

# HISTORICAL FASTEST TIMES

2010



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**HISTORICAL FASTEST TIMES - 2010 Edition.****Index:**

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**SCOPE.**

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 for all the data to appear in each annual issue of this supplement. - but if you have a computer, you can view some additional data on the internet - see Milepost for details of 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.

**GUIDELINES FOR SUBMISSIONS.**

(1). Qualifying sections will be as defined in the Annual Fastest Times Supplement.

(2) 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. Note - some BR-organised advertised excursions (ADEX) were available for use by ordinary ticket holders and times by such trains will be considered for acceptance provided they comply with guideline no. 1.

(3).With the exception of the "preserved steam" section, times from mystery excursions, privately chartered trains (including railtours) and special record attempts are not included..

(4) Where more than route has existed between two stations, separate record times are requested for each alternative route. Thus, for example, between Sheffield and Leeds, separate records for all the current and past regular routes are to be included.

(5). Double-headed diesel & electric trains. Except for lower-powered diesel locomotives (typically classes 31 and below), records by double-headers will usually be shown as separate entries, if they beat the fastest time by a single locomotive This enables the tables to show the fastest times by typical motive power on each route. Except on the ECML, Deltic records will in future also be shown as separate entries, if they beat times by the normal motive power on each route.

(6) "Load" consists of the total number of vehicles, including locomotives. For steam tender locomotives, the locomotive and tender are counted as a single vehicle. Note that for many entries inherited from the Deltic FT table, and for some entries derived from Lee Allsopp's database, 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.

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. 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.

Photos by Bevan Price.

Front Cover: 45407 at Birrs, Bury.

Rear Cover: Welshpool Raven Square & NRM York.

Recorders not listed in Annual Fastest Times.

BWa=B D J Walsh

DTw = D Twibell

JCM = JC Morgan

MO = M J Oakley

PJ = P Johnstone

RHo = R Howlett

SSw = S Swingwood

DLS = D L Smith

EWM = EW Maybank

KF = KS Farr

MNB = MN Bland

PRu = PRutter

RIN = R I Nelson

TRu = T Russell

DJB = D J Ball

FLo = F Lodge

KRi = K Rider

NWi = N Wilson

RDy = R Dyson

RPL = RP Lovell

WRC = W Rowling Coleby