

HISTORICAL FASTEST TIMES

2012



RPS
railway performance society

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HISTORICAL FASTEST TIMES - 2012 Edition.**Index:**

Priority has been given to newly compiled sections and to routes where there have been numerous new records since previously published versions. This list includes all routes / sections for which Historical Fastest Times has been published in this issue, or previously. A page number on the left indicates that the section appears in this issue. For sections which are not included here, the year of publication is shown in brackets (‡ = No table yet produced) .

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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.

Recorders not listed in Annual Fastest Times.

APS = AP leM Simkinson	AGD = AGS Davies	ALe = A Leopard
AME = AM Eales	BDW = BDJ Walsh	BHa = B Harrison
DCh = D Chamberlain	DTw = D Twibell	DWW = DW Winkworth
FLo = F Lodge	GFB = GF Bloxham	GJR = GJC Reid
JHD = JH Daykin	JHg = J Hargreaves	KRi = K Rider
MGL = MG Langdon	MJR = MJ Rowe	MTH = MT Hedderly
PIr = P Irving	PRu = P Rutter	PRW = P Ransome-Wallis
PSh = P Shelley	RHo = R Howlett	RNC = R N Clements

Logs in magazines, recorder unclear:

m.r. = Modern Railways,.

r.m. = Railway Magazine,

r.w. = Railway World.

Some Updates to previous issues.

miles	_m	s	date	loco	veh	mph	rec	section	miles	_m	s	date	loco	veh	mph	rec
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Steam Loco Fastest Times.

S10. Former LMS (L&YR) Routes

S10.2. Manchester Victoria - Preston - Blackpool North

MANCHESTER VICTORIA and:-

#	0.74	2	09	17/05/62	45278	10	20.7	DH	Salford Central	6	17	13/09/36	4463	11	7.1	GA
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S10.6 Bolton - Wigan Wallgate - Southport

WIGAN WALLGATE and:-

#	16.40	18	56	17/05/62	45278	10	52.0	DH	St. Lukes	15	55	19xx	45228	10	61.8	GHH
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Fastest Times By Diesel Locomotives.

D10.6: Kensington Olympia - Brighton & Kent Coast

KENSINGTON OLYMPIA and:-

#	13.12	21	13	28/08/93	47802	8	37.1	DH	Bromley South	20	32	26/08/95	47841	8	38.3	LA
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BROMLEY SOUTH and:-

#	23.42	22	43	28/08/93	47802	8	61.9	DH	Chatham	22	52	27/06/91	47829	8	61.5	PH
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CHATHAM and:-

#	17.66	17	28	28/08/93	47802	8	60.7	DH	Faversham	16	47	03/07/91	47812	7	63.1	PH
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FAVERSHAM and:-

	9.82	11	27	27/06/91	47829	8	51.5	PH	Canterbury East	10	34	18/10/91	47821	8	55.8	DH #
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DOVER PRIORY and:-

	1.00								Dover Western Docks	1.00	3	34	18/10/91	47821	8	16.8	DH #
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D10.7: Portsmouth - Havant - Brighton.

Westbound

Eastbound

	8.88	11	08	30/07/70	D6560	8	47.9	IU	<u>HAVANT and:-</u> Chichester	8.88	9	25	06/09/86	(A1)	10	56.6	DH #
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	6.28	8	08	30/07/70	D6560	8	46.3	IU	<u>CHICHESTER and:-</u> Barnham	6.28	6	42	06/09/86	(A1)	10	56.2	DH #
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	11.91	16	29	06/08/70	D6557	8	43.4	IU	<u>BARNHAM and:-</u> Worthing Cen	11.91	14	41	06/09/86	(A1)	10	48.7	DH #
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(A1) = 33028 + 33209

RPS Historic Fastest Times 2012

miles _m s date loco veh mph rec section miles _m s date loco veh mph rec

Section D: Fastest Times By Diesel Locomotives.

D1. Scotland

D1.1 - Edinburgh - Glasgow Queen Street / Stirling

Eastbound

Westbound

EDINBURGH WAVERLEY and:-

1.18	2 48	11/02/87	47481	7 25.2	CF	Haymarket	2 29	25/04/85	47702	6 28.4	CF
25.46						Falkirk High	24 15	28/08/76	27012	8 63.0	IU
25.49						Falkirk Grahamston	22 05	24/05/93	37427	6 69.3	MR

HAYMARKET and:-

# 16.39	13 18	09/01/89	47518	6 73.9	MT	Linlithgow	13 32	13/07/82	47708	7 72.7	KRi #
21.06	15 49	16/04/87	477xx	7 79.9	AV	Polmont	16 06	17/05/86	47701	6 78.5	ASm
24.31	20 02	04/09/85	47467	6 72.8	AM	Falkirk Grahamston	20 28	22/07/88	47482	9 71.3	GW
35.25	37 11	25/11/70	(A1)	8 56.9	GW	Stirling	39 34	15/08/70	(B1)	12 53.5	BDW #
24.28	18 03	31/05/82	47705	7 80.7	FH	Falkirk High	18 23	09/04/85	47713	6 79.2	CF
39.84						Lenzie	31 39	18/09/76	(B2)	7 75.5	AV
45.95	33 30	198X	47709	7 82.3	MR	Glasgow Queen St.	34 29	13/03/84	47709	6 80.0	CF
	(A1) = 5117 + 5123			(A2) = 27203 + 27101			(B1) = 5119 + 5344		(B2) = 27202 + 27205		

LINLITHGOW and:-

4.68	4 55	14/10/88	47053	7 57.1	GW	Polmont	5 10	16/09/80	47705	6 54.3	CF
7.93	8 34	23/09/84	47605	7 55.5	AV	Falkirk Grahamston	9 30	21/09/90	47704	7 50.1	GW
7.89	7 13	03/07/86	47716	6 65.6	LA	Falkirk High	7 36	31/01/87	47712	6 62.3	MT #
18.18						Croy					

POLMONT and:-

# 3.25	4 35	14/10/78	(A2)	7 42.5	CF	Falkirk Grahamston	4 55	09/06/80	47710	6 48.8	MR
3.21	3 51	11/07/86	47710	6 50.1	BP	Falkirk High	4 20	06/09/86	47708	6 44.5	FC

FALKIRK HIGH and:-

8.94						Dullatur	12 15	08/10/66	D5349	7 43.8	CF
10.29						Croy					
15.53	12 31	14/03/87	47712	8 74.4	DH	Lenzie	18 14	24/03/62	D262	9 51.1	PMS
# 21.74	17 03	02/05/85	47703	6 76.5	BHa	Glasgow Queen St.	17 40	14/05/87	47701	7 73.8	MR

FALKIRK GRAHAMSTON and:-

16.47	19 28	12/07/80	47703	7 50.8	IU	Lenzie					
22.68	20 55	23/09/84	47605	7 65.1	AV	Glasgow Queen St.	21 46	25/03/84	47706	6 62.5	IU
2.86	5 22	14/09/97	47431	5 32.0	DS	Larbert	4 32	21/08/93	37051	5 37.9	GW
10.94	11 41	22/07/89	47004	6 56.2	MR	Stirling	10 56	21/07/88	47617	9 60.0	GW
10.18	11 25	29/06/86	47716	6 53.5	LA	Cumbernauld					

DULLATUR and:

1.36						Croy	3 11	08/10/66	D5349	7 25.6	CF
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CROY and:-

5.24	5 48	26/03/83	47207	5 54.2	GW	Lenzie	5 15	02/06/82	47072	5 59.9	GW
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LENZIE and:-

3.04	4 14	31/08/82	47158	5 43.1	GW	Bishopbriggs	4 39	26/05/79	25227	6 39.2	BP
6.18	8 12	14/03/87	47712	7 45.2	DH	Glasgow Queen St.	8 25	18/09/76	(C)	7 44.1	AV

BISHOPBRIGGS and:-

3.16	5 38	10/08/82	27017	7 33.7	GW	Glasgow Queen St.	6 21	14/08/84	47209	7 29.9	FC
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D1.2: Edinburgh - Fife - Dundee/Perth

Southbound

Northbound

EDINBURGH WAVERLEY and:-

13.09	17 25	20/08/73	1109	12 45.1	BS	Inverkeithing	16 42	24/09/05	67011	6 47.0	CH
25.82	35 24	29/08/65	(A3)	9 43.8	CF	Kirkcaldy	32 43	xx/05/68	D366	9 47.4	CJA
39.01						Cupar	54 48	02/05/82	26030	5 42.7	MR
# 50.80	64 10	xx/05/68	D1974	8 47.5	CJA	Leuchars					
57.98	71 32	xx/xx/76	47270	9 48.6	m.r.	Dundee	71 16	20/09/82	47051	12 48.8	AV
	(A3) = 5129 + 1999										

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	<u>miles</u>	<u>m s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	<u>section</u>	<u>miles</u>	<u>m s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	
	<u>Southbound</u>								<u>Northbound</u>							
	<u>HAYMARKET and:-</u>															
#	3.23	5 01	22/09/10	67021	7	38.6	JHe	South Gyle	4 35	23/09/10	67021	7	42.3	JHe	#	
	8.11	9 03	08/09/85	47106	5	53.8	MR	Dalmeny	7 59	08/05/84	47005	5	61.0	CF		
	11.91	12 25	21/11/82	27017	4	57.6	MR	Inverkeithing	12 50	29/08/85	47353	5	55.7	BP		
	24.64	31 04	14/06/73	1976	9	47.6	CF	Kirkcaldy	32 40	23/09/72	1975	13	45.3	CF		
#	56.80	74 30	27/06/77	37156	9*	45.7	PRu	Dundee								
	<u>SOUTH GYLE and:-</u>															
	4.88	5 57	27/08/86	26015	5	49.2	BP	Dalmeny	6 09	27/08/86	26032	5	47.6	BP		
	8.58							Inverkeithing	10 29	22/09/10	67021	7	49.1	JHe	#	
	<u>DALMENY and:-</u>															
	1.88	3 37	27/08/86	26015	5	31.1	BP	North Queensferry	3 23	27/08/86	26032	5	33.3	BP		
#	3.70	5 48	22/09/10	67021	7	38.3	JHe	Inverkeithing	5 38	16/09/82	27040	?	39.4	CF		
	<u>NORTH QUEENSFERRY and:-</u>															
	1.83	3 18	12/09/94	37071	7	33.2	JHe	Inverkeithing	3 03	30/08/86	26046	6	35.9	BP		
	<u>INVERKEITHING and:-</u>															
#	1.42	3 00	22/09/10	67021	7	28.4	JHe	Dalgetty								
	4.18	5 48	06/09/86	47209	5	43.2	FC	Aberdour	5 17	08/05/84	47005	5	47.5	CF		
	6.99	8 40	21/03/85	27103	5	48.4	CF	Burntisland	9 55	14/12/75	(B3)	9	42.3	IU		
	12.73	13 45	01/05/82	40057	5	55.5	MR	Kirkcaldy	15 37	24/09/05	67011	6	48.9	CH		
	20.11	30 05	02/05/82	27106	5	40.1	MR	Markinch	30 56	02/05/82	27034	5	39.0	MR		
	25.92	34 10	02/05/82	26030	9	45.5	MR	Cupar								
									(B3) = 27007 + 27033							
#	2.76	4 10	23/09/10	67021	7	39.7	JHe	<u>DALGETTY and:-</u>								
								Aberdour								
	<u>ABERDOUR and:-</u>															
	2.78	4 04	04/02/88	47462	6	41.0	CF	Burntisland	3 45	27/04/85	47206	5	44.5	PC		
	<u>BURNTISLAND and:-</u>															
	2.63	4 06	17/04/82	27008	5	38.4	MR	Kinghorn	3 44	27/04/85	47206	5	42.2	PC		
	5.74	7 30	07/07/84	27010	5	45.9	CF	Kirkcaldy	8 12	14/12/75	(B)	9	42.0	IU		
	<u>KINGHORN and:-</u>															
	3.11	4 04	01/05/82	40057	4	45.9	MR	Kirkcaldy	3 56	27/04/85	47206	5	47.5	PC		
								Cupar								
	<u>KIRKCALDY and:-</u>															
	7.38	7 38	17/07/93	37431	7	58.0	MR	Markinch	7 29	27/04/85	47206	5	59.1	PC		
	13.19	13 36	28/07/92	47674	6	58.2	MR	Ladybank	14 20	25/07/92	37196	6	55.2	CF		
	18.74	19 21	20/06/85	47707	8	58.1	AM	Cupar	18 34	29/03/84	47427	8	59.2	CF		
	24.98	22 47	25/06/91	47586	9	65.8	AS	Leuchars	23 29	24/09/05	67011	6	63.8	CH		
	33.33	36 35	23/07/81	55015	10	54.7	MR	Dundee	37 24	08/01/83	47418	10	53.5	MR		
#	30.95	36 47	15/09/79	40xxx	6	50.5	AV	Perth	38 39	29/03/82	26027	5	48.0	MB	#	
#	5.05	7 46	03/06/10	67020	7	39.0	CF	Glenrothes								
	9.90							Cardenden	9.93	19 53	26/08/91	47672	6	30.0	KRi	#
	<u>MARKINCH and:-</u>															
	5.81	6 19	13/03/84	47001	5	55.2	CF	Ladybank	6 22	27/04/85	47206	5	54.8	PC		
	11.36	12 42	03/07/83	47410	7	53.7	MR	Cupar								
	25.97							Dundee	31 55	2.5.82	47191	7	48.8	MR		
	23.57	29 22	19/07/93	37431	6	48.2	MR	Perth	29 23	19/07/93	37431	7	48.1	MR		
	<u>LADYBANK and:-</u>															
	3.23	4 03	05/09/85	47345	5	47.8	BP	Springfield	3 42	24/07/82	27023	5	52.3	MR		
	5.55	5 54	03/08/85	27001	5	56.4	MR	Cupar	5 30	03/01/83	47009	5	60.5	MR		
	17.76	23 16	28/07/92	47674	5	45.8	MR	Perth	21 29	10/02/84	47460	9	49.6	CF		
	<u>SPRINGFIELD and:-</u>															
	2.33	3 25	05/09/85	47345	5	40.8	BP	Cupar	3 04	08/05/84	47005	5	45.5	CF		
	2.33	3 25	05/12/81	40081	5	40.8	TG									

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<u>Southbound</u>								<u>Northbound</u>								
miles	m	s	date	loco	veh	mph	rec	section	miles	m	s	date	loco	veh	mph	rec
								<u>CUPAR and:-</u>								
6.25	6	31	06/11/84	47017	5	57.5	CF	Leuchars	6	22	27/04/85	47206	5	58.9	PC	
# 14.57	20	37	14/08/66	D265	9	42.4	DTw	Dundee								
								<u>LEUCHARS and:-</u>								
8.34	10	57	28/01/86	27017	5	45.7	MR	Dundee	11	40	08/10/77	47525	8	51.4	MR	
<u>D1.3: Edinburgh - Perth, Stirling & Glenrothes via Dunfermline</u>																
								<u>INVERKEITHING and:-</u>								
# 1.51	3	13	26/08/91	47672	6	28.2	KRi	Rosyth	1.49	3	20	22/09/10	67021	7	26.8	JHe #
3.71	6	18	07/09/65	D5345	5	35.3	BP	Dunfermline Lower	3.69							
								<u>ROSYTH and:</u>								
# 2.20	3	45	26/08/91	47672	6	35.2	KRi	Dunfermline Lower	3	37	23/09/10	67021	7	36.5	JHe #	
								<u>DUNFERMLINE LOWER (now DUNFERMLINE TOWN) and:-</u>								
# 5.60	7	11	26/08/91	47672	6	46.8	KRi	Cowdenbeath								
2.46								Dunfermline Upper	5	09	09/09/65	D5305	5	28.7	BP	
1.60								Dunfermline Q.M.	3	06	22/09/10	67021	7	31.0	JHe #	
								<u>DUNFERMLINE QUEEN MARGARET and:</u>								
4.06								Cowdenbeath	5	33	22/09/10	67021	7	43.9	JHe #	
								<u>COWDENBEATH and:-</u>								
# 8.00	11	23	08/07/65	(A4)	11	42.2	MB	Kinross Junction								
# 2.17	5	33	26/08/91	47672	6	23.5	KRi	Lochgelly	2.15	5	23	09/09/09	67028	7	24.0	CF #
(A4) = D5319 + D5325																
								<u>KINROSS JUNCTION and:-</u>								
# 17.20	24	28	08/07/65	(A4)	11	42.2	MB	Perth								
								<u>DUNFERMLINE UPPER and:</u>								
4.41								Oakley	7	22	09/09/65	D5305	5	35.9	BP	
								<u>OAKLEY and:</u>								
9.28								Alloa	16	42	09/09/65	D5305	5	33.3	BP	
								<u>ALLOA and:</u>								
2.05								Cambus	3	50	09/09/65	D5305	5	32.1	BP	
								<u>CAMBUS and:</u>								
4.58								Stirling	9	02	09/09/65	D5305	5	30.4	BP	
								<u>LOCHGELLY and:</u>								
# 2.15	3	49	26/08/91	47672	6	33.8	KRi	Cardenden	2.14	3	19	22/09/10	67021	7	38.7	JHe #
								<u>CARDENDEN and:</u>								
4.85								Glenrothes	4.88	6	45	23/09/10	67021	7	43.4	JHe #

D1.4: - Glasgow /Motherwell - Perth - Dundee - Aberdeen

<u>Southbound</u>								<u>Northbound</u>								
								<u>GLASGOW QUEEN STREET and:-</u>								
21.49	21	17	29/11/85	37418	7	60.6	GW	Larbert	18	09	23/12/86	47461	5	71.0	GW	
# 29.56	27	10	12/09/85	47715	8	65.3	AV	Stirling	24	16	24/08/89	47518	7	73.1	BP	
62.47	72	09	16/04/79	27012	7	52.0	AS	Perth	62	10	04/04/80	27020	5	69.5	MR	
								<u>GLASGOW BUCHANAN STREET and:</u>								
# 13.08	14	24	17/08/66	D7616	6	54.5	DTw	Cumbernauld	16	23	19/08/65	D5124	8	47.9	DTw #	
22.05	26	20	xx/xx/xx	(A5)	10	50.2	OSN	Larbert	34	22	05/11/60	(B4)	10	38.5	DSB	
# 30.12	36	07	06/08/66	D6133	8	50.0	MB	Stirling	34	53	06/08/66	D5369	9	51.8	MB #	
63.03								Perth	78	26	06/09/61	(B5)	10	48.2	BHa #	
(A5) = D6115 + D6129																
(B4) = D6116 + D6130																
(B5) = D6127 + D6101																
								<u>BISHOPBRIGGS and:-</u>								
18.28	15	43	31/03/84	47525	205	69.8	GW	Larbert								
								Stirling	28	34	17/04/82	47501	8	0.0	BN	

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<u>miles</u>	<u>_m s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	<u>section</u>	<u>miles</u>	<u>_m s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>
<u>Southbound</u>							<u>Northbound</u>							
15.32	14 15	12/10/97	47659	6	64.5	GW	<u>LENZIE and:-</u> Larbert							
10.03	9 32	02/06/82	47072	5	63.1	GW	<u>CROY and:-</u> Larbert Stirling	10 16	01/05/85	47005	7	58.6	GW	
5.30	8 00	09/10/66	D1848	400	39.8	AS	<u>MOTHERWELL and:-</u> Coatbridge Central	18 31	13/04/82	47469	12	17.2	BN	
6.45	8 05	11/07/81	47xxx	365	47.9	AV	<u>COATBRIDGE CENTRAL and:-</u> Cumbernauld	8 14	01/08/80	47207	355	47.0	AS	
15.44	21 22	25/02/66	D1844	9	43.4	CF	Larbert							
23.50	24 35	10/09/75	47206	13	57.4	RK	Stirling	22 55	11/07/75	47467	12	62.8	MR	
8.99	10 01	19/12/86	477xx	8	53.9	GW	<u>CUMBERNAULD and:-</u> Larbert	9 57	11/08/82	26046	6	54.2	GW	
17.05	18 59	21/09/82	47446	11	53.9	AV	Stirling	16 21	08/02/86	47539	8	62.6	MT #	
8.06	7 32	11/11/89	47578	6	64.2	AS	<u>LARBERT and:-</u> Stirling	7 27	21/12/81	40013	4	56.4	MR	
2.85	3 57	18/05/91	37232	7	43.3	GW	<u>STIRLING and:-</u> Bridge of Allan	4 21	14/09/87	47649	9	39.3	DS	
4.93	5 09	22/07/85	37403	6	57.4	MR	Dunblane	5 29	03/09/86	47467	7	53.9	FC	
17.34	15 20	14/07/86	47459	8	67.9	BP	Gleneagles	15 40	07/07/79	47706	9	66.4	AS	
32.93	25 19	05/08/85	47546	8	78.0	MR	Perth	26 00	12/08/85	47715	7	76.0	MR	
2.08	3 12	18/05/91	37232	7	39.0	GW	<u>BRIDGE OF ALLAN and:-</u> Dunblane	4 13	14/09/87	47649	9	29.6	DS	
12.41	10 15	22/11/88	47522	6	72.6	IU	<u>DUNBLANE and:-</u> Gleneagles	10 51	31/01/87	47479	5	68.6	MT #	
27.98	23 18	06/08/77	47274	7	72.1	MR	Perth	23 26	02/07/85	47711	8	58.9	MT #	
15.57	13 07	14/04/90	47461	6	71.2	MR	<u>GLENEAGLES and:-</u> Perth	12 11	25/06/87	47614	6	76.7	GW	
10.34	13 59	24/08/73	7576	7	44.4	BP	<u>PERTH and:-</u> Errol	12 42	05/03/77	27007	6	48.9	CF	
17.15	18 40	xx/xx/68	D6904	6	55.1	CJA	Invergowrie	17 27	02/04/88	47711	7	61.9	NS #	
# 20.68	19 35	08/07/89	47701	7	63.4	AV	Dundee	19 00	30/06/85	47402	8	65.3	MR	
20.71							Dundee West	26 49	26/07/61	(B6)	10	46.3	BP	
										(B6) = D6124 + D6116				
6.81	8 37	24/08/73	7576	7	47.4	BP	<u>ERROL and:-</u> Invergowrie	7 02	13/03/84	27053	3	58.1	CF	
3.53	5 05	07/09/90	37088	3	41.7	DH	<u>INVERGOWRIE and:-</u> Dundee	6 07	18/07/83	26024	3	49.0	MR	
3.98	5 41	07/09/90	37088	3	42.0	DH	<u>DUNDEE and:-</u> Broughty Ferry	6 40	09/09/65	D266	9	35.8	BP	
10.99	11 16	15/08/87	47709	6	58.5	RJ	Carnoustie	11 29	24/09/05	67011	6	57.4	CH	
17.18	15 14	20/06/87	47517	7	67.7	MR	Arbroath	14 03	20/06/87	47552	6	73.4	MR	
30.77							Montrose	33 09	14/09/88	47524	10	55.7	DS	
71.38	81 23	18/04/81	40160	9	52.6	BB	Aberdeen	77 16	11/12/82	37022	9	55.4	MR	
1.48	2 25	07/09/90	37088	3	36.7	DH	<u>BROUGHTY FERRY and:-</u> Balmossie	14 07	06/09/65	D260	11	56.1	BP	
13.20							Arbroath							
0.90	1 56	07/09/90	37088	3	27.9	DH	<u>BALMOSSIE and:-</u> Monifieth							
2.88	3 54	07/09/90	37088	3	44.3	DH	<u>MONIFIETH and:-</u> Barry Links							

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<u>miles</u>	<u>_m s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	<u>section</u>	<u>miles</u>	<u>_m s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>
<u>Southbound</u>							<u>Northbound</u>							
1.05	2 03	07/09/90	37088	3	30.7	DH	<u>BARRY LINKS and:</u> Golf Street							
0.56	1 34	07/09/90	37088	3	21.4	DH	<u>GOLF STREET and:</u> Carnoustie							
6.19	6 19	07/09/90	37088	3	58.8	DH	<u>CARNOUSTIE and:-</u> Arbroath	6 40	03/08/83		47533	7	54.0	CF
13.59	12 30	07/09/90	37088	3	65.2	DH	<u>ARBROATH and:-</u> Montrose	12 44	09/07/89		47562	6	64.0	AV
54.20	51 15	27/07/85	47550	6	63.5	CT	Aberdeen							
24.45	20 27	09/07/89	47707	6	71.7	AV	<u>MONTROSE and:-</u> Stonehaven	20 08	20/06/87		47552	6	72.9	MR
# 40.61	40 18	xx/xx/68	D1974	8	60.5	CJA	Aberdeen	40 06	25/08/70		47524	10	60.8	DS
# 7.96	7 56	09/04/89	47701	7	60.2	PBS	<u>STONEHAVEN and:-</u> Portlethen	7 56	14/06/88		47432	7	60.2	MT #
16.16	15 06	20/06/87	47517	7	64.2	MR	Aberdeen	14 54	20/06/87		47552	6	65.1	MR
8.20	9 31	07/09/90	47708	6	51.7	DH	<u>PORTLETHEN and:-</u> Aberdeen	9 39	14/06/88		47432	7	51.0	MT #

D1.5: Perth - Forfar - Aberdeen.

<u>Southbound</u>							<u>Northbound</u>							
15.85	16 33	08/07/67	(A6) ?		57.5	?	<u>PERTH and:</u> Coupar Angus	16 17	12/08/66		D5120	5	58.4	CF
32.50	29 29	12/08/66	D6130	8	66.1	CF	Forfar	30 28	20/03/65		D5363	7	64.0	BHa
			(A6) = D6132 + D51xx											
4.77	6 12	08/07/67	(A6) ?		46.2	?	<u>COUPAR ANGUS and:</u> Alyth Jcn	5 19	196x	(B7)	10	53.8	AME	
16.65							Forfar	17 12	12/08/65		D5120	5	58.1	CF
							(B7) = D6102 + D6119							
11.88	12 59	08/07/67	(A6) ?		54.9	?	<u>ALYTH JUNCTION and:</u> Forfar	15 05	06/09/61	(B8)	10	47.3	BHa #	
													(B8) = D6127 + D6101	
15.42	16 21	08/07/67	(A6) ?		56.6	?	<u>FORFAR and:</u> Bridge of Dun	16 06	06/09/61	(B8)	10	57.5	BHa #	
41.16	43 55	196x	D6123	7	56.2	DCh	Stonehaven	39 15	196x	D6123	7	62.9	DCh	
11.31	12 17	08/07/67	(A6) ?		55.2	?	<u>BRIDGE OF DUN and:</u> Laurencekirk	12 52	196x	(B7)	10	52.7	AME	
14.42	18 20	08/07/67	(A6) ?		47.2	?	<u>LAURENCEKIRK and:</u> Stonehaven	15 42	06/09/61	(B8)	10	55.1	BHa #	

D1.10:- Perth - Inverness.

<u>Southbound</u>							<u>Northbound</u>							
15.61	14 07	11/08/88	47635	6	66.3	GW	<u>PERTH and:-</u> Dunkeld	16 02	09/07/88		47630	7	52.4	CF
23.97	32 10	xx/xx/xx	(D1)	13	44.7	OSN	Ballinluig	28 09	10/07/89		47518	6	60.8	AV
28.52	25 24	02/08/89	47617	6	67.4	MR	Pitlochry	111 44	xx/xx/xx	(E1)	21	44.9	MR	
83.61							Aviemore	168 55	22/07/80	2 x Cl.26	19	41.9	MR	
117.85					####		Inverness			(E1) = 26010 + 26029				
			(D1) = D5327 + D5332											
# 8.36	10 50	04/12/64	(D2)	10	46.3	NP	<u>DUNKELD and:-</u> Ballinluig	10 19	03/12/64		D5328	7	48.6	NP #
12.91	10 22	11/08/88	47635	6	74.7	GW	Pitlochry	11 34	20/07/92		47677	5	51.9	MR
68.00			(D6) = D5116 + D5115				Aviemore	102 42	10/05/95	(E2)	13	39.7	AF	
			(D2) = D5331 + D5132							(E2) = 37165 + 37069				
4.55	6 20	13/04/63	(D3)	14	43.1	BN	<u>BALLINLUIG and:-</u> Pitlochry	7 12	29/05/61	(E3)	11	37.9	NP #	
										(E3) = D5340 + D5324				

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<u>miles</u>	<u>m s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	<u>section</u>	<u>miles</u>	<u>m s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>
<u>Southbound</u>							<u>Northbound</u>							
6.80	7 53	02/07/90	47711	5	51.8	DH	<u>PITLOCHRY and:-</u>	8 17	09/07/88	47630	7	50.7	CF	
30.24							Blair Atholl	31 38	30/08/73	(E4)	11	57.4	KB	
40.43	40 50	26/12/80	47570	9	59.4	MR	Dalwhinnie	43 39	29/07/83	47578	8	55.6	MR	
43.19	37 36	02/08/89	47617	6	68.9	MR	Newtonmore	46 21	25/09/84	47211	8	55.9	AV	
55.09	54 08	24/08/85	47614	6	61.1	MR	Kingussie	56 05	28/06/85	47578	9	58.9	MT	
							Aviemore			(E4) = D5120 + D5126				
<u>BLAIR ATHOLL and:-</u>							<u>STRUAN and:-</u>							
4.56	5 57	xx/xx/xx	(D1)	13	46.0	OSN	Struan	21 53	07/08/90	47492	6	64.3	BP	#
23.44	20 15	09/08/88	47462	6	69.5	GW	Dalwhinnie	29 31	29/07/89	47635	6	68.4	MR	
33.63	29 23	09/08/90	47470	5	68.7	BP	Newtonmore	34 48	10/07/89	47518	6	62.8	AV	
36.44	30 00	02/07/90	47711	5	72.9	DH	Kingussie							
# 48.34	58 16	28/08/76	40156	11	49.8	PRu	Aviemore							
<u>STRUAN and:-</u>							<u>DALNASPIDAL and:-</u>							
# 11.23	12 00	04/12/64	(D2)	10	56.2	NP	Dalnaspidal							
# 18.88	21 20	09/06/61	(D4)	10	53.1	NP	Dalwhinnie							
		(D4) = D 5321 + D5335												
7.65	12 29	19xx	(D6)	14	36.8	RK	<u>DALWHINNIE and:-</u>							
# 20.60	25 10	19xx	47196	12	49.1	PIr	Dalwhinnie							
							Newtonmore							
10.19	9 58	11/08/88	47635	175	61.3	GW	<u>NEWTONMORE and:-</u>	8 49	18/08/87	47614	7	61.2	RJ	#
12.95	24 02	28/09/91	47604	16	32.3	MR	Kingussie	10 14	16/07/05	67002	10	75.9	MR	
# 2.76	3 07	31/08/04	67009	9	53.1	AV	<u>KINGUSSIE and:-</u>							
14.66	17 15	01/06/80	47009	17	51.0	MR	Kingussie	3 44	12/06/90	47550	5	44.4	MR	
							Aviemore	12 48	25/09/80	40157	10	68.7	MR	#
# 5.94	7 15	04/12/64	(D2)	10	49.2	NP	<u>KINGUSSIE and:-</u>							
11.90	10 22	30/07/89	47541	5	68.9	MR	Kincraig	8 05	29/08/65	(E5)	15	44.1	MJR	#
							Aviemore	10 09	12/06/90	47550	5	70.3	MR	
										(E5) = D5319 + D5339				
# 5.96	8 10	27/09/65	(D7)	12	43.8	NP	<u>KINCRAIG and:-</u>							
		(D7) = D5118 + D5337					Aviemore	8 37	29/08/65	(E5)	15	41.5	MJR	#
6.65	6 23	02/07/90	47711	5	62.5	DH	<u>AVIEMORE and:-</u>							
34.58	34 11	01/08/89	47541	5	60.7	MR	Carrbridge	7 10	14/09/87	47649	9	55.7	DS	
							Inverness	33 03	10/07/89	47518	6	61.7	AV	#
# 8.95	13 45	04/12/64	(D2)	10	39.1	NP	<u>CARRBRIDGE and:-</u>							
27.93	26 05	28/05/90	47492	6	64.2	MR	Tomatin	14 08	03/11/61	(E6)	10	38.0	OSN	
							Inverness	26 23	22/09/90	47644	6	63.5	MR	
# 4.05	6 10	04/12/64	(D2)	10	39.4	NP	<u>TOMATIN and:-</u>							
8.25							Moy	5 30	03/11/61	(E6)	10	44.2	OSN	
# 12.43	24 25	29/09/60	(D8)	10	30.5	BDW	Daviot	10 25	26/08/81	(E7)	16	47.5	RHo	#
# 18.98	32 08	09/06/61	(D4)	10	35.4	NP	Culloden Moor							
		(D8) = D5334 + D5116					Inverness			(E7) = D5119 + D5128				
4.20	7 12	13/04/63	(D3)	14	35.0	BN	<u>MOY and:-</u>							
10.75							Daviot	5 20	03/11/61	(E6)	10	47.3	OSN	
							Inverness	18 40	26/08/81	(E7)	16	34.6	RHo	#
4.18	8 11	13/04/63	(D3)	14	30.6	BN	<u>DAVIOT and:-</u>							
							Culloden Moor	5 15	03/11/61	(E6)	10	47.8	OSN	
# 6.55	12 07	04/12/64	(D2)	10	32.4	NP	<u>CULLODEN MOOR and:-</u>							
		(D3)=D5323 + D5115					Inverness	11 40	03/11/61	(E6)	10	33.7	OSN	

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<u>miles</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	<u>section</u>	<u>miles</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	
<u>D1.15: Dunblane - Crianlarich - Oban.</u>																	
<u>Eastbound</u>								<u>Westbound</u>									
3.74	7	33	02/09/65	D5350	9	29.7	BP	<u>DUNBLANE and:</u> Doune	6	47	02/09/65	D5356	10	33.1	BP		
7.36	11	59	02/09/65	D5350	9	36.9	BP	<u>DOUNE and:</u> Callander	13	56	02/09/65	D5356	10	31.7	BP		
8.65	12	15	02/09/65	D5350	9	42.4	BP	<u>CALLANDER and:</u> Strathyre	14	05	02/09/65	D5356	10	36.9	BP		
2.93	6	04	02/09/65	D5350	9	29.0	BP	<u>STRATHYRE and:</u> Balquhidder	5	20	02/09/65	D5356	10	33.0	BP		
7.63	13	25	02/09/65	D5350	9	34.1	BP	<u>BALQUHIDDER and:</u> Killin Jcn	19	05	02/09/65	D5356	10	24.0	BP		
3.55	8	55	02/09/65	D5350	9	23.9	BP	<u>KILLIN JUNCTION and:</u> Luib	5	42	02/09/65	D5356	10	37.4	BP		
6.21	9	23	02/09/65	D5350	9	39.7	BP	<u>LUIB and:</u> Crianlarich Lower	8	50	02/09/65	D5356	10	42.2	BP		
5.18	7	09	02/09/65	D5350	9	43.5	BP	<u>CRIANLARICH LOWER and:</u> Tyndrum Lower	10	09	02/09/65	D5356	10	30.6	BP		
5.25	6	58	12/07/88	37401	7\$	45.2	BP	<u>CRIANLARICH and:</u> Tyndrum Lower	6	38	04/01/89	37423	5	47.5	MT		
				\$ - including dead Class 37													
12.08	16	57	05/01/89	37424	5	42.8	MT	<u>TYNDRUM LOWER and:</u> Dalmally	15	48	12/04/77	25238	4	45.9	BN		
2.65	4	25	29/03/88	37404	?	36.0	KRi	<u>DALMALLY and:</u> Loch Awe	3	59	04/01/89	37423	5	39.9	MT		
2.80	5	31	02/09/65	D5350	9	30.5	BP	<u>Loch Awe (old)</u>	5	16	02/09/65	D5356	10	31.9	BP		
11.73	17	01	29/07/83	37051	7	41.3	TC	<u>Taynuilt</u>	16	29	28/01/92	37190	6	42.7	IU		
3.28								<u>LOCH AWE and:</u> Falls of Cruachan	4	56	12/07/88	37412	6	39.9	BP		
9.08	12	37	05/01/89	37424	5	43.2	MT	<u>Taynuilt</u>	11	47	04/01/89	37423	5	46.2	MT		
8.93	17	34	02/09/65	D5350	9	30.5	BP	<u>LOCH AWE (old, closed 1/11/1965)</u> Taynuilt	20	22	02/09/65	D5356	10	26.3	BP		
5.80								<u>FALLS OF CRUACHAN and:</u> Taynuilt	8	21	12/07/88	37412	6	41.7	BP		
6.73	10	05	29/03/88	37404	?	40.0	KRi	<u>TAYNUILT and:</u> Connel Ferry	9	33	04/01/89	37423	5	42.3	MT		
6.13	10	23	05/01/89	37424	5	35.4	MT	<u>CONNEL FERRY and:</u> Oban	10	47	04/01/89	37423	5	34.1	MT		

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miles	_m	_s	date	loco	veh	mph	rec	section	_m	_s	date	loco	veh	mph	rec	
D8. WCML Diesel Loco-hauled Fastest Times																
<u>D8.4:- West Midlands - Manchester.</u>																
<u>Southbound</u>								<u>Northbound</u>								
<u>COVENTRY and:-</u>																
1.51								Canley	3	12	06/01/65	D225	?	28.3	AV	
8.82	12	10	24/02/62	D232	11	43.5	BB	Hampton In Arden	9	11	22/01/63	D255	10	57.6	BS #	
10.71	9	48	18/05/96	47822	8	65.6	BM	Birmingham Int	9	15	12/06/99	55022	8	69.5	BP	
18.93	17	31	02/07/88	47412	10	64.8	IU	Birmingham New St	19	50	12/03/87	47650	11	57.3	GA	
<u>CANLEY and:</u>																
1.06								Tile Hill	4	37	06/01/65	D225	?	13.8	AV	
<u>TILE HILL and:</u>																
1.91								Berkswell	3	51	06/01/65	D225	?	29.8	AV	
<u>BERKSWELL and:</u>																
3.34								Hampton In Arden	4	57	06/01/65	D225	?	40.5	AV	
<u>HAMPTON IN ARDEN and:</u>																
3.59								Marston Green	5	24	06/01/65	D225	?	39.9	AV	
6.28	8	12	24/02/62	D232	11	46.0	BB	Stechford	7	32	10/09/66	D235	?	50.0	?	
<u>BIRMINGHAM INTERNATIONAL and:-</u>																
8.24	8	13	01/03/80	47534	10	60.2	RP	Birmingham New St	9	25	08/09/01	47826	8	52.5	MT	
<u>MARSTON GREEN and:</u>																
1.57								Lea Hall	3	14	06/01/65	D225	?	29.1	AV	
2.57								Stechford	4	35	24/02/62	D344	11	33.6	BB	
<u>LEA HALL and:</u>																
1.00								Stechford	2	44	06/01/65	D225	?	22.0	AV	
<u>STECHFORD and:</u>																
1.91								Adderley Park	3	40	06/01/65	D225	?	31.3	AV	
3.82	6	09	24/02/62	D232	11	37.3	BB	Birmingham New St	10	43	10/09/66	D235	?	21.4	?	
<u>ADDERLEY PARK and:</u>																
1.91								Birmingham New St	2	25	06/01/65	D225	?	47.4	AV	
<u>BIRMINGHAM NEW STREET and:-</u>																
3.40	5	51	16/12/82	45004	7	34.9	JHa	Smethwick Rolfe St	8	12	04/11/62	(B9)	13	24.9	CH	
5.33	8	20	15/07/88	47656	7	38.4	BP	Sandwell & Dudley	7	36	20/08/86	47648	10	42.1	MT	
7.31	13	12	14/11/66	D1948	?	33.2	?	Dudley Port	13	05	24/10/63	D5010	11	33.5	BS #	
12.91	14	06	19/07/93	37422	6	54.9	DH	Wolverhampton	12	49	28/06/92	47597	8	60.4	KRi #	
15.53	20	48	03/05/03	47770	5	44.8	BP	do. via Aston/Bescot	23	04	04/09/99	37412	6	40.4	BP	
39.58	63	16	23/08/81	47434	8	37.5	BP	Stafford via Rugeley	61	22	11/09/83	47440	9	38.7	MT	
29.89								Stafford via Willenhall	34	00	02/04/88	47653	?	52.7	KRi #	
(A) = D5009 + D5006																
<u>SMETHWICK ROLFE STREET and:</u>																
3.91	6	36	30/12/65	D322	?	35.5	?	Dudley Port	7	19	04/11/62	(B9)	13	32.1	CH	
<u>SANDWELL & DUDLEY and:-</u>																
7.64	8	53	08/02/86	47606	10	51.6	DH	Wolverhampton	9	06	20/08/86	47648	10	50.4	MT	
<u>DUDLEY PORT and:</u>																
#	5.60	8	03	28/09/63	D338	11	41.7	BS	Wolverhampton	11	58	13/11/65	D220	12	28.1	GA
<u>WOLVERHAMPTON and:-</u>																
7.59	11	50	14/12/65	D333	7	38.5	AV	Penkridge								
#	15.31	13	41	10/09/88	47553	7	67.1	KRi	Stafford	12	11	25/04/98	37418	5	75.4	DH
31.50	36	58	15/12/89	47839	7	51.1	KB	Stoke-on-Trent	37	53	23/05/87	47522	11	49.9	JHe	
39.80	36	49	30/09/89	47577	10	64.9	BB	Crewe	34	26	18/09/90	47806	9	69.4	GA	
58.66	66	50	07/04/64	D331	6	52.7	GA	Wilmslow								
<u>PENKRIDGE and:</u>																
#	7.72	8	08	09/02/91	47837	8	57.0	KRi	Stafford							

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<u>miles</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	<u>section</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	
Southbound								Northbound								
STAFFORD and:-																
#	9.05	10	26	07/09/93	37422	7	52.0	CF	13	18	02/06/92	31420	7	40.8	KRi #	
	16.20	18	32	23/04/01	47853	?	52.4	CH	19	03	25/07/97	47849	?	51.0	JHe	
	24.50	19	34	15/07/88	47656	6	75.1	BP	18	41	01/01/97	47849	8	78.7	MT	
	43.35	41	21	13/07/01	47829	8	62.9	JR	44	07	23/09/00	47741	9	59.0	BS #	
	49.48	53	22	02/04/88	50007	7	55.6	BP	47	05	02/04/88	50007	7	63.1	BP	
STONE and:																
#	7.14	8	35	07/09/93	37422	7	49.9	CF	9	12	02/06/92	31420	7	46.6	KRi #	
STOKE-ON-TRENT and:-																
#	1.16	2	47	05/08/89	(B10)	4	25.0	TC	2	12	05/08/89	(B10)	6	31.6	MT #	
	2.91								5	18	17/06/78	25195	10	32.9	LA	
	6.35	10	55	13/03/88	47530	?	34.9	KRi	9	01	13/03/88	47522	?	42.3	KRi #	
	6.21	10	25	04/06/61	D311	15	35.8	RHo								
	12.00	11	37	18/07/02	47810	8	62.0	BM	11	02	12/02/00	47812	8	65.3	CH	
#	19.84	17	37	04/10/01	47817	6	67.6	KRi	17	02	21/03/98	47829	8	69.9	BM	
	19.96	27	11	06/10/60	D228	13	44.1	GA	Macclesfield Hibel Rd ***							
	31.89	55	15	27/08/65	D297	12	34.6	CH	32	54	21/09/85	47559	7	58.2	JHe	
	14.98								19	28	13/01/95	47848	8	46.2	JHe #	
*** - Old alignment via Harecastle Tunnel								(B10) = 20208 + 20065								
ETRURIA and:																
	1.75	2	50	29/05/89	31430	4	37.1	CF	2	49	29/05/89	31406	4	37.3	BP	
LONGPORT and:																
	3.48	4	49	05/08/89	(B10)	5	43.3	BP	5	01	05/08/89	(B10)	6	41.6	MT #	
KIDSGROVE and:																
	2.33	3	37	27/05/89	47233	5	38.7	BP	3	08	05/08/89	(B10)	6	44.6	MT #	
	8.57	13	00	04/06/61	D311	15	39.6	RHo	13	46	17/06/78	25195	10	37.4	LA	
ALSAGER and:																
	6.24	7	07	05/08/89	(A7)	5	52.6	BP	8	19	26/05/89	31430	5	45.0	BP	
				(A7) = 20188 + 20044												
CONGLETON and:-																
	7.84	8	01	04/06/99	47702	8	58.7	JHe	8	02	30/01/02	47805	7	58.6	BS #	
MACCLESFIELD and:-																
	12.05	11	50	16/08/02	47853	7	61.1	CH	11	32	29/07/96	47814	9	62.7	JHe	
MACCLESFIELD HIBEL ROAD and:																
	11.74	17	31	06/10/60	D228	13	40.2	GA	Stockport							
CREWE and:-																
	17.21								19	38	18/07/88	37430	5	52.6	?	
	18.88	18	12	09/05/88	47512	12	62.2	GA	17	01	03/10/89	47568	7	66.6	GA	
	24.98	24	44	24/12/83	47448	7	60.6	MT	23	22	27/07/80	47329	8	64.1	BB	
	30.49	38	35	04/09/82	47449	12	47.4	BP	45	49	06/08/78	47214	6	39.9	LA	
ALDERLEY EDGE and:																
	1.67								2	53	18/07/88	37430	5	34.8	?	
WILMSLOW and:-																
	6.10	6	27	04/06/88	37431	5	56.7	CT	6	58	02/08/93	47826	8	52.5	JHe	
	11.85	12	48	13/07/01	47829	8	55.5	JR	11.85	16	53	04/08/01	47810	8	42.1	BM
STOCKPORT and:-																
	5.86	7	11	19/04/00	47853	?	48.9	JHe	7	11	05/08/94	37408	7	48.9	IU	

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miles	_m	_s	date	loco	veh	mph	rec	section	_m	_s	date	loco	veh	mph	rec	
<u>Southbound</u>								<u>Northbound</u>								
<u>D8.5:- Crewe - Liverpool.</u>																
<u>CREWE and:-</u>																
7.46	8	41	06/07/89	37430	5	51.5	BP	Winsford	9	01	12/01/91	37428	6	49.6	KRi #	
11.80	10	35	04/09/99	47810	8	66.9	BP	Hartford	10	46	10/12/92	47822	9	65.8	CD	
22.46	17	22	28/08/93	47802	8	77.6	DH	Runcorn	18	07	23/04/00	47831	8	74.4	BP	
31.81	40	01	23/04/62	D290 ?		47.7 ?		Mossley Hill								
35.55	48	55	06/06/52	10000	15	43.6	OSN	Liverpool Lime Street								
35.55								(do., spcl.)	31	40	23/06/64	D2	8	67.4	PB	
								(do., via Warrington BQ)	55	06	18/03/79	47437	12	0.0	LA	
24.11	22	58	10/04/68	D1958	13	63.0	GA	Warrington Bank Quay	18	04	15/07/00	47806	8	80.1	MR	
24.11	17	38	15/11/97	D9000	8	82.0	JHe	do., Cl.55								
35.88	37	31	02/08/63	D308	13	57.4	GA	Wigan North Western	32	02	03/06/67	D1840	11		GA	
<u>WINSFORD and:</u>																
4.34	4	53	06/07/89	37430	5	53.3	BP	Hartford	5	12	12/01/91	37428	6	50.1	KRi #	
<u>HARTFORD and:</u>																
2.70	4	13	09/09/93	37418	7	38.4	CF	Acton Bridge	3	55	12/01/91	37428	6	41.4	KRi #	
10.66	10	07	27/06/98	47831	8	63.2	BP	Runcorn	9	42	21/07/90	47432	5	65.9	KRi #	
12.31	11	12	28/08/00	47749	8	65.9	BP	Warrington Bank Quay								
<u>ACTON BRIDGE and:</u>																
7.96	9	48	09/09/93	37418	7	48.7	CF	Runcorn	9	16	22/04/93	31465	5	51.5	BB	
<u>RUNCORN and:</u>																
7.48	7	39	25/02/94	37418	5	58.7	BP	Allerton	7	30	12/01/91	37428	6	59.8	KRi #	
8.50	8	09	30/05/89	37197	4	62.6	BP	West Allerton								
9.23								Mossley Hill	9	20	30/06/93	37418	7	59.3	MT #	
13.09	14	15	18/06/88	37431	5	55.1 (!)		Liverpool Lime Street	14	01	21/05/92	47814	8	56.0	CD	
								(1) RPS Archive C/27								
<u>ALLERTON and:</u>																
1.02	1	59	22/09/90	37029	5	30.9	BP	West Allerton	2	20	15/08/89	37407	5	26.2	BP	
1.75	2	54	25/02/94	37418	5	36.2	BP	Mossley Hill								
<u>WEST ALLERTON and:</u>																
0.73	1	31	08/07/89	37407	5	28.9	BP	Mossley Hill	1	50	15/08/89	37407	5	23.9	BP	
<u>MOSSLEY HILL and:</u>																
2.55	4	31	22/04/93	31410	5	33.9	BB	Edge Hill	5	07	22/04/93	31465	5	29.9	BB	
3.86	7	05	22/09/90	37029	5	32.7	BP	Liverpool Lime Street	8	46	30/06/93	37418	7	26.4	MT #	
<u>D8.8:- Preston - Lancaster & Barrow-in-Furness.</u>																
<u>Southbound</u>								<u>Northbound</u>								
<u>PRESTON and:-</u>																
20.99	17	13	29/06/75	47436	5	73.2	BP	Lancaster	16	09	05/01/91	47488	5	78.0	BP	
<u>LANCASTER and:</u>																
#	6.26	6	55	20/08/81	47475	7	54.3	MT	Carnforth	6	48	27/07/68	D416	8	55.2	BP
<u>CARNFORTH and:</u>																
3.35	5	25	20/02/82	47439	6	37.1	BP	Silverdale	4	26	20/08/81	47475	6	45.3	MT #	
5.86	8	48	27/06/70	D402	8	40.0	BP	Arnside	7	28	27/10/89	31462	6	47.1	BP	
#	9.13	13	17	28/09/90	31404	5	41.2	FC	Grange over Sands	14	18	31/12/88	47423	4	38.3	BP
<u>SILVERDALE and:</u>																
#	2.51	3	38	20/08/81	47475	7	41.4	MT	Arnside	3	26	17/09/82	47178	9	43.9	MT #
<u>ARNSIDE and:</u>																
3.27	4	26	29/06/75	47436	5	44.3	BP	Grange over Sands	4	20	20/08/81	47475	6	45.3	MT #	
<u>GRANGE OVER SANDS and:</u>																
#	1.81	3	01	20/08/81	47475	7	36.0	MT	Kents Bank	2	59	17/09/82	47178	9	36.4	MT #
4.17	5	40	10/03/68	D1845	7	44.2	BP	Cark & Cartmel								
9.81	11	22	xx/xx/xx	40179	7	51.8	SK	Ulverston	11	56	29/12/89	31449	6	49.3	BP	

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<u>miles</u>	<u>_m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	<u>section</u>	<u>_m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>
<u>Southbound</u>															
#	2.36	3	33	20/08/81	47475	7	39.9 MT	<u>KENTS BANK and: Cark & Cartmel</u>	3	01	17/09/82	47178	9	46.9 MT	#
	5.64	6	58	10/03/68	D1845	7	48.6 BP	<u>CARK & CARTMEL and: Ulverston</u>	6	13	20/08/81	47475	6	54.4 MT	#
	4.50	6	33	20/02/82	47439	6	41.2 BP	<u>ULVERSTON and: Dalton</u>	6	25	20/08/81	47475	6	42.1 MT	#
#	9.61	13	48	28/09/90	31404	5	41.8 FC	<u>Barrow</u>	14	53	29/12/89	31449	6	38.7 BP	
	3.31	4	42	20/08/81	47475	7	42.3 MT	<u>DALTON and: Roose</u>	4	34	17/09/82	47178	9	43.5 MT	#
	5.11	8	09	10/03/68	D1845	7	37.6 BP	<u>Barrow</u>	9	15	31/12/88	47423	4	33.1 BP	
	1.80	3	27	27/12/89	31430	6	31.3 BP	<u>ROOSE and: Barrow</u>	3	56	20/08/81	47475	6	27.5 MT	#
<u>D8.10 Cumbrian Coast Line</u>															
16.08	<u>BARROW IN FURNESS and: Millom</u>														
8.40	<u>MILLOM and: Bootle</u>														
8.72	<u>BOOTLE (Cumberland) and: Seascale</u>														
2.75	<u>SEASCALE and: Sellafield</u>														
6.33	<u>SELLAFIELD and: St. Bees</u>														
3.75	<u>ST. BEES and: Corkickle</u>														
0.85	<u>WHITEHAVEN CORKICKLE and: Whitehaven B</u>														
6.89	<u>WHITEHAVEN BRANSTY and: Workington Main</u>														
#	0.87	2	14	07/05/10	47832	6*	23.4 JHa	<u>WORKINGTON (ex-MAIN) and: Workington N</u>	2	12	07/05/10	57008	6*	23.7 JHa	#
#	2.64	3	56	24/05/10	57007	6*	40.3 BP	<u>WORKINGTON NORTH and: Flimby</u>	4	48	01/12/09	37423	6*	33.0 CT	#
#	1.87	3	36	01/04/10	37603	6*	31.2 BP	<u>FLIMBY and: Maryport</u>	4	25	01/04/10	47832	6*	25.4 BP	#

Note 6* indicates load includes "dead" loco at rear.

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<u>miles</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	<u>section</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	
D9. Former GWR Lines																
D9.1: London Paddington & Oxford - Birmingham.																
Southbound								Northbound								
LONDON PADDINGTON and:-																
63.26	48	52	18/07/84	50014	11	77.7	MT	Oxford	48	36	01/10/88	50033	10	78.1	PH	
26.40	23	59	20/01/70	1724	9	66.0	DAd	High Wycombe	26.53	24	36	27/01/67	D1688	9	64.4	DG
34.55	36	05	09/11/65	D1746	14	57.5	DAd	Princes Risborough	34.62							
53.24	56	20	28/09/63	D1008	14	56.7	CF	Bicester North	53.34	52	32	13/03/64	D1698	14	60.8	DAd
67.28	60	09	28/01/64	D1683	11	67.1	DAd	Banbury	67.40	65	07	31/10/64	D1733	15	62.0	BN
87.18	83	41	05/11/62	D1038	?	62.5	?	Leamington Spa	87.30	79	53	22/11/62	D1039	11	65.5	GA
110.44								Birmingham Snow Hill	110.56	103	50	10/09/62	D1038	9	63.8	CJA
KENSINGTON OLYMPIA and:-																
36.81	30	55	22/04/89	47656	7	71.4	MW	Reading	39	57	17/09/99	47828	9	55.3	JHe	
91.52	72	58	05/09/98	55022	8	75.3	MT	Coventry via Rugby								
READING and:-																
27.43	21	11	18/05/96	47822	8	77.7	BM	Oxford	21	08	09/03/90	47824	7	77.9	DAd	
DIDCOT PARKWAY and:-																
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	22	03/01/90	47525	5	60.0	BN	
APPLEFORD and:																
1.04	2	02	01/02/86	50015	8	30.7	MT	Culham	2	15	26/08/82	50003	?	27.7	?	
CULHAM and:																
2.21	3	17	13/11/85	47539	7	40.4	MT	Radley	3	30	26/08/82	50003	?	37.9	?	
RADLEY and:																
5.07	5	58	01/03/86	50020	8	51.0	MT	Oxford	7	03	16/02/83	50030	8	43.1	MT	
OXFORD and:-																
9.13								Tackley	9	45	27/03/84	50046	?	56.2	?	
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	
71.15								B'ham N.St(via Cov)								
TACKLEY and:																
2.62								Heyford	4	20	10/08/84	47534	10	36.3	MT	
13.53								Banbury	14	40	11/04/83	50006	?	55.4	?	
HEYFORD and:																
7.41								Kings Sutton	8	41	10/08/84	47534	10	51.2	MT	
10.94								Banbury	14	42	27/03/84	50046	?	44.7	?	
KINGS SUTTON and:																
3.53								Banbury	5	13	10/08/84	47534	10	40.6	MT	
HIGH WYCOMBE and:																
8.12	10	00	24/06/69	1755	9	48.7	DAd	Princes Risborough	8.09	10	12	18/03/67	D1610	9	47.6	DAd
26.85	25	44	19/01/68	D1686	11	62.6	DAd	Bicester	26.81	23	30	01/08/70	1723	9	68.5	DAd
40.95	36	06	09/05/64	D1709	11	68.1	DAd	Banbury	40.87	35	31	11/12/64	D1714	?	69.0	?
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								Birmingham Snow Hill	84.03	78	00	14/09/63	D1008	11	64.6	DAd
PRINCES RISBOROUGH and:																
18.72	16	13	05/05/69	1692	9	69.3	DAd	Bicester (N)	14	33	19/11/70	1638	8	77.2	DAd	
BICESTER (N) and:																
14.10	13	11	xx/xx/xx	1712	10	64.2	CMN	Banbury	14.06	13	45	10/04/70	1724	10	61.4	DAd
33.95	31	41	18/02/66	D1690	12	64.3	DG	Leamington Spa	33.96							

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miles	m	s	date	loco	veh	mph	rec	section	m	s	date	loco	veh	mph	rec
<u>Southbound</u>															
19.90	16	16	16/05/97	47849	8	73.4	TC	<u>BANBURY and:-</u>	15	03	02/11/85	47508	10	79.3	MT
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
								Birmingham Snow Hill							
<u>LEAMINGTON SPA and:-</u>															
9.66	10	39	09/04/94	47846	8	54.4	DA	Coventry	11	05	06/01/90	47840	7	52.3	DH
1.94								Warwick	3	31	07/03/81	47556	9	33.1	DAd
6.10	6	49	09/09/68	D1724	9	53.7	AV	Hatton	7	31	21/09/78	47482	8	48.7	AV
12.88	12	01	28/07/80	47497	9	64.3	DAd	Dorridge	11	48	11/04/83	47105	8	65.5	AV
16.21	14	34	20/06/73	1700	13	66.8	DAd	Solihull	14	13	05/08/72	1745	8	68.4	DAd
23.91	23	05	07/07/85	47626	10	62.1	JHa	Birmingham New St	26	43	01/11/67	D1700	10	53.7	GA
23.26	20	10	01/01/66	D1587	11	69.2	AV	Birmingham Snow Hill	21	54	10/01/64	D1071	11	63.7	AV
<u>WARWICK and:-</u>															
14.27								Solihull	13	25	07/03/81	47556	8	63.8	DAd
<u>HATTON and:-</u>															
6.78	7	02	01/10/70	D1686	8	57.8	AV	Dorridge							
10.11								Solihull	9	45	21/09/78	47482	8	62.2	AV
<u>DORRIDGE and:-</u>															
3.33	4	14	16/09/80	47451	9	47.2	DAd	Solihull	4	21	14/03/78	50035	10	45.9	BN
10.38								Birmingham Snow Hill	12	05	23/03/64	D1707	?	51.5	?
<u>SOLIHULL and:-</u>															
1.84	3	25	12/09/74	47339	11	32.3	BN	Olton	3	09	14/08/65	D1708	?	35.0	?
7.70	11	25	29/08/82	47425	10	40.5	DA	Birmingham New St	11	44	05/10/80	47492	9	39.4	BP
7.05	10	15	24/03/64	D1696	?	41.3	?	Birmingham Snow Hill	8	10	23/03/64	D1687	11	51.8	AV
<u>OLTON and:</u>															
5.86	11	10	01/06/76	47142	12	31.5	BP	Acocks Green	2	20	12/08/65	D1710	?	0.0	?
5.21								Birmingham New St							
								Birmingham Snow Hill	7	37	06/08/64	D1707	?	41.0	?
<u>ACOCKS GREEN and:</u>															
								Tyseley	2	08	14/08/65	D1708	?	0.0	?
								Birmingham Snow Hill	6	38	12/08/65	D1710	?	0.0	?
<u>TYSELEY and:</u>															
								Birmingham Snow Hill	5	03	14/08/65	D1708	?	0.0	?
<u>D9.2: Birmingham Snow Hill & Wolverhampton - Shrewsbury & Chester.</u>															
<u>BIRMINGHAM SNOW HILL and:</u>															
12.38	17	28	24/08/66	D1708	14	42.5	GA	West Bromwich	7	25	06/08/64	D1707	?	0.0	?
								Wolverhampton L.L.	15	52	01/12/65	D1602	13	46.8	GA
<u>WEST BROMWICH and:</u>															
2.72								Wednesbury	4	16	12/08/65	D1710	?	38.3	?
<u>WEDNESBURY and:</u>															
2.33								Bilston Cen.	3	49	12/08/65	D1710	?	36.6	?
<u>BILSTON CENTRAL and:</u>															
2.85								Wolverhampton L.L.	5	52	06/08/64	D1707	?	29.1	?
<u>WOLVERHAMPTON LOW LEVEL and:</u>															
9.32								Cosford	10	31	09/10/66	D1695	?	53.2	?
19.78	18	35	28/09/63	D1008	7	63.9	CF	Wellington	17	42	xx/09/64	D1685	7	67.1	DAd
# 30.02	28	26	24/04/65	D1608	9	63.3	MJR	Shrewsbury							

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<u>Southbound</u>								<u>Northbound</u>							
<u>WOLVERHAMPTON and:-</u>															
#	8.99	10	38	06/07/08	67014	5	50.7	JBu	10	27	17/07/08	67017	6	51.6	BS #
	15.59	15	40	09/05/87	47443	12	59.7	CF	14	48	09/06/90	37426	10	63.2	BB
	19.45	20	50	xx/xx/81	47479	12	56.0	JL	17	12	xx/xx/81	47435	12	67.8	JL
	29.69	33	09	07/08/76	(A8)	13	53.7	BP	28	07	27/08/83	40135	12	63.4	MT
				(8A) = 25090/127											
<u>COSFORD and:</u>															
#	6.60	7	13	03/03/09	67029	5	54.9	ALe	6	58	16/02/09	67015	5	56.8	LA
	10.46	14	48	08/08/82	(A9)	14	42.4	MT	15	27	09/10/66	D1695	?	40.6	AV
				(A9) = 25321 + 25326											
<u>TELFORD CENTRAL and:</u>															
	3.86	5	24	05/07/08	67025	5	42.9	LA	5	00	17/08/89	47632	11	46.3	BP
	14.10	16	08	23/07/88	47440	?	52.4	KRi	16	31	03/03/09	67029	5	51.2	ALe #
	10.24	10	43	01/11/66	D1711	?	57.3	?	10	20	01/12/65	D1654	8	59.5	GA
	18.05	16	45	05/03/67	D1636	7	64.7	BP	16	13	04/02/67	D1962	7	66.8	BP
<u>GOBOWEN and:</u>															
#	3.05	4	20	03/03/09	67029	5	42.2	ALe	4	14	03/03/09	67012	5	43.2	ALe #
	7.40	8	43	07/05/63	D1001	7	50.9	BP	9	02	04/02/67	D1962	7	49.2	BP
	4.35	5	24	12/06/85	33010	8	48.3	GA	5	15	06/07/85	47509	9	49.7	BP
	4.80	6	10	06/07/85	47509	9	46.7	BP	6	06	29/06/85	47370	9	47.2	BP
<u>WREXHAM GENERAL and:</u>															
	12.16	16	07	29/06/85	47490	9	45.3	BP	14	17	06/07/85	47509	9	51.1	BP
<u>D9.3: Oxford - Worcester & Hereford.</u>															
<u>Eastbound</u>								<u>Westbound</u>							
<u>OXFORD and:-</u>															
	13.24	12	42	27/05/81	50043	10	62.5	AD	13	09	25/09/85	47622	11	60.4	CT
	21.22	18	49	22/06/65	D1718	11	67.7	DAAd	19	02	16/09/65	D1718	9	66.9	AD
#	28.25	25	00	25/03/70	D1601	8	67.8	DA	28	07	13/04/68	D7020	9	60.3	DA #
<u>CHARLBURY and:-</u>															
#	7.98	8	02	23/10/70	D837	9	59.6	DA	7	23	25/07/79	50018	9	64.8	? #
	7.98	7	47	01/02/68	(A)	14	61.5	DAAd							
#	15.02	13	27	12/02/66	D1747	11	67.0	AV	13	51	26/02/66	D1600	10	65.1	AV #
				(A) = D7015 + D835											
	7.04	6	35	27/05/81	50043	10	64.1	AD	7	05	14/06/80	47310	9	59.6	AD
<u>MORETON-IN-MARSH and:-</u>															
	10.01	11	22	27/05/81	50043	10	52.9	AD	9	45	30/07/83	50034	11	61.6	DA #
	14.94	14	15	22/03/80	47060	11	62.9	DA	12	34	13/07/80	(B11)	10	71.3	DA
	4.93	5	47	27/05/81	50043	10	51.1	AD	6	20	08/10/82	50032	11	46.7	AD
	5.93	7	22	22/03/69	D1647	11	48.3	DA	7	18	08/10/82	50032	11	48.7	AD
	13.80	12	35	09/09/65	D1757	5	65.8	AD	13	30	29/11/69	D1924	9	61.3	DA #
<u>PERSHORE and:-</u>															
#	7.88	8	03	24/07/79	47104	9	58.7	DA	10	20	30/07/83	50034	11	45.7	DA #
<u>WORCESTER SHRUB HILL and:-</u>															
#	0.65	1	56	09/08/80	50031	11	20.2	DA	1	49	16/09/83	50008	10	21.5	AV

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<u>Eastbound</u>								<u>Westbound</u>							
<u>WORCESTER FOREGATE STREET and:-</u>															
#	6.80	7	35	02/05/81	47449	9	53.8 DA	Malvern Link	7	10	29/06/85	50045	9	56.9 DA	
<u>MALVERN LINK and:-</u>															
#	1.14	2	08	12/07/81	47500	9	32.0 AV	Great Malvern	2	32	29/04/79	47555	?	26.9 DA	#
<u>GREAT MALVERN and:-</u>															
#	2.80	3	51	12/07/81	47500	9	43.6 AV	Colwall	4	38	15/06/73	D7001	4	36.3 CF	#
<u>COLWALL and:-</u>															
	4.21	5	45	12/07/81	47500	8	44.0 AV	Ledbury	5	34	16/09/83	50008	10	45.4 AV	
<u>LEDBURY and:-</u>															
#	13.75	14	25	02/05/81	47449	9	57.2 DA	Hereford	14	11	16/09/83	50008	10	58.2 AV	#
<u>D9.4: Swindon - Gloucester.</u>															
<u>Eastbound</u>								<u>Westbound</u>							
<u>SWINDON and:-</u>															
	13.66	13	04	02/05/81	50005	11	62.7 NS	Kemble	12	43	26/06/80	47444	11	64.5 BB	#
<u>KEMBLE and:-</u>															
#	11.16	12	55	19/10/76	47070	1	51.9 DA	Stroud	13	23	20/05/83	47561	8	50.0 ER	
<u>STROUD and:-</u>															
	2.78	3	55	13/05/67	D1655	4	42.5 RK	Stonehouse	4	18	01/07/81	50003	11	38.7 AV	#
	11.96	17	27	19xx	D7075	9	41.1 RK	Gloucester Cen	14	10	20/05/83	47561	8	50.7 ER	
<u>STONEHOUSE and:-</u>															
	9.19	11	53	10/05/87	50027	9	46.4 LA	Gloucester Cen	11	05	20/05/83	47561	8	49.8 ER	
<u>D9.5: Paddington - Bristol & Taunton.</u>															
<u>Eastbound</u>								<u>Westbound</u>							
<u>LONDON PADDINGTON and:-</u>															
	5.58	8	13	19/10/72	D1687	12	40.7 DA	Ealing Broadway	6	56	01/06/84	50017	9	48.3 DJB	
#	18.29	16	14	04/01/92	47438	8	67.6 KRi	Slough	14	21	28/04/99	47807	8	76.5 JHe	
	22.30							Taplow	21	32	06/04/84	50017	10	62.1 PSm	#
#	24.11	20	56	26/11/80	47081	8	69.1 MH	Maidenhead	19	36	18/01/80	50001	7	73.8 DAd	#
#	30.88	24	51	20/06/90	50024	10	74.6 DS	Twyford	28	07	14/05/82	47510	12	65.9 MT	#
	35.83	25	15	15/06/85	47634	6	85.1 MT	Reading	25	08	21/06/05	47829	8	85.5 PRo	
#	38.50	31	27	10/12/74	47080	12	73.4 PBS	Tilehurst							
	52.99	41	25	xx/xx/xx	50013	10	76.8 OSN	Didcot Parkway	38	05	26/03/81	50039	11	83.5 DA	
	77.14	55	20	23/03/82	50013	10	83.6 DA	Swindon	55	25	21/10/76	50033	9	83.5 DA	
	77.14							do., non-member ? (P Rutter)	54	44	xx/xx/xx	50050	10	84.6 m.r.	
	93.85	73	45	xx/xx/xx	50038	12	76.4 OSN	Chippenham	66	41	26/10/76	50041	10	84.4 OSN	
	106.74	80	00	xx/xx/xx	47081	9	80.1 PC	Bath Spa	73	00	05/04/81	47539	9	87.7 FC	
	118.23	97	05	04/05/71	D1072	11	73.1 DAd	Bristol T.Meads	101	00	13/10/59	D810	8	70.2 GA	
	118.23	92	52	15/06/59	D804	9	76.4 m.r.1	do., non-member	93	48	15/06/59	D805	9	75.6 CJA	
	118.23	86	35	03/06/65	(A)	12	81.9 OSN	do., special	m.r.1 = Rev R S Haines						
								(A) = D6881 + D6882							
<u>KENSINGTON OLYMPIA and:-</u>															
#	19.27	19	00	13/08/90	47841	8	60.9 MH	Slough	24	26	10/04/91	47845	9	47.3 PBS	#
	36.81	30	55	22/04/89	47656	7	71.4 MW	Reading	39	57	17/09/99	47828	9	55.3 JHe	
<u>EALING BROADWAY and:-</u>															
	12.71							Slough	16	48	17/03/83	47563	6	45.4 MH	
	30.25	22	18	22/10/82	50039	9	81.4 MT	Reading	22	30	01/06/84	50017	9	80.7 DJB	
<u>SLOUGH and:-</u>															
#	5.82	6	27	08/04/92	47526	7	54.1 MH	Maidenhead	6	36	14/08/91	47714	6	52.9 MH	#
	17.54	13	47	08/08/88	50035	7	76.4 AM	Reading	13	53	27/05/92	47836	8	75.8 DH	
	34.70	29	10	08/09/69	D1928	11	71.4 RK	Didcot Parkway	27	16	09/10/69	D1906	11	76.4 BS	#
	58.85	59	11	04/07/65	D1725	12	59.7 RHo	Swindon							
<u>TAPLOW and:-</u>															
	1.81							Maidenhead	2	55	17/03/83	47563	6	37.2 MH	#

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<u>miles</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	<u>section</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>										
<u>Eastbound</u>									<u>Westbound</u>																
#	6.77	7	25	03/02/83	47453	7	54.8	PSm	<u>MAIDENHEAD and:</u> Twyford								7	07	18/08/91	47457	8	57.1	MH	#	
#	4.95	5	36	02/08/91	47547	8	53.0	AV	<u>TWYFORD and:</u> Reading								6	17	18/08/91	47457	8	47.3	MH	#	
#	2.67	4	03	03/12/82	50004	10	39.6	MT	<u>READING and:-</u> Tilehurst								3	45	16/02/83	50030	8	42.7	MT	#	
#	5.56	8	00	22/08/79	47236	11	41.7	PBS	<u>Pangbourne</u>																
	17.16	13	22	07/08/01	47854	7	77.0	CH	<u>Didcot Parkway</u>								13	44	25/07/92	47836		75.0	DH		
	41.31	29	02	11/11/86	50005	8	85.4	KRi	<u>Swindon</u>								29	00	01/11/87	50007	6	85.5	KRi		
	57.98	43	24	16/03/85	47623	9	80.2	MT	<u>Chippenham</u>								43	22	17/10/80	47013	9	80.2	CF		
	70.91	47	20	03/06/80	50014	8	89.9	WSB	<u>Bath Spa</u>								46	28	07/06/80	50007	9	91.6	WSB		
	82.40	61	04	21/12/86	50025	11	81.0	SE	<u>Bath Spa (via B & H)</u> <u>Bristol T.Meads</u>																
#	2.89	3	46	25/11/72	1599	7	46.0	DA	<u>TILEHURST and:</u> Pangbourne								3	57	06/05/81	47140	9	43.9	MT	#	
#	3.21	4	20	25/11/72	1599	7	44.4	DA	<u>PANGBOURNE and:</u> Goring								4	11	22/08/86	31138	4	46.0	MT	#	
#	3.69	4	24	25/11/72	1599	7	50.3	DA	<u>GORING & STREATLY and:</u> Cholsy								4	44	22/08/86	31138	4	46.8	MT	#	
#	4.70	5	19	03/12/82	50004	10	53.0	MT	<u>CHOLSEY and:</u> Didcot Parkway								5	58	14/05/82	47510	12	47.3	MT	#	
	24.15	18	04	xx/xx/xx	47248	10	80.2	CM	<u>DIDCOT PARKWAY and:-</u> Swindon								19	27	27/08/01	57601	8	74.5	FC		
	40.86	29	03	xx/xx/xx	50013	10	84.4	OSN	<u>Chippenham</u>								34	28	14/06/66	D1036	15	71.1	OSN		
	16.71	14	17	11/11/86	50005	8	70.2	KRi	<u>SWINDON and:-</u> Chippenham								13	07	xx/xx/xx	50016	9	76.4	CM		
	29.60	22	18	11/10/89	47631	8	79.6	JHe	<u>Bath Spa</u>								21	33	27/03/88	50043	7	82.4	SE		
#	34.49	27	10	18/05/76	47500	9	76.2	DA	<u>Bristol Parkway</u>								26	50	20/10/72	1914	11	77.1	DA	#	
	41.09	35	30	28/11/98	47817	8	69.4	DH	<u>Bristol T.Meads</u>																
#	12.89	11	22	30/07/01	57601	9	68.0	JHe	<u>CHIPPENHAM and:-</u> Bath Spa								11	33	05/06/89	47508	8	67.0	JHe		
	1.03	1	57	19/09/03	(A)	6	31.7	KRi	<u>BATH SPA and:-</u> Oldfield Park								2	08	21/10/95	37411	4	29.0	FC		
	6.86	7	27	14/02/87	33202	6	55.2	BN	<u>Keynsham</u>								7	02	25/03/88	33010	5	58.5	KRi		
	11.49	10	59	07/09/87	33033	6	62.8	FC	<u>Bristol T.Meads</u>								11	11	15/11/87	50047	6	61.6	SE		
					(A) = 31468 + 31602																				
	5.83	6	25	19/09/03	(A)	6	54.5	KRi	<u>OLDFIELD PARK and:-</u> Keynsham								6	03	21/10/95	37411	4	57.8	FC		
	10.46								<u>Bristol TM</u>								13	10	14/08/90	37428	9	47.7	FC		
	4.63	5	35	07/09/86	33025	6	49.8	JHe	<u>KEYNSHAM and:-</u> Bristol TM								6	27	14/02/87	33063	9	43.1	FC		

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miles	_m	s	date	loco	veh	mph	rec	section	_m	s	date	loco	veh	mph	rec	
<u>D10: Former Southern Region.</u>																
<u>D10.5: Salisbury - Southampton - Portsmouth.</u>																
<u>North/Westbound</u>								<u>South/Eastbound</u>								
<u>SALISBURY and:-</u>																
16.54	16	41	31/08/87	47482	9	59.5	FC	Romsey	16	24	20/12/86	33022	6	60.5	FC	
24.65	26	18	25/06/87	50018	9	56.2	DS	Southampton	25	12	09/09/90	50029	9	58.7	DH	
<u>ROMSEY and:-</u>																
#	8.11	10	12	12/03/88	33038	6	47.7	KRi	Southampton	9	13	27/05/87	33039	6	52.8	FC
	7.29	10	41	12/05/85	33038	9	40.9	MT	Eastleigh	10	17	09/03/86	33105	9	42.5	TG
<u>SOUTHAMPTON and:-</u>																
1.97	4	29	18/02/78	31423	7	26.4	LA	St.Denys	4	50	17/09/77	31254	7	24.5	BP	
14.55	18	45	12/12/85	33009	5	46.6	LA	Fareham	18	34	27/05/87	33039	6	47.0	FC	
<u>ST.DENYS and:-</u>																
2.37	4	12	18/02/78	31423	7	33.9	LA	Woolston	4	52	17/08/63	D6502	9	29.2	MH	
12.58								Fareham	16	47	27/10/85	33040	7	45.0	AH	
<u>WOOLSTON and:-</u>																
2.47	5	22	18/02/78	31423	7	27.6	LA	Netley	4	53	17/08/63	D6502	9	30.3	MH	
<u>NETLEY and:</u>																
4.02	6	04	18/02/78	31423	7	39.8	LA	Swanwick								
7.75								Fareham	11	48	17/08/63	D6502	9	39.4	MH	
<u>SWANWICK and:-</u>																
3.72	5	56	18/02/78	31423	7	37.6	LA	Fareham								
<u>EASTLEIGH and:</u>																
5.49	6	52	30/08/87	33114	5	48.0	TG	Botley	6	25	30/08/87	33109	5	51.3	FC	
10.85								Fareham	14	27	19xx	33030	3	45.1	AF	
<u>BOTLEY and:</u>																
5.36	6	06	30/08/87	33114	5	52.7	TG	Fareham	7	36	30/08/87	33109	5	42.3	FC	
<u>FAREHAM and:-</u>																
#	3.14	4	33	20/02/88	33211	?	41.4	KRi	Portchester	4	27	27/02/88	47559	?	42.3	KRi #
	5.78	7	04	22/06/87	33037	6	49.1	DS	Cosham	6	22	22/06/87	50004	10	54.5	DS #
	9.79	12	31	xx/xx/xx	47843	8	46.9	?	Havant	11	52	11/04/87	33031	6	49.5	PMS #
	10.37	14	06	30/12/82	33008	7	44.1	TG	Portsmouth & S'sea	13	38	04/01/86	33015	6	45.6	FC
<u>PORTCHESTER and:-</u>																
2.64	3	40	30/08/87	33114	5	43.2	TG	Cosham	3	55	27/02/88	47559	?	40.4	KRi #	
<u>COSHAM and:-</u>																
3.76	5	57	05/10/80	33111	5	37.9	BP	Fratton	6	25	19xx	33030	3	35.2	AF	
4.59	7	13	05/06/86	33011	6	38.2	JHe	Portsmouth & S'sea	7	15	04/10/85	33050	6	38.0	LA	
<u>FRATTON and:</u>																
0.81	1	45	05/08/79	33114	5	27.8	FC	Portsmouth & Southsea	2	21	19xx	33030	3	20.7	AF	
<u>PORTSMOUTH & SOUTHSEA AND:</u>																
0.76	2	27	27/05/87	50047	10	18.6	FC	Portsmouth Harbour	2	20	04/01/86	33015	6	19.5	FC	

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<u>miles</u>	<u>_m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	<u>section</u>	<u>_m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>
<u>D10.8. London Bridge - Oxted - East Grinstead and Uckfield</u>															
<u>Northbound</u>								<u>Southbound</u>							
10.22	12	59	09/06/78	33035	9	47.2	PSm	<u>LONDON BRIDGE and:</u> East Croydon	12	28	16/07/80	33054	9	49.2	BP
1.95								<u>EAST CROYDON and:</u> Sanderstead	3	32	15/09/77	33053	9	33.1	BP
9.98	15	12	02/05/84	33004	9	39.4	PSm	Oxted	13	08	01/09/83	33046	8	45.6	AGD
1.19								<u>SANDERSTEAD and:</u> Riddlesdown	2	40	16/07/80	33054	9	26.8	BP
1.94								<u>RIDDLESDOWN and:</u> Upper Warlingham	3	37	02/05/84	33004	9	32.2	PSm
1.76								<u>UPPER WARLINGHAM and:</u> Woldingham	2	51	02/05/84	33004	9	37.1	PSm
3.14								<u>WOLDINGHAM and:</u> Oxted	4	36	15/09/77	33204	9	41.0	BP
0.99	2	24	11/05/84	33107	9	24.8	MT	<u>OXTED and:</u> Hurst Green	1	54	13/09/79	33063	9	31.3	BP
5.26								Edenbridge Town	6	03	06/03/65	D6537	7	52.2	MR
4.99								<u>HURST GREEN and:</u> Lingfield	5	39	25/07/74	33004	9	53.0	PSm
4.27	6	28	02/05/84	33004	9	39.6	PSm	Edenbridge Town	5	39	02/05/84	33004	9	45.3	PSm
1.48								<u>LINGFIELD and:</u> Dormans	3	23	12/09/79	33211	9	26.2	BP
2.28								<u>DORMANS and:</u> East Grinstead	4	31	12/09/79	33211	9	30.3	BP
1.77	2	47	11/05/84	33107	9	38.2	MT	<u>EDENBRIDGE TOWN and:</u> Hever							
10.09								Eridge	14	27	02/05/84	33004	9	41.9	PSm
								Groombridge	16	37	06/03/65	D6537	7	0.0	MR
1.98	3	21	02/05/84	33004	9	35.5	PSm	<u>HEVER and:</u> Cowden							
2.77	4	19	02/05/84	33004	9	38.5	PSm	<u>COWDEN and:</u> Ashurst							
3.77	4	45	02/05/84	33004	9	47.6	PSm	<u>ASHURST and:</u> Eridge							
3.45	4	23	02/05/84	33004	9	47.2	PSm	<u>ERIDGE and:</u> Crowborough	5	51	02/05/84	33004	9	35.4	PSm
4.74	9	00	02/05/84	33004	9	31.6	PSm	<u>CROWBOROUGH and:</u> Buxted	6	24	02/05/84	33004	9	44.4	PSm
2.21	4	26	02/05/84	33004	9	29.9	PSm	<u>BUXTED and:</u> Uckfield	3	50	02/05/84	33004	9	34.6	PSm

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miles	_m	s	date	loco	veh	mph	rec	section	_m	s	date	loco	veh	mph	rec	
<u>D10.9: Reading - Guildford - Redhill - Tonbridge.</u>																
<u>North/Westbound</u>								<u>South/Eastbound</u>								
<u>READING and:</u>																
6.74								Wokingham	8	19	22/10/75	33020	4	48.6	BP	
17.65	23	04	03/12/82	33105	10	45.9	MT	North Camp								
25.95	29	16	07/04/84	47589	9	53.2	FC	Guildford	27	35	xx/xx/xx	47843	8	56.4	(1)	
46.36	47	39	xx/xx/89	47xxx	11	58.4	AGD	Redhill	62	31	14/09/89	47406	7	44.5	DLR	
(1) - Log in Milepost 15¾, recorder not shown.																
<u>NORTH CAMP and:</u>																
8.3	11	05	17/02/84	33042	8	44.9	FC	Guildford								
<u>GUILDFORD and:</u>																
1.89	4	57	03/05/64	D6548	4	22.9	BP	Shalford	4	19	23/08/64	D6511	4	26.3	BP	
20.41	31	18	xx/xx/64	D6542	11	39.1	PSh	Redhill	28	45	01/06/96	47847	8	42.6	PJ	
<u>SHALFORD and:</u>																
1.82	2	54	03/05/64	D6548	4	37.7	BP	Chilworth	3	13	07/09/63	D6597	6\$	33.9	BP	
<u>CHILWORTH and:</u>																
3.93	5	23	03/05/64	D6548	4	43.8	BP	Gomshall	3.97	6	13	23/08/64	D6511	4	38.3	BP
<u>GOMSHALL and:</u>																
4.75								Dorking Town	4.74	6	44	07/09/63	D6597	6\$	42.2	BP
5.47	6	57	03/05/64	D6548	4	47.2	BP	Deepdene	5.43	9	14	23/08/64	D6511	4	35.3	BP
<u>DORKING TOWN and:</u>																
0.72								Deepdene	0.69	1	44	07/09/63	D6597	6\$	23.9	BP
<u>DEEPDENE (now DORKING DEEPDENE) and:</u>																
2.62	3	27	03/05/64	D6548	4	45.6	BP	Betchworth	4	04	07/09/63	D6597	6\$	38.7	BP	
<u>BETCHWORTH and:</u>																
2.85	4	11	03/05/64	D6548	4	40.9	BP	Reigate	4	27	23/08/64	D6511	4	38.4	BP	
<u>REIGATE and:</u>																
1.84	3	52	03/05/64	D6548	4	28.6	BP	Redhill	4	25	23/08/64	D6511	4	25.0	BP	
\$ - Load included 4 wheel van(s)																
<u>REDHILL and:</u>																
2.04	3	59	16/09/77	33056	4	30.7	BP	Nutfield								
19.7	24	21	13/07/61	D5001	12	48.5	MR	Tonbridge	21	43	28/10/61	D5005	9	54.4	AGD	
<u>NUTFIELD and:</u>																
3.59	4	07	16/09/77	33056	4	52.3	BP	Godstone	3.61							
<u>GODSTONE and:</u>																
4.85	6	05	16/09/77	33056	4	47.8	BP	Edenbridge Town	4.9							
<u>EDENBRIDGE TOWN and:</u>																
5.01								Penshurst	4.94							
<u>PENSHURST and:</u>																
1.69								Leigh								
<u>LEIGH and:</u>																
2.53								Tonbridge								

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miles	m	s	date	loco	veh	mph	rec	section	miles	m	s	date	loco	veh	mph	rec
Section E: Fastest Times By Electric Locomotives.																
E1.1:- London Euston - Glasgow & Edinburgh																
Southbound								Northbound								
LONDON EUSTON and:-																
#	17.41	14	16	18/08/88	87032	?	73.2	KRi	13	23	19/04/80	87035	11	78.1	WL	
	40.16	30	23	11/06/86	85005	7	79.3	JHa	29	28	20/06/86	81020	11	81.8	JHa	
	46.63	34	43	24/05/73	E3156	13	80.6	DAd	33	50	29/06/85	86234	11	82.7	WL	
	49.80	32	25	21/01/00	90010	10	92.2	GW	31	39	06/09/83	86324	?	94.4	AV	
	65.78								48	11	10/06/05	87010	12	81.9	CH	#
#	82.49	51	26	19xx	81013	9	96.2	(1)	51	33	16/06/97	90007	10	96.0	SG	
	97.05	63	26	25/01/00	87008	10	91.8	PRo	60	10	25/11/99	87021	10	96.8	MT	
	110.00	73	47	02/03/87	86401	12	89.5	GA	69	01	08/05/99	87023	9	95.6	NS	
	116.25	78	02	12/10/92	87011	10	89.4	GA	75	24	01/02/00	90013	10	92.5	JR	
	133.54	87	55	03/10/91	87011	12	91.1	WL	88	27	25/02/89	90003	11	90.6	WL	
	158.04	100	52	22/03/04	90001	10	94.0	DA	100	22	28/02/95	87023	10	94.5	WL	
	169.80								116	47	11/03/89	87035	12	87.2	WL	
	182.15	123	19	29/06/90	90028	9	88.6	AV	111	56	19/05/89	90003	11	97.6	r.w.	#
	208.99	130	21	10/07/96	87016	10	96.2	AV	130	17	26/09/90	87022	10	96.2	NS	
									(1) = m.p.1_2, recodder "D432"							
WATFORD JUNCTION and:-																
	29.23	19	52	30/08/79	86213	12	84.0	BP	20	22	03/07/90	87019	11	86.0	AV	
	32.39	19	50	28/07/98	87010	9	98.0	SG	20	19	09/02/98	87013	8	95.7	SG	
	48.37								41	19	26/03/66	E3014	14	70.2	BN	
	65.08	39	11	09/05/00	87035	10	99.7	SG	38	50	12/02/98	90004	10	100.6	SG	
	79.74	47	49	18/05/00	90004	10	100.1	SG	48	15	29/02/00	87029	11	99.2	PRo	
	92.73	59	36	29/09/90	90035	12	93.4	NS	56	44	27/05/92	87033	9	98.1	RK	
	98.94								60	36	20/12/93	87008	10	98.0	JR	
	116.13	71	00	08/10/88	86103	12	98.1	SW	60	36	20/12/93	87008	10	98.0	JR	
	140.67	86	01	01/09/97	90012	12	98.1	GA	71	04	29/05/97	87007	10	98.0	KRi	#
	164.78	101	51	01/10/90	90003	11	97.1	CT	87	11	25/08/93	90014	12	96.8	IU	
	191.62	124	06	30/08/94	87009	12	92.6	AV	103	03	23/10/90	87018	10	95.9	WL	
									119	10	14/03/97	87003	10	96.5	CF	
BLETCHLEY and:-																
#	19.15	17	02	24/11/79	85033	12	67.5	FC	16	39	15/09/82	85022	10	69.0	MT	#
#	35.85	24	54	25/05/64	86247	?	86.4	DTw	25	18	29/06/85	86234	11	85.0	WL	
	50.41	40	13	06/06/68	E3153	8	75.2	BS	37	40	22/08/73	E3195	15	80.3	DTw	#
	63.40								42	41	03/07/90	87019	11	89.1	AV	
	86.91	60	13	06/10/66	E3145	14	86.6	GA	63	20	06/06/68	E3200	17	82.3	BS	
	111.41	85	54	15/10/79	86234	11	77.8	BP	76	51	11/09/81	86256	11	87.0	JHD	#
MILTON KEYNES CENTRAL and:-																
	15.98	15	09	11/06/86	85005	7	63.3	JHa	16	44	19/07/85	86236	11	57.3	ASm	
	32.70	21	02	09/06/98	87034	10	93.3	MT	21	09	13/09/00	87028	10	92.8	PRo	
	47.25	29	51	14/10/89	90012	11	95.0	WL	29	18	01/09/93	90004	10	96.8	SG	
	60.24	39	37	24/10/93	90012	12	91.2	SE	37	36	13/04/89	90015	12	96.1	SG	
	66.45	42	37	26/07/99	87014	10	93.6	PRo	42	18	07/07/93	87026	11	94.3	JR	
#	83.74	52	50	31/10/95	87032	10	95.1	KRi	51	20	26/10/99	87034	10	97.9	SG	
	108.25	65	27	03/09/98	87027	10	99.2	PRo	67	16	26/08/92	90006	12	96.6	CW	
	127.13	85	30	26/07/91	90013	12	89.2	SG	85	04	06/10/90	87035	11	89.7	SG	
	120.05	81	53	26/08/89	90006	11	88.0	WL	77	43	25/06/90	90031	13	92.7	WL	
	132.36	79	07	07/05/99	87001	10	100.4	GW	80	13	07/01/00	87002	10	99.0	PRo	
	144.11	98	30	22/07/87	87027	12	87.8	TC								
	159.20	115	43	09/09/85	87002	11	82.5	AV	102	48	19/06/95	87029	11	92.9	GW	
NORTHAMPTON and:-																
	18.98	17	57	16/02/86	86242	11	63.4	DH	19	44	29/04/86	86209	10	57.7	JHa	
RUGBY and:-																
	14.55	11	37	01/05/81	87101	12	75.2	PC	10	48	21/03/97	90008	9	80.8	SG	
	27.50	17	39	22/06/05	87004	10	93.5	PRo	18	39	03/07/01	90014	10	88.5	NS	
	33.75	22	46	10/02/89	87031	14	88.9	KB	23	00	24/01/99	87011	10	88.0	WL	
	51.04	32	17	30/07/94	90009	9	94.9	BN	31	29	04/07/00	87010	10	97.3	PRo	
	75.58	48	46	18/03/99	90002	10	93.0	MT	47	50	13/05/96	87031	?	94.8	GA	
	87.38								61	40	02/12/95	87034	11	85.0	WL	
		69	17	25/01/92	87012	10	86.0	JM								
	126.49								83	24	27/01/93	87007	12	91.0	WL	
	98.04								80	09	09/07/65	E3066	13	73.4	BP	

RPS Historic Fastest Times 2012

<u>miles</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	<u>section</u>	<u>miles</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>
<u>Southbound</u>								<u>Northbound</u>								
<u>NUNEATON and:-</u>																
12.99	9	59	24/06/97	87021	10	78.1	SG	Tamworth	10	05	20/07/88	87005	10	77.3	AD	
19.24	13	04	09/06/98	87034	10	88.3	MT	Lichfield Trent Valley	13	22	08/07/95	87029	11	86.4	WL	
36.49	23	15	05/08/98	87007	11	94.2	PT	Stafford	23	16	13/06/00	90005	11	94.1	AJ	#
60.59	39	06	10/07/97	90003	11	93.0	SG	Crewe	38	20	05/12/92	90007	8	94.8	DA	
72.39	50	45	11/03/89	86411	11	85.6	WL	Hartford	46	28	07/07/95	90009	9	93.5	MT	#
84.70								Warrington Bank Quay	52	38	17/03/92	86251	9	96.6	MW	
111.54	83	13	21/07/89	87006	11	80.4	TC	Preston	81	14	08/05/92	86261	10	82.4	WL	
<u>TAMWORTH and:-</u>																
6.25	5	23	06/08/98	87006	9	69.7	SG	Lichfield Trent Valley	5	21	09/04/01	87022	10	70.1	JR	
23.54	15	43	24/07/99	87010	11	89.9	SG	Stafford	16	09	03/08/00	87010	10	87.5	PRo	
48.04	30	51	05/10/00	90146	10	93.4	SG	Crewe	32	38	06/06/91	87026	12	88.3	SG	
59.84	41	00	27/03/89	90025	11	87.6	BP	Hartford	39	27	17/03/93	87013	10	91.0	WL	
<u>LICHFIELD TRENT VALLEY and:-</u>																
8.01								Rugeley	8	50	07/08/64	E3057	7	54.4	AV	
17.29	12	59	06/08/98	87006	9	79.9	SG	Stafford	12	47	12/08/00	87006	10	81.2	SG	
41.79	28	29	17/06/89	87022	11	88.0	WL	Crewe	27	59	20/03/93	90007	11	89.6	WL	
53.59								Hartford	34	52	08/08/94	87030	11	92.2	WL	
64.25								Runcorn	47	16	01/09/82	87006	11	81.6	BP	
<u>RUGELEY and:-</u>																
9.28								Stafford	10	10	05/08/64	E3031	6	54.8	AV	
<u>STAFFORD and:-</u>																
24.50	16	05	28/09/97	87010	11	91.4	SG	Crewe	16	32	30/09/97	90001	10	88.9	SG	
35.78	27	46	29/09/90	87017	10	77.3	WL	Hartford	23	18	26/05/90	87005	10	92.1	CD	
46.44	30	38	20/03/93	87012	11	91.0	WL	Runcorn	30	10	17/03/93	90013	11	92.4	WL	
48.61	32	06	09/04/95	90014	11	90.9	WL	Warrington BQ	33	00	29/03/88	87004	???	88.4	RL	
60.36								Wigan North Western								
75.45	57	32	01/07/89	85005	10	78.7	DFox	Preston	53	29	16/05/92	87009	13	84.6	WL	
<u>CREWE and:-</u>																
7.48	7	06	10/09/94	86255	?	63.2	JHe	Winsford	8	35	10/06/82	86256	11	52.3	GA	
11.80	8	57	21/07/90	85040	8	79.1	BP	Hartford	8	46	23/09/95	90003	11	80.8	BP	
24.11	15	31	11/07/86	86406	12	93.2	GA	Warrington BQ	15	38	01/05/04	90010	9	92.5	NS	
35.86	26	17	18/05/91	90021	7	81.9	WL	Wigan NW	25	10	17/09/94	86216	8	85.5	WL	
50.95	33	58	20/06/92	86249	9	90.0	WL	Preston	33	40	12/02/94	87015	12	90.8	WL	
141.05	112	58	09/03/85	81014	10	74.9	TC	Carlisle	110	28	31/03/79	83006	11	76.6	KRI	#
141.05	104	28	10/05/81	85034	11	81.0	BB	do., spcl.								
<u>WINSFORD and:-</u>																
4.32	5	55	10/09/94	86255	?	43.8	JHe	Hartford	4	56	16/10/81	87009	10	52.5	GA	
<u>HARTFORD and:-</u>																
12.31	8	56	24/07/99	87010	11	82.7	SG	Warrington BQ	8	58	17/03/90	86207	8	82.4	WL	
39.15								Preston	35	29	24/09/84	86240	15	66.2	AV	
<u>WARRINGTON BANK QUAY and:-</u>																
11.77	8	51	03/07/89	90017	11	80.0	BS	Wigan North Western	8	50	18/09/00	87034	10	79.9	SG	
26.84	19	13	07/08/92	86417	8	83.8	KB	Preston	18	49	16/09/92	90008	10	85.6	WL	
<u>WIGAN NORTH WESTERN and:-</u>																
11.09	8	59	06/04/85	86221	6	74.0	BP	Leyland	11	39	09/04/96	86230	8	57.0	SW	
15.09	10	35	21/01/00	90010	10	85.5	GW	Preston	10	42	23/04/99	87024	10	84.6	PRo	
105.19	84	14	19/09/77	86213	16	74.9	AV	Carlisle	82	16	15/09/75	85016	12	76.7	BP	
105.19								do., spcl.	71	22	22/05/93	87017	12	88.4	WL	
<u>LEYLAND and:-</u>																
4.00	4	41	31/12/83	86238	6	51.2	BP	Preston	4	58	09/04/86	86230	8	48.3	SW	

RPS Historic Fastest Times 2012

<u>miles</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	<u>section</u>	<u>miles</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>
<u>Southbound</u>								<u>Northbound</u>								
<u>PRESTON and:-</u>																
20.99	14	38	19/03/94	86216	8	86.1	WL	Lancaster	13	51	15/12/99	87033	11	90.9	CH	
40.09	25	39	29/10/92	90007	10	93.8	GA	Oxenholme	25	25	15/02/95	87035	10	94.6	CF	
72.25	49	07	30/08/90	87022	10	88.3	FC	Penrith	55	34	13/02/88	87027	13	78.0	RW	
90.10	58	45	23/06/85	86101	11	92.0	RW	Carlisle	58	57	xx/xx/74	86xxx	12	91.7	r.m.	#
# 163.78	110	20	xx/06/77	87029	12	89.1	m.r.	Carstairs	128	40	23/04/79	87015	12	76.4	FC	
192.50	139	18	xx/xx/76	87006	9	82.9	OSN	Glasgow Central	139	52	20/09/75	87016	12	82.6	AV	
<u>LANCASTER and:-</u>																
19.10	12	57	28/02/92	90011	8	88.5	GW	Oxenholme	12	47	06/07/91	90012	8	89.6	AV	
51.26	35	36	17/03/90	90031	10	86.4	WL	Penrith	36	13	28/10/88	86436	10	84.9	SW	
69.11	45	32	01/09/92	87017	10	91.1	PRo	Carlisle	46	04	01/04/94	90012	10	90.0	BP	
<u>OXENHOLME and:-</u>																
32.16	22	23	18/05/91	90021	7	86.2	WL	Penrith	22	30	23/02/88	87032	11	85.8	GA	
50.01	33	54	27/04/90	90037	8	88.5	GW	Carlisle	33	47	06/07/91	90012	8	88.8	AV	
<u>PENRITH and:-</u>																
17.89	13	04	25/05/92	90014	9	82.1	PR	Carlisle	13	13	13/07/96	90006	10	81.2	JHe	
<u>CARLISLE and:-</u>																
25.83	17	50	03/09/93	90005	8	86.9	BP	Lockerbie	17	15	09/06/90	90028	6	89.8	GW	
73.68	46	40	28/02/92	90011	8	94.7	GW	Carstairs	46	57	09/06/90	90020	7	94.2	GW	
89.51	57	29	06/03/98	87027	11	93.4	GW	Motherwell	55	42	04/12/93	87009	8	96.4	KRi	#
102.40	67	00	03/06/98	90012	10	91.7	CF	Glasgow Central	67	00	13/07/90	90036	7	91.7	AS	
100.30	73	41	03/03/97	86212	8	81.7	TC	Haymarket	71	51	02/09/99	86214	8	83.8	AV	
101.48	69	07	16/11/91	90007	8	88.1	GW	Edinburgh Waverley	72	15	20/09/91	90018	10	84.3	WL	
<u>LOCKERBIE and:-</u>																
47.85	30	59	03/09/93	90005	8	92.7	BP	Carstairs	30	00	09/06/90	90028	6	95.7	GW	
63.68	42	44	17/04/87	87023	11	89.4	MR	Motherwell	42	08	12/08/99	86240	8	90.7	MT	
76.57	54	55	03/08/92	87002	10	83.7	PRo	Glasgow Central	57	50	08/10/86	87010	11	79.4	ASm	
74.46	52	05	21/06/05	862xx	8	85.8	AV	Haymarket	54	24	30/06/99	86240	8	82.1	JHe	
75.64	55	08	18/04/02	86207	8	82.3	CF	Edinburgh Waverley	61	26	31/03/91	86426	9	73.9	MR	
<u>CARSTAIRS and:-</u>																
15.83	12	42	03/09/93	90005	8	74.8	BP	Motherwell	12	41	29/08/89	87019	6	74.9	GW	
28.72	25	32	15/09/86	87028	6	67.5	AV	Glasgow Central	23	55	22/08/82	87004	5	72.1	JHa	
27.22								Haymarket	22	45	14/08/91	91029	9	71.8	FC	
28.40								Edinburgh Waverley	27	16	03/09/93	86209	8	62.5	BP	
<u>MOTHERWELL and:-</u>																
12.89	12	07	26/10/85	87033	7	63.8	AH	Glasgow Central	12	30	31/12/92	91006	13	61.9	GW	

Section DMU: Fastest Times> By Selected DMU Classes.

DMU 3. Blue Pullman DMUs

DMU3.1.-:Midland Pullman

<u>Southbound</u>								<u>Northbound</u>								
<u>LONDON ST.PANCRAS and:</u>																
99.02	79	10	19xx		6	75.0	APS	Leicester	82	25	12/03/64		6	72.1	ER	
181.87	170	15	19/12/63		6	64.1	GA	Cheadle Heath	167	08	15/04/66		6	65.3	GA	
<u>LEICESTER and:</u>																
12.50	12	13	20/11/61		6	61.4	MGL	Loughborough	11	17	12/03/64		6	66.5	ER	
<u>LOUGHBOROUGH and:</u>																
15.00	16	49	20/11/61		6	53.5	MGL	Nottingham	18	55	12/03/64		6	47.6	ER	
<u>CHEADLE HEATH and:</u>																
7.94	11	51	xx/10/60		6	40.2	OSN	Manchester Cen								

RPS Historic Fastest Times 2012

miles	m	s	date	loco	veh	mph	rec	section	miles	m	s	date	loco	veh	mph	rec
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DMU3.2:-Bristol Pullman

Eastbound

Westbound

LONDON PADDINGTON and:

93.85	71	37	09/07/71		12	78.6	BS	Chippenham	74	53	20/09/72		8	75.2	m.r.
106.74	85	41	08/10/69		8	74.7	BS	Bath Spa	76	23	19xx		?	83.8	DA

Logs database contains a Bath to Paddington run with "outline times only" in 81m 00s by OSN

CHIPPENHAM and:

12.89	13	15	04/05/73	93/96	8	58.4	m.r.	Bath Spa	12	56	20/09/72		8	59.8	m.r.
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BATH SPA and:

11.49	12	49	08/10/69		8	53.8	BS	Bristol T.M.	13	13	20/09/72		8	52.2	m.r.
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DMU3.3:-Birmingham Pullman

Southbound

Northbound

26.40	27	09	24/04/64		8	58.3	AV	High Wycombe	26.53	27	42	16/07/63		8	57.5	ER
87.18	77	49	196x		8	67.2	JHg	Leamington Spa	87.30	84	06	16/03/62		8	62.3	AV

HIGH WYCOMBE and:

60.80	58	14	24/04/64		8	62.6	AV	Leamington Spa	60.77	55	24	22/10/64		8	65.8	GA
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LEAMINGTON SPA and:

16.21	17	41	03/04/64		8	55.0	AV	Solihull	17	30	22/09/64		8	55.6	AV
23.26	21	52	196x		8	63.8	JHg	Birmingham SH	22	50	196x		8	61.1	CJA

SOLIHULL and:

7.05	9	07	01/11/61		8	46.4	BS	Birmingham SH	8	52	xx/01/61		8	47.7	BB
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BIRMINGHAM SNOW HILL and:

Wolverhampton L.L.

(No data)

Section S: Fastest Times By Steam Locomotives.

S 11. Former LMSR (ScR) Routes.

S.11.2. Caledonian Railway

S.11.2.1. Glasgow Buchanan Street / Motherwell - Perth.

Southbound

Northbound

GLASGOW BUCHANAN STREET and:

13.08	16	30	19/06/65	73150	11	47.6	CH	Cumbernauld	21	01	16/08/66	73149	8	37.3	DTw
18.49	27	06	28/05/49	45481	13	40.9	GA	Greenhill							
22.05	27	00	11/05/57	44997	8	49.0	BHa	Larbert	31	06	04/09/59	45157	9	42.5	AV
30.12	28	11	07/08/65	60024	8	64.1	BHa	Stirling	33	47	19/06/65	60019	8	53.5	CH
47.46								Gleneagles	67	05	192x	14448	275	42.4	r.m.
63.03	72	10	193x	5578	245	52.4	r.m.	Perth	72	07	08/05/63	44970	8	52.4	RNC

MOTHERWELL and:-

5.30	8	45	09/06/61	46226	10	36.3	NP	Coatbridge Central	7	44	02/03/66	70006	5	41.1	CF
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COATBRIDGE CENTRAL and:-

15.44	19	13	23/04/62	46226		48.2	BN	Larbert	19	30	01/03/66	70009	7	47.5	CF
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CUMBERNAULD and:-

5.41	7	40	14/08/65	(A1)	9	42.3	CF	Greenhill	5	38	13/12/65	45214	4	57.6	JHD
8.99	10	55	11/08/66	70006	7	49.4	DLR	Larbert	11	04	06/06/66	73153	7	48.7	CF

(A1) = 73149 + 70002

GREENHILL and:

3.58	6	22	23/11/63	60010	8	33.7	FLo	Larbert	5	03	13/12/65	45214	4	42.5	JHD
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LARBERT and:-

5.81	9	50	20/07/29	14498	7	35.5	GA	Bannockburn							
8.06	10	26	13/12/65	60026	8	46.4	JHD	Stirling	9	58	13/12/65	45214	4	48.5	JHD

No data for St. Rollox, Robroyston, Stepps, Garnkirk, Gartcosh, Glenboig or Plean

BANNOCKBURN and

2.25	6	40	20/07/29	14498	7	20.3	GA	Stirling							
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RPS Historic Fastest Times 2012

<u>miles</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	<u>section</u>	<u>miles</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>
<u>Southbound</u>								<u>Northbound</u>								
<u>STIRLING and:-</u>																
2.85	4	38	23/11/63	60010	8	36.9	FLo	Bridge of Allan	5	15	02/10/54		44786	6	32.6	NP
4.93	5	55	xx/07/65	73151	7	50.0	DLR	Dunblane	8	25	17/07/55		72003	12	35.1	DTw
17.34	18	13	15/08/64	73062	7	57.1	CH	Gleneagles	19	22	20/08/64		73152	8	53.7	ASm
32.93	31	15	196x	60009	8	63.2	MTH	Perth	31	16	xx/08/65		60009	8	63.2	r.m.
16.03								Callander	23	36	23/07/60		(A4)	8	40.8	FLo
<u>BRIDGE OF ALLAN and:-</u>																
2.08	3	41	1955	45117	11	33.9	PRW	Dunblane	4	35	02/10/54		44786	6	27.2	NP
<u>DUNBLANE and:-</u>																
2.63	4	27	16/06/42	903	3	35.5	GA	Kinbuck								
12.41	13	05	xx/07/65	73151	7	56.9	DLR	Gleneagles	17	33	11/06/42	NE	402	4	42.4	GA
27.98	28	24	23/11/63	60010	8	59.1	FLo	Perth								
<u>KINBUCK and:</u>																
3.19	5	10	16/06/42	903	3	37.0	GA	Greenloaning								
<u>GREENLOANING and:</u>																
4.24	5	57	16/06/42	903	3	42.8	GA	Blackford								
<u>BLACKFORD and:</u>																
2.20	4	22	16/06/42	903	3	30.2	GA	Gleneagles								
<u>GLENEAGLES and:-</u>																
2.09	4	09	16/06/42	903	3	30.2	GA	Auchterarder								
11.86								Forgandenny	14	50	192x		14448	275	48.0	r.m.
15.57	19	38	03/08/65	73146	7	47.6	ASm	Perth	15	23	20/02/65		44971	5	60.7	ASm
<u>AUCHTERARDER and:</u>																
4.12	7	03	16/06/42	903	3	35.1	GA	Dunning								
<u>DUNNING and:</u>																
2.77	4	58	16/06/42	903	3	33.5	GA	Forteviot								
<u>FORTEVIOT and:</u>																
2.87	4	41	16/06/42	903	3	36.8	GA	Forgandenny								
<u>FORGANDENNY and:</u>																
3.94	6	27	16/06/42	903	3	36.7	GA	Perth	7	20	192x		14448	275	32.2	r.m.
<u>S11.2.2. Perth - Dundee</u>																
<u>PERTH and:-</u>																
6.31								Glencarse	11	09	11/06/42		15186	7	34.0	GA
10.34	15	03	31/07/65	73151	8	41.2	ASm	Errol								
17.15								Invergowrie								
20.68	26	32	03/08/65	73146	8	46.8	ASm	Dundee (T.Bridge)	27	42	02/08/65		73151	10	44.8	ASm
20.71	27	39	19/06/65	73150	11	44.9	CH	Dundee West	27	01	18/04/60		44677	9	46.0	BN
<u>GLENCARSE and:</u>																
4.03								Errol	7	20	11/06/42		15186	7	33.0	GA
<u>ERROL and:</u>																
2.39								Inchtured	4	48	11/06/42		15186	7	29.9	GA
6.81	12	00	31/07/65	73151	8	34.1	ASm	Invergowrie								
<u>INCHTURE and:</u>																
2.41								Longforgan	4	55	11/06/42		15186	7	29.4	GA
<u>LONGFORGAN and:</u>																
2.05								Invergowrie	4	25	11/06/42		15186	7	27.8	GA
<u>INVERGOWRIE and:</u>																
3.56								Dundee West	6	48	11/06/42		15186	7	31.4	GA
3.53	7	38	31/07/65	73151	8	27.7	ASm	Dundee (T.Bridge)								
<u>MAGDALEN GREEN and:</u>																
1.23	3	27	12/06/42	15186	4	21.4	GA	Dundee West								

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<u>miles</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>	<u>section</u>	<u>miles</u>	<u>m</u>	<u>s</u>	<u>date</u>	<u>loco</u>	<u>veh</u>	<u>mph</u>	<u>rec</u>
<u>Southbound</u>								<u>Northbound</u>								
<u>S11.2.3.: Perth - Forfar - Aberdeen.</u>																
								<u>PERTH and:</u>								
15.85	18	23	09/10/65	60007	9	51.7	MB	Coupar Angus	17	03		19xx	60898	8	55.8	AME
32.50	27	50	08/09/65	60031	8	70.1	BP	Forfar	27	23	04/08/65		60026	8	71.2	CF
73.68	72	45	193x	5727	275	60.8	r.m.	Stonehaven	72	57	193x		5727	275	60.6	r.m.
89.84								Aberdeen	92	38	02/05/51		44709	7	58.2	KB
								<u>COUPAR ANGUS and:</u>								
2.44	4	20	12/06/42	15186	4	33.8	GA	Ardler								
4.77	6	09	06/09/65	60052	7	46.5	BP	Alyth Jcn	6	04	19xx		60898	8	47.2	AME
16.65	17	08	09/10/65	60007	9	58.3	MB	Forfar	18	51	07/09/58		72001	11	53.0	DTw
								<u>ALYTH JUNCTION and:</u>								
11.88	12	24	06/09/65	60052	7	57.5	BP	Forfar	12	35	193x		5579	245	56.6	r.m.
								<u>FORFAR and:</u>								
2.35	4	22	12/06/42	15xxx	3	32.3	GA	Clocksbriggs								
6.95								Guthrie	9	25	192x		14490	205	44.3	CJA
15.42	18	08	06/09/65	60052	7	51.0	BP	Bridge of Dun	15	50	193x		5579	245	58.4	r.m.
18.08	22	30	192x	1143	250	48.2	r.m.	Dubton								
41.16	39	09	07/05/66	60019	7	63.1	BHa	Stonehaven	33	46	19xx		60004	8	73.1	DWW
57.32	63	35	193x	5578	245	54.1	r.m.	Aberdeen								
								<u>CLOCKSBRIGGS and:</u>								
2.66	4	34	12/06/42	15xxx	3	34.9	GA	Auldbar Road								
								<u>AULDBAR ROAD and:</u>								
1.96	4	17	12/06/42	15xxx	3	27.5	GA	Guthrie								
								<u>GUTHRIE and:</u>								
8.47								Bridge of Dun	10	15	192x		14490	205	49.6	CJA
								<u>BRIDGE OF DUN and:</u>								
2.66								Dubton	5	06	12/06/42		15212	3	31.3	GA
11.31	13	29	22/11/63	73104	10	50.3	FLo	Laurencekirk	13	26	19xx		60898	8	50.5	AME
25.73	31	52	xx/xx/61	45047	11	48.4	GJR	Stonehaven	30	50	07/09/58		72001	11	50.1	DTw
41.89	56	03	25/08/38	5166	11	44.8	GA	Aberdeen								
								<u>DUBTON abd:</u>								
8.65	11	05	192x	1143	260	46.8	r.m.	Laurencekirk								
								<u>LAURENCEKIRK and:</u>								
3.32								Fordoun	5	16	193x		5728	260	37.8	r.m.
14.42	19	37	12/08/66	(A2)	10	44.1	CF	Stonehaven	16	50	21/04/62		60027	10	51.4	BN
			(A2) = 44794 + 44792													
								<u>FORDOUN and:</u>								
11.10								Stonehaven	14	49	193x		5728	260	44.9	r.m.
								<u>STONEHAVEN and:</u>								
16.16	16	42	19xx	60011	7	58.1	MTH	Aberdeen	17	47	20/05/66		44997	6	54.5	GFB
<u>S 11.2.4. : Dunblane - Crianlarich - Oban.</u>																
<u>Eastbound</u>								<u>DUNBLANE and:</u>				<u>Westbound</u>				
3.74	6	37	xx/xx/55	45117	11	33.9	PRW	Doune	6	20	02/10/54		44786	5	35.4	NP
								<u>DOUNE and:</u>								
7.36	11	00	02/10/54	(A3)	11	40.1	NP	Callander	11	30	02/10/54		44786	5	38.4	NP
			(A3) = 44995 + 45177													
								<u>CALLANDER and:</u>								
2	10	28/05/49		45481	12		GA	Craignacilleach Platform								
8.65	12	01	23/07/60	(A5)	9	43.2	FLo	Strathyre	13	45	02/10/54		44786	5	37.7	NP
11.58								Balquhidder	18	03	23/07/60		(A4)	8	38.5	FLo
			(A5) = 44925 + 45114										(A4) = 45214 + 44925			
								<u>CRAIGNACILLEACH PLATFORM and:</u>								
6	05	28/05/49		45481	12		GA	Strathyre								

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<u>Eastbound</u>								<u>Westbound</u>								
miles	m	s	date	loco	veh	mph	rec	section	miles	m	s	date	loco	veh	mph	rec
2.06								<u>STRATHYRE and:</u>								
2.93	4	53	xx/xx/55	45117	11	36.0	PRW	Kinghouse Platform Balquhidder	3	45		02/10/54	44786	5	33.0	NP
0.87								<u>KINGHOUSE PLATFORM and:</u>								
								Balquhidder	2	50		02/10/54	44786	5	18.4	NP
7.63	13	38	28/05/49	45481	12		GA	<u>BALQUHIDDER and:</u>								
17.39								Killin Jcn Crianlarich Lower	18	15		02/10/54	44786	5	25.1	NP
									32	52		23/07/60	(A4)	8	31.7	FLo
3.55	7	50	02/10/54	(A3)	11	27.2	NP	<u>KILLIN JUNCTION and:</u>								
4.20	9	53	06/04/65	80092	2	25.5	AS	Luib	5	40		02/10/54	44786	5	37.6	NP
9.76	18	13	28/05/49	45481	12	32.1	GA	Killin Crianlarich Lower	8	23		06/04/65	80092	2	30.1	AS
6.21	8	58	23/07/60	(A5)	9	41.6	FLo	<u>LUIB and:</u>								
								Crianlarich Lower	8	30		02/10/54	44786	5	43.8	NP
5.18	7	34	xx/xx/55	45117	11	41.1	PRW	<u>CRIANLARICH LOWER and:</u>								
								Tyndrum Lower	9	09		23/07/60	(A4)	8	34.0	FLo
12.08	22	50	02/10/54	(A3)	11	31.7	NP	<u>TYNDRUM LOWER and:</u>								
								Dalmally	19	10		02/10/54	44786	5	37.8	NP
2.65	4	48	23/07/60	(A5)	9	33.1	FLo	<u>DALMALLY and:</u>								
11.73								Loch Awe	4	10		02/10/54	44786	5	38.2	NP
18.46								Taynuilt Connel Ferry	29	22		23/07/60	(A4)	8	37.7	FLo
3.28								<u>LOCH AWE and:</u>								
9.08	15	35	02/10/54	(A3)	11	35.0	NP	Falls of Cruachan Taynuilt	15	20		02/10/54	44786	5	35.5	NP
5.80								<u>FALLS OF CRUACHAN and:</u>								
								Taynuilt								
3.47	6	20	02/10/54	(A3)	11	32.9	NP	<u>TAYNUILT and:</u>								
6.73								Ach na Cloich Connel Ferry	5	45		02/10/54	44786	5	36.2	NP
6.13	14	05	02/10/54	(A3)	11	26.1	NP	<u>CONNEL FERRY and:</u>								
2.82	7	18	23/07/60	55230	3	23.2	FLo	Oban	19	36		23/07/60	(A4)	8	18.8	FLo
								Benderloch	7	35		23/07/60	55230	3	22.3	FLo
4.65	9	36	23/07/60	55230	3	29.1	FLo	<u>BENDERLOCH and:</u>								
								Barcaldine halt	9	55		23/07/60	55230	3	28.1	FLo
2.56	5	25	23/07/60	55230	3	28.4	FLo	<u>BALCARDINE HALT and:</u>								
								Creagan	5	58		23/07/60	55230	3	25.7	FLo
3.26	6	53	23/07/60	55230	3	28.4	FLo	<u>CREAGAN and:</u>								
								Appin	7	20		23/07/60	55230	3	26.7	FLo
5.60	10	43	23/07/60	55230	3	31.4	FLo	<u>APPIN and:</u>								
								Duror	11	14		23/07/60	55230	3	29.9	FLo
3.80	8	36	23/07/60	55230	3	26.5	FLo	<u>DUROR and:</u>								
								Kentallen	8	27		23/07/60	55230	3	27.0	FLo
2.93	6	31	23/07/60	55230	3	27.0	FLo	<u>KENTALLEN and:</u>								
								Ballachulish Ferry	6	26		23/07/60	55230	3	27.3	FLo
2.05	4	55	23/07/60	55230	3	25.0	FLo	<u>BALLACHULISH FERRY and:</u>								
								Ballachulish	4	40		23/07/60	55230	3	26.4	FLo