	18/11/65	D94	9	19.4	BN	
1.17								do. via N curve	3	35	17/08/62	D13	11	19.6	GA	
9.06								Derby	13	08	16/06/63	D50	8	41.4	GA	
9.15								do. via N curve	13	48	08/10/61	D107	11	39.8	CH	
								<u>DERBY (MIDLAND) and:</u>								
24.13	21	55	30/07/88	45141	8	66.1	ASm	Chesterfield	20	45	29/05/81	45144	10	69.8	JWr	
36.40	34	20	19xx	D45	12	63.6	m.r.	Sheffield	33	40	13/07/85	45115	11	64.9	BP	

miles	m	s	date	loco	load	mph	rec.	section	m	s	date	loco	load	mph	rec.	
SC2: Carlisle to Edinburgh via Waverley Route (NBR)																
Southbound								Northbound								
24.22	29	15	18/11/63	D22	9	49.7	DW	CARLISLE and:								
45.35	67	43	19/08/64 & - Load included 2 x 4 whel vans	D16	11&	40.2	NP	Newcastleton	27	42	18/12/68	D139	7	52.5	CF	
21.13	27	42	30/12/68	D89	6	45.8	HGo	Hawick	25	22	29/03/67	D22	6	50.0	NP	
4.30	5	59	28/07/61	D19	6	43.1	BP	NEWCASTLETON and:								
12.27	13	00	19/12/68	D34	5	56.6	CF	Hawick	12	40	18/12/68	D139	7	58.1	CF	
3.77	5	47	28/07/61	D19	6	39.1	BP	HASSENDEAN and:								
4.60	5	26	28/07/61	D19	6	50.8	BP	Belles	BELSES and:							
3.35	4	46	19/12/68	D34	5	42.2	CF	ST. BOSWELLS and:								
7.03								Melrose	4	49	18/12/68	D139	7	41.7	CF	
								Galashiels	12	58	19/09/64	D30	5	32.5	HGo	
3.68	4	47	19/12/68	D34	5	46.2	CF	MELROSE and:								
								Galashiels	4	54	29/03/67	D22	6	45.1	NP	
33.74	41	12	19/12/68	D34	5	49.1	CF	GALASHIELS and:								
								Edinburgh Waverley	32	40	29/03/67	D22	6	62.0	NP	

**Former Eastern Region & Joint Lines.
D3. East Anglia services.**

D3.1: London Liverpool Street - Norwich																	
South/Westbound								North/Eastbound									
LONDON LIVERPOOL STREET and:-																	
12.27								Romford	15	38	22/08/81	31173	8	47.1	LA		
#	20.07	22	04	04/07/77	47160	7	54.6	HGo	Shenfield	20	15	21/04/79	47019	12	59.5	IU	
	29.64	27	53	18/09/75	47155	?	63.8	JHe	Chelmsford	27	12	16/04/76	37262	6	65.4	BDW	
	29.64	26	37	23/01/99	D9000	10	66.8	(1)	do., Cl.55								
	51.42	45	55	03/12/77	47135	11	67.2	DLR	Colchester	51.54	45	10	29/05/76	37112	8	68.5	BDW
								do., Cl.55	51.54	44	24	23/01/99	D9000	11	69.6	(2)	
	68.80	69	38	31/01/81	47018	12	59.3	PMS	Harwich P. Quay / Int.	70	00	02/06/84	47580	12	59.0	JHe	
	68.63	60	21	17/03/78	47167	10	68.2	BHa	Ipswich	62	20	18/02/81	47584	11	66.1	BHa	
#	68.63	58	54	28/08/67	47164	9	69.9	BHa	do., spcl	55	51	28/08/77	47164	9	73.7	BHa	
		(1) = BHa/JT/NS						(2) = NS/RNC									
#	7.80	10	56	12/10/61	D5545	10	42.8	BHa	ROMFORD and:								
								Shenfield	9	12	23/04/77	47004	10	50.9	BDW \$		
#	3.43	4	45	22/03/59	D200	6	43.3	BHa	SHENFIELD and:								
	9.57	9	53	25/02/74	6749	6	58.1	BDW	Ingatestone	3.45	4	31	21/04/79	47017	12	45.6	IU
#	31.35	58	34	08/03/64	D5694	10	32.1	BHa	Chelmsford	8	06	15/03/70	D1676	8	70.9	DLR	
								Colchester	31.47	28	31	18/08/73	6711	10	66.0	DTw	
									INGATESTONE and:								
	6.14	7	08	10/12/72	1547	9	51.6	BDW	Chelmsford	6.12	7	15	12/09/71	1758	9	50.8	IU
									CHELMSFORD and:-								
#	6.19	6	55	30/06/64	D6707	8	53.7	HGo	Hatfield Peverel	6	07	20/04/77	47093	7	60.7	DH	
	8.85	9	06	13/11/77	47118	10	58.4	BDW	Witham	7	23	07/09/84	47571	10	71.9	BDW	
	21.78	17	45	11/02/78	47116	11	73.6	BHa	Colchester	21.90	17	18	13/11/77	47115	8	76.0	BDW
	38.99	54	24	28/09/58	D5500	10	43.0	BHa	Ipswich	38.99	38	33	15/08/81	37044	9	60.7	FC
									HATFIELD PEVEREL and:								
#	2.66	4	23	30/06/64	D6707	8	36.4	HGo	Witham	3	34	20/04/77	47093	7	44.7	DH	

	miles	m	s	date	loco	load	mph	rec.	section	m	s	date	loco	load	mph	rec.	
WITHAM (Essex) and:																	
#	3.60	4	52	25/02/72	6749	5	44.4	BDW	Kelvedon		4	33	20/04/77	47093	7	47.5 DH	
#	8.07	9	50	09/04/58	D5505	10	49.2	JWr	Marks Tey		11	28	06/11/60	D5635	11	42.2 BDW	
#	12.93	12	13	17/03/70	D1758	8	63.5	HGo	Colchester	13.05	11	31	17/09/85	47456	9	68.0 BDW	
KELVEDON and:																	
	4.47	5	30	19/09/71	1991	9	48.8	BDW	Marks Tey		4.39	5	10	20/04/77	47093	7	51.9 DH
MARKS TEY and:																	
	4.86	6	15	18/07/76	37029	?		46.7	Colchester		5.06	5	36	20/04/77	47093	7	52.1 DH
COLCHESTER and:-																	
	4.36	5	13	06/12/59	D205	7	50.1	BHa	Ardleigh								
	7.85	8	24	31/08/65	D1554	10	56.1	DG	Manningtree	7.77	7	57	20/04/77	47093	7	59.2 DH	
	17.21	16	04	16/05/65	D1554	10	64.3	BHa	Ipswich	17.09	15	48	12/09/66	D1774	10	64.9 BHa	
	17.21	15	59	23/01/99	D9000	11	64.6	(1)	do., Cl.55	17.09	15	41	23/01/99	D9000	11	65.4 (2)	
	17.38	21	04	11/04/81	47018	13	49.5	IU	Harwich International								
ARDLEIGH and:																	
	3.43	5	10	06/12/59	D205	7	39.8	BHa	Manningtree								
MANNINGTREE and:-																	
#	3.68	5	04	15/05/60	D200	8	43.6	BHa	Bentley								
#	9.32	9	00	07/11/81	47566	11	62.1	BHa	Ipswich		9	44	20/04/77	47093	7	57.5 DH	
BENTLEY and:																	
	5.61	7	40	07/02/60	D202	8	43.9	BHa	Ipswich								
IPSWICH and:-																	
	11.84	10	36	07/05/85	47580	?		67.0	BDW	Stowmarket	10	25	13/11/84	47457	9	68.2 BDW	
	26.22	22	14	04/07/84	47570	?		70.8	BDW	Diss	20	30	23/04/86	47591	11	76.7 BDW	
	46.16	38	12	01/12/82	47576	10		72.5	BHa	Norwich	37	30	xx/xx/xx	47548	9	73.9 FC	
STOWMARKET and:-																	
#	6.00	7	45	14/02/59	D202	10	46.5	MNB	Finingham		6	44	25/06/66	D1758	7	53.5 BHa	
	10.80								Mellis		13	24	02/12/60	D200	11	48.4 BHa	
	14.39	12	33	06/01/79	47164	11	68.8	BHa	Diss		11	18	13/11/84	47457	9	76.4 BDW	
	20.00	21	37	05/04/58	D5505	10	55.5	DTw	Tivetshall								
	34.32	30	06	xx/xx/83	47573	11	68.4	DLR	Norwich		30	19	xx/xx/83	47581	11	67.9 DLR	
FINNINGHAM and:																	
	4.00								Mellis		5	15	25/06/66	D1759	7	45.7 BHa	
	8.44	9	27	22/01/65	D1560	10		53.6	Diss								
MELLIS and:																	
	3.59								Diss		4	22	25/06/66	D1758	7	49.3 BHa	
DISS and:-																	
	5.61	6	59	25/06/61	D202	11	48.2	BHa	Tivetshall								
	19.94	17	50	xx/xx/xx	31452	3	67.1	TC	Norwich		18	01	06/07/86	47649	10	66.4 RPL	
	19.94	17	46	23/01/99	D9000	11	67.3	(1)	do., Cl.55								
TIVETSHALL and:																	
	14.33	16	55	25/06/61	D202	11	50.8	BHa	Norwich								

	miles	m	s	date	loco	load	mph	rec.	section	m	s	date	loco	load	mph	rec.	
	10.09	11	00	20/08/68	D6742	10	55.0	BJW	<u>LITTLEPORT and:</u> Downham Market	10	46	24/10/87	47634	10	56.2	BN	
#	4.79	5	59	21/03/87	47487	11	48.0	FC	<u>DOWNHAM MARKET and:</u> Watlington	6	10	14/12/85	47570	10	46.6	DA #	
#	10.75	12	31	01/07/75	37037	10	51.5	IMi	Kings Lynn	13	30	06/01/69	D6968	10	47.8	CF	
	5.96	8	00	21/03/87	47487	11	44.7	FC	<u>WATLINGTON (ex-MAGDALEN ROAD) and:</u> Kings Lynn	8	24	20/07/81	37004	10	42.6	MT	
									D8. West Coast Main Line & Related Routes.								
									Note: \$ = Fastest time is by a special train/railtour, etc.								
									Double-headed Class 50s North of Crewe are listed separately.								
									D8.1: London Euston - Glasgow & Edinburgh.								
									Southbound							Northbound	
									<u>LONDON EUSTON and:-</u>								
	5.30	10	19	13/01/62	D5078	10	30.8	PMS	Willesden Junction	7	54	19/09/59	D210	8	40.3	PMS	
	11.32	17	15	11/04/64	D5018	8	39.4	BP	Harrow & W.								
	17.37	19	31	09/07/03	47810	12£	53.4	CH	Watford Junction	20	25	xx/xx/xx	DELTIC"	15	51.0	BLS	
	24.44								Hemel Hempstead	33	23	22/05/63	D5141	10	43.9	BN	
#	46.63	43	53	18/08/62	D381	13	63.8	DTw	Bletchley	48	53	29/07/64	D370	9	57.2	BHa #	
#	65.78	79	06	25/04/64	D330	13	49.9	MNB	Northampton	70	53	13/03/65	D315	12	55.7	MH	
	82.45	67	58	xx/10/59	10203	12	72.8	HGE	Rugby	79	41	xx/xx/xx	D329	13	62.1	IB	
	82.45								do., dbl head	79	00	18/04/57	(A1)	17	62.6	MNB #	
#	97.01	100	21	06/03/64	CI.40	12	58.0	GA	Nuneaton	114	03	27/11/64	D303	14	51.0	HGo #	
#	116.21								Lichfield	93	51	29/03/02	47782	12\$	74.3	mp	
#	133.50	122	49	28/12/65	D228	10	65.2	MNB	Stafford	132	58	26/02/64	D337	11	60.2	GA	
	158.04	153	12	22/07/64	D299	14	61.9	GA	Crewe	140	35	xx/10/70	1857	14	67.5	HGE	
	208.99								Preston	240	01	22/08/64	D382	13	52.2	CF	
	299.09	308	24	14/08/64	D337	14	58.2	CF	Carlisle	311	34	07/04/64	D268	13	57.6	AV	
									£ - Load included dead electric loco.							(A1) = 10000 + 10001	
									<u>LONDON BROAD STREET and:</u>								
	15.68								Harrow & W.	27	45	16/06/64	D8041	8	33.9	BHa #	
									<u>WILLESDEN JUNCTION (LOW LEVEL) and:</u>								
	6.04								Harrow & W.	7	47	19/09/59	D210	8	46.6	PMS #	
	12.09	13	54	24/05/62	D5146	9	52.2	PMS	Watford Junction								
	9.38								<u>WEMBLEY CENTRAL and:</u>								
									Watford Junction	12	20	26/09/65	D5031	9	45.6	BN	
#	6.05	6	34	26/06/63	D5004	9	55.3	RHi	<u>HARROW & WEALDSTONE and:</u>	Watford Junction	8	16	13/01/62	D5146	8	43.9	PMS #
									<u>WATFORD JUNCTION and:-</u>								
#	3.51	4	53	05/09/64	D221	8	43.1	BP	Kings Langley	5	50	16/06/64	D8041	8	36.1	BHa #	
#	7.06	9	42	28/07/62	D5026	9	43.7	BHa	Hemel Hempstead	8	51	26/09/65	D5031	9	47.9	BN	
#	22.74	30	35	25/11/63	D223	9	44.6	JWr	Leighton Buzzard	28	09	11/04/64	D382	10	48.5	BP	
	29.23	27	30	09/07/03	47810	12£	63.8	CH	Bletchley	31	34	18/08/62	D379	12	55.6	DTw	
#	48.41	49	00	06/12/60	D233	11	59.3	JWr	Northampton	53	05	24/03/65	D332	11	54.7	JWr #	
	48.41								do., spcl	46	07	14/10/78	40106	11	63.0	FC #	
	65.08	54	17	xx/xx/xx	D372	14	71.9	RGW	Rugby	49	20	29/01/91	47471	14	79.2	JR	
	79.74								Nuneaton	78	00	11/08/64	D370	12	61.3	DTw #	
	140.67	136	58	07/04/64	D234	11	61.6	AV	Crewe	130	35	xx/xx/58	DELTIC"	14	64.6	HAL #	
#	2.14	3	35	13/03/65	D312	6	35.8	MH	<u>KINGS LANGLEY and:</u>	Aspley	4	19	16/06/64	D8041	8	29.7	BHa #
#	1.41	2	36	13/03/65	D312	6	32.5	MH	<u>ASPLEY and:</u>	Hemel Hempstead							
									<u>HEMEL HEMPSTEAD and:</u>								
#	3.41	4	48	13/03/65	D312	6	42.6	MH	Berkhamsted	5	25	26/09/65	D5031	9	37.8	BN	
#	15.66	14	14	28/07/62	D5026	9	66.0	BHa	Leighton Buzzard								

	miles	m	s	date	loco	load	mph	rec.	section	m	s	date	loco	load	mph	rec.									
BERKHAMSTED and:-																									
#	3.79	5	01	13/03/65	D312	6	45.3	MH	Tring	5	39	26/09/65	D5031	9	40.2	BN									
#	4.41	6	10	13/03/65	D312	6	42.9	MH	TRING and: Cheddington Leighton Buzzard	10	07	26/09/65	D5031	9	56.1	BN									
#	9.46								CHEDDINGTON and: Leighton Buzzard																
#	5.05	5	36	13/03/65	D312	6	54.1	MH	LEIGHTON BUZZARD and:-																
#	6.49	6	40	28/07/62	D5026	9	58.4	BHa	Bletchley	8	11	26/09/65	D5031	9	47.6	BN									
	5.76	8	49	14/06/64	D291	13	39.2	BP	BLETCHLEY and:-																
	19.16	26	21	05/12/64	D343	14	43.6	GA	Wolverton	6	49	05/09/64	(B)	10	50.7	BP									
#	35.86	32	13	04/07/64	D377	12	66.8	BHa	Northampton	20	28	24/02/62	D315	11	56.2	BB									
	111.41	121	05	02/11/62	D313	15	55.2	BP	Rugby	36	55	21/09/65	D321	17	58.3	GA									
									Crewe																
									(B) = D5022 + D5018																
WOLVERTON and:-																									
#	2.40	4	10	26/06/63	D5004	9	34.6	RHi	Castlethorpe																
	7.43	8	58	14/06/64	D291	13	49.7	BP	Roade																
#	13.40	20	35	25/11/63	D223	9	39.1	JWr	Northampton																
	5.03	6	45	26/06/63	D5004	9	44.7	RHi	CASTLETHORPE and:-																
	5.97	9	46	26/06/63	D5004	9	36.7	RHi	Roade																
	22.67	23	23	14/06/64	D291	13	58.2	BP	ROADE and:-																
#	9.70	13	07	03/03/04	31429	5	44.4	MB	Northampton																
	19.09	22	06	07/05/61	D210	15	51.8	CH	Rugby	25	48	20/06/63	D219	12	44.4	BS									
	19.09								do., spcl	20	04	30/05/09	57601	12	57.1	CPR									
#	9.39	9	45	03/03/04	31429	5	57.8	MB	LONG BUCKBY and:-																
	14.55	17	27	01/05/64	D220	13	50.0	GA	Rugby																
	27.50								RUGBY and:-																
	51.04	49	00	15/06/63	D312	12	62.5	BP	Nuneaton	15	46	15/12/63	D219	10	55.4	MNB #									
	75.55	73	16	08/12/63	D211	13	61.9	BP	Tamworth	26	34	03/08/04	47810	9	62.1	CH #									
									Stafford	55	25	18/07/60	D217	16	55.3	JWr #									
	12.99	13	11	21/12/63	D226	9	59.1	GA	Crewe	73	22	28/01/64	D218	17	61.8	GA									
\$	19.24	19	05	22/05/10	57601	13	60.5	CPR	NUNEATON and:-																
#	36.49	28	40	10/12/89	47825	10	76.4	KR	Tamworth	12	33	31/12/88	47827	7	62.1	MT									
\$	60.99	56	05	12/10/91	47850	12	65.2	SE	Lichfield Trent Valley	18	57	22/05/10	57601	13	60.9	CPR \$									
	6.25	8	08	21/12/63	D226	9	46.1	GA	Stafford	25	35	12/11/89	47829	9	85.6	GW									
	23.54								Crewe	65	49	18/08/51	10001	14	55.6	DCD									
	8.01								TAMWORTH and:-																
	17.29	16	47	21/12/63	D226	9	61.8	GA	Lichfield Trent Valley	9	20	15/12/63	D219	10	40.2	MNB #									
	41.79								Stafford	21	47	29/12/98	47851	8	64.8	MT									
	9.28								LICHFIELD TRENT VALLEY and:-																
									Rugeley	12	45	24/11/61	D307	14	37.7	BS									
									Stafford	18	21	03/08/02	(A2)	?	56.5	MT									
									Crewe	42	01	22/05/10	57601	13	59.7	CPR \$									
									RUGELEY and:-																
									Stafford	24	28	24/11/61	D307	14	22.8	BS									

miles	m	s	date	loco	load	mph	rec.	section	m	s	date	loco	load	mph	rec.
STAFFORD and:-															
24.50	19	34	15/07/88	47656	6	75.1	BP	Crewe	18	41	01/01/97	47849	8	78.7	MT
75.45	74	13	xx/xx/xx	D335	12	61.0	CJA	Preston							
165.55								Carlisle	179	20	18/04/63	D323	12	55.4	AV
CREWE and:-															
7.46	8	41	06/07/89	37430	5	51.5	BP	Winsford	9	01	12/01/91	37428	5	49.6	KR
11.80	10	35	04/09/99	47810	8	66.9	BP	Hartford	10	42	18/09/93	47805	8	66.2	DW #
24.11	17	38	15/11/97	D9000	8	82.0	JHe	Warrington Bank Quay	18	00	09/08/99	47807	8	80.4	MT
35.88	37	31	02/08/63	D308	13	57.4	GA	Wigan North Western	32	02	03/06/67	D1840	11	67.2	GA
35.88	33	34	14/07/01	56054	15	64.1	KR	do., spcl.	30	42	02/07/94	47823	12	70.1	FC #
# 50.95	41	58	c. 1970	HS4000	13	72.8	AJS	Preston	44	02	11/04/74	47446	14	69.4	PC
50.95								do., spcl.	40	25	15/08/92	47823	11	75.6	KR #
141.05	131	40	xx/05/68	D415	13	64.3	CJA	Carlisle	128	37	13/09/73	422	13	65.8	IJ
141.05	113	54	03/10/68	D415	4	74.3	GA	do., spcl.	117	34	04/11/69	D413	5	72.0	GA
WINSFORD and:-															
4.34	4	53	06/07/89	37430	5	53.3	BP	Hartford	5	12	12/01/91	37428	5	50.1	KR
HARTFORD and:-															
12.31	11	12	28/08/00	47749	8	65.9	BP	Warrington Bank Quay	10	40	03/03/71	409	8	69.2	GA
WARRINGTON BANK QUAY and:-															
11.77	10	38	30/01/00	47712	8	66.4	BP	Wigan North Western	10	30	13/03/99	47848	8	67.3	LA
26.84								Preston	35	40	25/11/00	47851	9	45.2	LA
26.84	25	09	09/09/80	47403	13	64.0	BB	do., spcl.	23	20	10/08/96	47738	12	69.0	DW
WIGAN NORTH WESTERN and:-															
11.08	10	35	05/01/91	47474	5	62.8	BP	Leyland	9	58	12/01/91	47973	5	66.7	KR
15.09	12	00	31/03/75	47443	5	75.5	BP	Preston	12	53	11/10/75	47481	5	70.3	BP
32.66	35	38	12/04/82	47203	9	55.0	BP	Blackpool North							
105.19	107	49	06/01/64	D234	13	58.5	GA	Carlisle	102	51	03/04/64	D379	12	61.4	AV
105.19	90	47	22/07/92	47833	12	69.5	MB	do., spcl.	43	31	03/06/67	D1840	12	0.0	GA
LEYLAND and:-															
4.01	4	52	05/01/91	47474	5	49.4	BP	Preston	5	07	11/03/88	47531	?	47.0	PBS
PRESTON and:-															
20.99	16	54	20/08/81	47475	7	74.5	MT	Lancaster	16	09	05/01/91	47488	5	78.0	BP
40.09								Oxenholme	33	54	24/12/68	D1633	11	71.0	HGo #
72.25	55	50	08/08/73	412	10	77.6	DAd	Penrith	71	42	xx/xx/65	D1861	14	60.5	OSN
72.25								do., spcl.	65	30	03/08/91	47971	13	66.2	BP #
90.10	70	29	xx/xx/xx	HS4000	14	76.7	AJS	Carlisle	75	02	23/09/73	404	12	72.0	GA
90.10								do., spcl.	68	56	07/04/70	D421	7	78.4	GA #
LANCASTER and:-															
# 6.26	6	29	13/10/69	D441	11	57.9	MNB	Carnforth	6	48	27/07/68	D416	8	55.2	BP
19.10	14	47	10/11/01	47852	8	77.5	CF	Oxenholme	14	55	03/03/71	409	8	76.8	GA
# 51.26	46	23	17/10/64	D322	10	66.3	PB	Penrith	51	21	18/07/69	D404	12	59.9	DTw
69.11	61	35	02/03/68	D1837	13	67.3	GA	Carlisle	58	44	xx/xx/xx	449	13	70.6	JGo
CARNFORTH and:-															
7.30								Minthorpe	10	17	31/12/64	D214	10	42.6	AV
12.84	11	40	22/01/68	1846	8	66.0	GA	Oxenholme	12	22	04/07/66	D1855	7	62.3	AV
12.84								do., dble hd.	11	48	19/07/67	(A6)	10	65.3	CF
25.85	40	25	11/02/60	D224	8	38.4	OSN	Tebay							
45.00	56	57	02/04/64	D341	16	47.4	AV	Penrith							
62.85	64	55	28/06/63	219	14	58.1	IB	Carlisle	87	11	18/03/62	D310	13	43.3	BS
MILNTHORPE and:-															
5.54								Oxenholme	9	15	31/12/64	D214	10	35.9	AV

miles	m	s	date	loco	load	mph	rec.	section	m	s	date	loco	load	mph	rec.	
<u>LONDON MARYLEBONE and:-</u>																
# 29.59	22	33	07/05/16	68012	8	78.7	DAd	High Wycombe	21	51	28/11/15	68012	8	81.3	JR #	
# 35.94	29	11	08/11/17	68009	8	73.9	GW	Princes Risborough	49	15	06/07/12	67015	7	43.8	JHa #	
<u>KENSINGTON OLYMPIA and:-</u>																
# 36.81	29	56	11/06/88	47656	8	73.8	MH	Reading	27	45	18/05/88	47657	7	79.6	KR #	
# 91.52	70	33	01/08/98	55022	8	77.8	NS	Coventry via Rugby	89	56	19/08/95	47853	8	61.1	NS #	
<u>READING and:-</u>																
27.43	21	11	18/05/96	47822	8	77.7	BM	Oxford	21	08	09/03/90	47824	7	77.9	DAd	
<u>DIDCOT PARKWAY and:-</u>																
2.06	4	30	13/11/85	47539	7	27.5	MT	Appleford	4	13	14/08/91	47521	8	29.3	AV	
5.31	8	00	24/05/86	50043	10	39.8	MT	Radley	7	09	22/08/86	31138	4	44.6	MT	
10.38	10	30	02/05/90	47555	8	59.3	Dad	Oxford	10	16	07/03/81	47438	8	60.6	MT #	
<u>APPLEFORD and:-</u>																
1.04	2	02	01/02/86	50015	8	30.7	MT	Culham	2	15	26/08/82	50003	?	27.7	?	
<u>CULHAM and:-</u>																
2.21	3	17	13/11/85	47539	7	40.4	MT	Radley	3	30	26/08/82	50003	?	37.9	?	
<u>RADLEY and:-</u>																
5.07	5	58	01/03/86	50020	8	51.0	MT	Oxford	7	03	16/02/83	50030	8	43.1	MT	
<u>OXFORD and:-</u>																
9.13								Tackley	9	45	27/03/84	50046	10	56.2	AV	
22.66	18	31	06/01/90	47840	7	73.4	DH	Banbury	17	39	09/03/90	47824	7	77.0	DAd	
42.56	36	56	27/02/91	47832	9	69.1	PS	Leamington Spa	32	24	26/09/90	47843	9	78.8	KB	
52.22	48	30	24/10/90	47809	9	64.6	KB	Coventry	45	27	07/08/91	47813	8	68.9	AV	
66.63	62	50	30/07/80	47450	9	63.6	Dad	B'ham N.St(via Sol)	66	26	28/11/98	47817	8	60.2	DH	
<u>TACKLEY and:-</u>																
2.62								Heyford	4	20	10/08/84	47534	10	36.3	MT	
13.53								Banbury	14	40	11/04/83	50006	10	55.4	AV	
<u>HEYFORD and:-</u>																
7.41								Kings Sutton	8	41	10/08/84	47534	10	51.2	MT	
10.94								Banbury	14	42	27/03/84	50046	10	44.7	AV	
<u>KINGS SUTTON and:-</u>																
3.53								Banbury	5	13	10/08/84	47534	10	40.6	MT	
<u>HIGH WYCOMBE and:-</u>																
# 8.12	8	39	11/08/12	67018	8	56.3	DAd	Princes Risborough	8.09	8	29	11/08/12	67012	7	57.2	DAd #
# 26.85	19	21	06/08/15	68012	8	83.3	AV	Bicester (N)	26.81	19	07	26/06/15	68013	8	84.1	BM #
# 40.95	28	10	06/03/17	68015	8	87.2	JHe	Banbury	40.87	28	40	01/07/16	68012	8	85.5	BM #
60.80	55	51	31/10/64	D1733	15	65.3	BN	Leamington Spa	60.77	54	56	xx/xx/xx	D1684	12	66.4	OSN
# 84.06	84	45	07/06/64	D1710	12	59.5	JWr	Birmingham Snow Hill	84.03	78	00	14/09/63	D1008	11	64.6	DAd
<u>PRINCES RISBOROUGH and:-</u>																
# 18.72	15	05	26/05/17	68914	8	74.5	GW	Bicester (N)	14	33	19/11/70	1638	8	77.2	DAd	
# 32.82	31	47	30/08/64	D1747	12	62.0	MB	Banbury	31	34	13/10/69	47063	11	62.4	FC \$	
<u>BICESTER (N) and:-</u>																
# 14.10	11	14	07/06/17	68012	8	75.3	DAd	Banbury	14.06	11	14	26/06/15	68013	8	75.1	BM #
33.95	31	41	18/02/66	D1690	12	64.3	DG	Leamington Spa	33.96							
<u>BANBURY and:-</u>																
# 19.90	15	26	06/03/17	68015	8	77.4	JHe	Banbury	15	22	12/08/16	68015	8	77.7	GW	
29.56	35	08	xx/xx/82	47511	?	50.5	MT	Leamington Spa	34	34	07/01/83	47466	?	51.3	MT	
43.16								Coventry	42	00	30/05/64	D1687	12	61.7	BP	
<u>BIRMINGHAM SNOW HILL and:-</u>																

miles	m	s	date	loco	load	mph	rec.	section	m	s	date	loco	load	mph	rec.
MILTON KEYNES CENTRAL and:-															
32.70	21	23	31/05/99		hst	10	91.8 SG	Rugby	21	37	30/05/96	086/083	8	90.8 KR	#
47.25	31	15	05/09/99		hst	10	90.7 SG	Nuneaton	29	54	14/04/95	189/151	10	94.8 KR	#
83.74	61	27	22/07/03	158/090	10	81.8 BM	Stafford	53	32	07/12/93		10	93.9 WL		
96.01							Stoke-on-Trent	68	49	24/01/99		9	83.7 SG		
RUGBY and:-															
14.55	11	33	17/07/98		hst	10	75.6 SG	Nuneaton	11	08	11/09/98		10	78.4 SG	
27.50	20	20	30/01/99	197/198	10	81.1 JM	Tamworth	19	51	14/04/04	067/094	10	83.1 CH		
# 51.04	34	23	23/05/03	160/xxx	10	89.1 KR	Stafford	34	21	18/10/92	144/089	9	89.2 WL		
75.58	49	05	23/04/98	164/166	10	92.4 BB	Crewe	51	30	05/03/03	157/153	10	88.1 CH		
94.48							Wilmslow	71	24	16/08/95	041/042		79.4 AV		
63.31	44	48	20/07/99		hst	10	84.8 SG	Stoke-on-Trent							
NUNEATON and:-															
# 12.99	10	56	10/06/92	124/139	10	71.3 KR	Tamworth	13	50	04/04/95	189/151	10	56.3 KR	#	
19.24	13	38	05/08/93	173/159	10	84.7 AV	Lichfield Trent Valley	13	37	11/11/94	041/020	10	84.8 JR		
36.49	23	27	16/07/98		hst	10	93.4 SG	Stafford	23	46	11/09/98		10	92.1 SG	
60.59	37	58	21/08/93	163/164	10	95.8 DLR	Crewe	40	03	17/09/98	158/103	10	90.8 JHe		
48.76							Stoke-on-Trent	42	00	29/11/03	122/xxx	10	69.7 KR	#	
TAMWORTH and:-															
6.25	5	58	29/07/92	195/087	10	62.8 DH	Lichfield Trent Valley	6	27	18/09/98	159/166	9	58.1 NS	#	
48.04	33	35	11/03/00	007/160	10	85.8 JBu	Crewe	37	53	14/04/04	067/094	10	76.1 CH		
LICHFIELD TRENT VALLEY and:-															
# 17.29	13	13	29/07/92	179/032	10	78.5 KR	Stafford								
41.79	28	55	06/11/99	080/193	9	86.7 SG	Crewe	29	30	09/09/94	012/171	10	85.0 WL		
STAFFORD and:-															
24.50	17	21	08/05/98		hst	9	84.7 SG	Crewe	17	16	11/05/92	171/037	10	85.1 JHe	
60.36							Wigan North Western	39	59	17/03/93	162/196	9	90.6 WL		
CREWE and:-															
11.80	8	54	20/03/93	092/165	9	79.6 WL	Hartford								
24.11	15	30	19/09/98	099/102	9	93.3 MT	Warrington BQ	15	28	14/03/93	080/087	9	93.5 WL		
35.86	26	38	12/06/92	159/187	9	80.8 FC	Wigan NW	26	55	24/02/92	058/078	9	79.9 WL		
50.95	36	09	06/02/94	078/014	9	84.6 WL	Preston	41	50	07/05/94	064/074	8	73.1 NS	\$	
22.46	17	31	29/01/95	020/165	10	76.9 WL	Runcorn	16	10	09/09/91	184/141	9	83.4 MT		
HARTFORD and:-															
10.66	9	05	16/10/93	093/030	9	70.4 WL	Runcorn								
RUNCORN and:-															
13.09	14	20	18/09/88	151/140		54.8 RW	Liverpool Lime St	15	36	30/08/98	071/197	9	50.3 BP		
WARRINGTON BANK QUAY and:-															
11.77	9	37	06/08/03	099/122	10	73.4 CH	Wigan NW	9	06	30/04/03	157/100	7	77.6 BP	#	
26.86	18	52	04/08/96	178/194	9	85.4 CF	Preston	19	03	25/08/93	160/159	9	84.6 AV		
WIGAN NORTH WESTERN and:-															
15.09	10	49	01/04/01	173/174	8	83.7 MT	Preston	11	32	14/07/96	013/100		78.5 AV		
PRESTON and:-															
# 20.99	15	18	25/04/92	079/069	9	82.3 DW	Lancaster	13	50	02/05/03	158/067	7	91.0 BP		
# 17.60	21	23	10/05/03	078/194	6	49.4 BP	Blackpool North	21	01	15/05/03	070/089	7	50.2 BP		
40.09	26	26	04/06/03	121/103	8	91.0 CH	Oxenholme	25	58	19/07/98	068/123	9	92.6 AV		
\$ 90.10	62	58	28/01/89	054/074	10	85.9 PH	Carlisle	64	05	20.03.93		11	84.4 TC		

miles	m	s	date	loco	load	mph	rec.	section	m	s	date	loco	load	mph	rec.
MACCLESFIELD and:-															
12.05	11	16	17/08/86	016/021		64.2	JHe	Stockport	10	40	30/11/96	100/087	9	67.8 DW	#
CREWE and:-															
18.88	16	30	05/01/00	071/161	9	68.7	JR	Wilmslow	16	15	18/07/99	hst	11	69.7 SG	
24.98	22	19	15/10/92	099/078	10	67.2	WL	Stockport	20	47	24/05/86	129/019	9	72.1 BP	
WILMSLOW and:-															
6.10	6	34	10/12/89	007/188	9	55.7	WL	Stockport	6	35	26/07/95	041/165	10	55.6 AH	
11.85								Manchester Picc	14	26	09/08/01	161/xxx	9	49.3 JHe	
STOCKPORT and:-															
5.86	6	25	13/07/86	016/021		54.8	JHe	Manchester Picc	7	09	06/09/86	036/037	9	49.2 BP	
MANCHESTER PICC and:-															
# 11.25	14	28	22/02/00	089/078	9	46.7	JHe	Bolton	13	54	01/05/99	197/006	9	48.6 DW	#
# 22.03	37	31	24/03/02	122/159	9	35.2	BP	Wigan NW (v. Eccles)	28	10	20/02/00	006/014	9	46.9 JHe	
BOLTON and:-															
20.20	19	28	20/07/98	089/082	9	62.3	JHe	Preston	19	03	17/06/01	hst	9	63.6 TC	
8.78	15	58	09/08/92	084/097	9	33.0	CT	Wigan NW	26	53	09/08/92	158/152	9	19.6 CT	
H1.3:- North Wales															
Eastbound								Westbound							
43xxx								43xxx							
21.09	17	58	16/10/93	011/022	10	70.4	WL	CREWE and:-	17	08	08/08/93	186/142	10	73.8 WL	
								Chester							
CHESTER and:-								CHESTER and:-							
26.39	23	11	14/04/00	hst	10	68.3	TC	Prestatyn	20	54	15/10/03	080/097	9	75.8 CH	#
29.98	24	15	xx/xx/93	130/197	10	74.2	WL	Rhyl	25	41	11/08/95	029/166	9	70.0 FC	
44.35	37	25	10/04/94	164/182	10	71.1	WL	Llandudno Jcn	36	16	12/04/94	150/144	10	73.4 WL	
59.74	52	17	07/08/93	188/187	10	68.6	WL	Bangor							
84.51	84	28	31/08/92	188/165	9	60.0	CT	Holyhead	73	03	31/08/92	165/188	9	69.4 CT	
PRESTATYN and:-								Rhyl							
# 3.59	4	14	24/12/01	158/153	10	50.9	NS		5	12	06/05/01	100/057	9	41.4 BP	
10.34	8	24	xx/xx/93	xxx/xxx	10	73.9	WL	RHYL and:-							
								Colwyn Bay	9	23	16/10/93	022/011	10	66.1 WL	
COLWYN BAY and:-								LLANDUDNO JUNCTION and:-							
4.04	4	38	23/04/93	003/178	10	52.3	JHe	Llandudno Jcn	4	22	25/11/92	xxx/xxx		55.5 RS	
15.39	13	38	16/10/93	011/022	10	67.7	WL	Bangor	14	25	11/08/95	029/166	9	64.0 FC	
24.78	24	41	02/01/98	028/165	10	60.2	DH	Holyhead	24	20	08/08/93	186/142	10	61.1 WL	



miles	m	s	date	loco	load	mph	rec.	section	m	s	date	loco	load	mph	rec.
								<u>COLERAINE and:</u>							
5.75	8	40	17/05/58	99	13	39.8	NP	Castlerock							
								<u>CASTLEROCK and:</u>							
12.19	15	07	28/06/52	94	7	48.4	BN	Limavady Jn							
								<u>LIMAVADY JUNCTION and:</u>							
8.04	12	20	15/10/55	99	8	39.1	NP	Eglinton							
15.56	21	31	16/09/36	4	6	43.4	GA	Londonderry W'side							
								<u>EGLINGTON and:</u>							
7.52	11	24	28/06/52	94	7	39.6	BN	Londonderry W'side							

Belfast York Road closed 17 October 1992, replaced by Yorktown

Belfast Great Victoria Street closed 26 April 1976, later replaced by new relocated station in 1995,

Derry / Londonderry Waterside closed 24 February 1990, replaced by new Londonderry station.

Bleach Green Jn to Monkstown Jn new alignment opened January 1934; previously trains needed to reverse at Greenisland.

S16.3. Belfast - Larne																	
Westbound								BELFAST (YORK ROAD) and\:									
Eastbound								Whitehouse									
3.25								Whitehouse	6	01	11/07/61		6	4	32.4	BS	
6.70	10	25	02/05/32	75	6	38.6	JMR	Greenisland	13	00	29/04/32		24	9	30.9	JMR	
9.57	16	20	17/05/58	3	8	35.2	NP	Carrickfergus	16	30	17/05/58		3	6	34.8	NP	
23.25	31	41	06/08/65	3	6	44.0	JAC	Larne Town	28	23	28/09/63		4	5	49.1	JAC \$	
24.00	34	41	09/08/69	55	6	41.5	LMc	Larne Harbour	29	51	17/09/36		87	5	48.2	GA	
								<u>WHITEHOUSE and:</u>									
1.05								Whiteabbey	3	07	11/07/61		6	4	20.2	BS	
								<u>WHITEABBEY and:</u>									
0.51								Bleach Green	1	50	11/07/61		6	4	16.7	BS	
								<u>BLEACH GREEN HALT and:</u>									
0.54								Jordanstown	2	00	11/07/61		6	4	16.2	BS	
26.13	28	19	31/08/56	98	14	55.4	DTw	Ballymena									
								<u>JORDANSTOWN and:</u>									
1.35								Greenisland	2	57	11/07/61		6	4	27.5	BS	
								<u>GREENISLAND and:</u>									
\$	2.87	9	17	23/03/68	27	5	18.5	CF	Carrickfergus	4	52	03/03/68		6	6	35.4	HGo
								<u>CARRICKFERGUS and:</u>									
5.12	11	49	23/03/68	27	5	26.0	CF	Whitehead	7	58	03/03/68		6	6	38.6	HGo	
								<u>WHITEHEAD and:</u>									
1.81	6	08	23/03/68	27	5	17.7	CF	Ballycarry	4	00	17/05/58		3	6	27.2	NP	
								<u>BALLYCARRY and:</u>									
3.25	8	23	23/03/68	27	5	23.3	CF	Magheramorne	5	12	17/05/58		3	6	37.5	NP	
								<u>MAGHERAMORNE and:</u>									
1.85								Glynn	3	49	17/05/58		3	6	29.1	NP	
3.50								Larne Town	6	20	03/03/68		6	6	33.2	HGo	
4.25	13	38	23/03/68	27	5	18.7	CF	Larne Harbour	12	12	23/03/68		27	5	20.9	CF \$	
								<u>GLYNN and:</u>									
1.65								Larne Town	3	39	17/05/58		3	6	27.1	NP	
								<u>LARNE TOWN and:</u>									
0.75								Larne Harbour	3	02	03/03/68		6	6	14.8	HGo	

miles	m	s	date	loco	load	mph	rec.	section	m	s	date	loco	load	mph	rec.
FERNS (Closed 7 March 1977) and:															
7.61	13	07	23/08/50	337	13\$	34.8	GA	Enniscorthy	12	09	23/08/50	310	6	37.6	GA
ENNISCORTHY and:															
5.86	10	20	23/08/50	337	13\$	34.0	GA	Macmine	10	18	23/08/50	310	6	34.1	GA
MACMINE (JUNCTION) (Closed 30 March 1964) and:															
2.83								Killurin	6	38	23/08/50	310	6	25.6	GA
KILLURIN (Closed 30 March 1964) and:															
6.46								Wexford	10	47	23/08/50	310	6	35.9	GA
WEXFORD and:															
6.81								Rosslare Strand	19	00	23/08/50	310	6	21.5	GA
6.81								do., spcl.	16	42	24/06/59	NIR 4	9	24.5	GW
ROSSLARE STRAND and:															
2.23								Kilrane	6	00	23/08/50	310	6	22.3	GA
KILRANE (Closed 12 Oct. 1970) and:															
1.20								Rosslare Harbour (Closed 14 Sept. 1989)	4	45	23/08/50	310	6	15.2	GA

Section NG: UK Narrow Gauge Lines Fastest Times.**NG2 -Talylllyn Railway.**

<u>Westbound</u>				<u>Eastbound</u>							
TOWYN (TYWYN) WHARF and:											
0.41	2	56	21/06/72	6	4	8.4	DW	Pendre	2	45	19xx
0.93	8	33	05/05/15	4	4	6.5	AH	Hendy Halt	7	15	05/06/18
1.69	9	46	08/08/94	2	8	10.4	NS	Cynfal Halt	10	38	08/08/94
2.14	11	39	05/08/88	1	7	11.0	BB	Rhydronen	9	45	21/06/72
3.16	17	39	05/06/18	2	5	10.7	IU	Brynglas	20	53	05/05/15
4.89	24	58	29/08/57	4	6	11.8	BB	Dolgoch Falls	25	20	29/08/57
TOWYN (TYWYN) PENDRE and:											
0.52	2	52	29/08/06	7	5	10.9	IU	Hendy Halt			
1.43								Fach Goch Halt	4	53	06/08/71
1.73	7	38	22/06/72	3	4	13.6	DW	Rhydronen	8	13	10/07/64
2.07	9	04	21/06/72	6	4	13.7	DW	Tynllwynhen Halt			
2.75	12	36	06/08/71	3	6	13.1	PBS	Brynglas	13	37	17/08/87
4.48								Dolgoch Falls	23	05	10/10/00
HENDY HALT and:											
1.21	5	39	29/08/06	7	5	12.8	IU	Rhydronen	6	02	29/08/06
0.30									7	5	12.0 IU
FACH GOCH HALT and:											
0.45	1	54	08/08/94	2	8	14.2	NS	Rhydronen	3	39	06/08/71
CYNFAL HALT and:											
0.45								Rhydronen	1	55	08/08/94
RHYDYRONEN and:											
1.02	5	01	23/05/97	7	?	12.2	MT	Brynglas	4	52	21/06/72
2.75	12	32	10/07/64	1	8	13.2	BP	Dolgoch Falls	14	09	15/04/01
TYNLLWYNHEN HALT and:											
0.68	3	31	21/06/72	6	4	11.6	DW	Brynglas			
BRYNGLAS and:											
1.73	7	14	23/05/97	7	?	14.4	MT	Dolgoch Falls	7	18	06/08/71
DOLGOCH FALLS and:											
0.42	2	57	06/08/71	3	6	8.5	PBS	Quarry Siding Halt			
1.65	7	38	10/07/64	1	8	13.0	BP	Abergynolwyn	7	40	21/06/72
Quarry Siding Halt											
Abergynolwyn											

miles	m	s	date	loco	load	mph	rec.	section	m	s	date	loco	load	mph	rec.
<u>QUARRY SIDING HALT and:</u>															
1.23	6	15	06/08/71	3	6	11.8	PBS	Abergynolwyn							
<u>ABERGYNOLWYN and:</u>															
0.80	7	40	21/06/72	6	4	6.3	DW	Nant Gwernol	4	42	15/04/01	1	4	10.2	JHe
<u>NG3 -Vale of Rheidol Railway.</u>															
<u>Westbound</u>								<u>Eastbound</u>							
<u>ABERYSTWYTH (VOR Station, Closed 17 April 1968) and:</u>															
0.98	4	47	12/07/64	7	7	12.3	BP	Llanbadarn	4	16	12/07/64	7	7	13.8	BP
6.54	26	36	25/03/67	7	6	14.8	PMS	Nantyronen							
7.45								Aberffwrd	34	02	25/03/67	7	6	13.1	PMS
<u>ABERYSTWYTH (Main Station) and:</u>															
0.93	3	58	27/04/74	8	7	14.1	HCI	Llanbadarn	4	38	xx/xx/69	?	?	12.0	MB
4.36	17	59	30/07/15	8	7	14.5	IU	Capel Bangor	16	35	xx/10/82	9	5	15.8	RF
6.49	28	55	16/10/82	8	7	13.5	BB	Nantyronen	25	58	08/08/82	7	7	15.0	MT
7.40	26	35	15/04/74	9	7	16.7	BP	Aberffwrd	31	55	15/04/74	8	7	13.9	BP
11.63	49	10	19/06/83	7	7	14.2	NS	Devil's Bridge	59	50	17/05/10	8	5	11.7	JHe
<u>LLANBADARN and:</u>															
1.14	4	46	18/05/59	8	7	14.3	AV	Glanrafon							
3.43								Capel Bangor	14	20	04/08/08	9	7	14.4	FC
5.56								Nantyronen	27	07	15/06/95	7	6	12.3	FC
6.47	25	48	27/04/74	8	7	15.0	HCI	Aberffwrd	22	15	12/07/64	7	7	17.4	BP
10.70	42	36	12/07/64	7	7	15.1	BP	Devil's Bridge							
<u>GLANRAFON and:</u>															
2.29	7	08	18/05/59	8	7	19.3	AV	Capel Bangor							
<u>CAPEL BANGOR and:</u>															
2.13								Nantyronen	10	01	04/08/08	9	7	12.8	FC
3.04	10	43	18/05/59	8	7	17.0	AV	Aberffwrd							
<u>NANTYRONEN and:</u>															
0.91	5	28	16/10/82	8	7	10.0	BB	Aberffwrd	4	33	02/04/81	9	7	12.0	PBS
2.56	13	01	25/05/87	9	6	11.8	BB	Rheidol Falls							
5.14	21	51	25/03/67	7	6	14.1	PMS	Devil's Bridge	25	39	xx/10/82	9	5	12.0	RF
<u>ABERFFWRD and:</u>															
1.65	7	03	27/04/74	8	7	14.0	HCI	Rheidol Falls							
3.24	14	14	08/08/82	8	7	13.7	MT	Rhiwfron	18	55	02/04/81	9	7	10.3	PBS
4.23	15	53	18/05/59	8	7	16.0	AV	Devil's Bridge	20	31	30/07/15	8	7	12.4	IU
<u>RHIWFROB and:</u>															
0.99	5	10	08/08/82	8	7	11.5	MT	Devil's Bridge	7	14	27/08/69	9	7	8.2	MB

Most recorders are listed in the RPS Annual Fastest Times Supplement.

Recorders not listed in Annual Fastest Times :

AAI = AMD Allen	DSB = DSM Barrie	JSL = JS Littlewood
AJS = AJ Stark	ESa = E Sargieson	JWr = J Wrotlesley
ARF = A R Fisher	GCP = GC Pettitt	KFo = K Foster
ASu = A Sumner	HAL = HAB Lee	MMo = M Moulder
BB = B Basterfield	HCI = H Clarke	MNB = MN Bland
BHa = B Harrison	HGE = HG Ellison	PBr = P Broadbent
BLS = B L Smith	HGo = H Gould	PBS = PB Semmens
CGr = C Graham	IJB = IJ Bliss	PTh = P Thrussell
CPR = CP Ritchie	IMi = I Mitchell	RGW = R G M Welford
DBB = DBG Barracough	JAC = JA Cassels	RHi = R Hill
DCD = DC Davies	JBW = JB Wearmouth	RLM = R L Murton
DCh = D Chamberlain	JFr = J Frood	RNC = RN Clements
DJB = DJ Ball	JGo = J Gornall	WMa = W Marshall
DJM = DJ Maidment	JMB = JM Bruce	WW = "Wandering Willie"
DMi = D Milton	JMR = JM Robbins	