

***Subject to alteration from 22nd July due to Derby Resignalling Works.***

**MONDAYS TO FRIDAYS**

- DY021** 5C52 12+31 EP-SHF, 1C52 1359 SHF-STP, 1M56 1650 STP-COR, 1P71 1831 COR-STP, 1F73 2031 STP-DBY.
- DY022** 1C92 0731 DBY-STP, 1D24 1005 STP-NOT, 1B79 1945 NOT-STP, 1D81 2200 STP-NOT.
- NL081** 5D07 05+50 CW-STP, 1D07 0704 STP-NOT, 1B28 0945 NOT-STP, 5B28 11+37 STP-CW, 5D57 16+53 CW-STP, 1D57 1734 STP-NOT.
- NL082** 5C11 03+48 NL-SHF (MO), 04+12 NL-SHF (MX), 1C11 0531 SHF-STP, 5C11 08+23 STP-CW, 5D90 16+42 CW-STP, 1D90 1719 STP-DBY, 5D90 20+56 DBY - NL.
- NL083** 5C15 04+59 NL-LDS, 1C15 0519 LDS-STP, 1D17 0934 STP-NOT, 1B38 1145 NOT-STP, 1D42 1434 STP-NOT, 1B63 1645 NOT-STP, 1D69 1904 STP - LDS.
- NL084** 5B09 04+03(MO), 0427(MX) EP-NOT, 1B09 0532 NOT-STP, 1D12 0834 STP-NOT, 1B33 1045 NOT-STP, 1D37 1334 STP-NOT, 1B58 1545 NOT-STP, 1D62 1834 STP-LDS.
- NL085** 5B16 06+03 EP-NOT, 1B16 0711 NOT-STP, 5B16 09+23 STP-CW, 5F35 11+50 CW-STP, 1D32 1234 STP-NOT, 1B53 1445 NOT-STP, 1F55 1647 STP-SHF, 1C79 1929 SHF-STP, 1D91 2308 STP-DBY, 5D91 02+21 DBY-EP.
- NL086** 5C93 04+30 NL-SHF, 1C93 0600 SHF-STP, 5C92 08+51 STP-CW, 5F68 18+44 CW-STP, 1F68 1935 STP-DBY, 5F68 21+40 DBY-EP.
- NL087** 5B23 06+17 NL-LDS, 1B23 0633 LDS-STP, 1D22 1034 STP-NOT, 1B43 1245 NOT-STP, 1D47 1534 STP-NOT, 1B68 1745 NOT-STP, 1F70 2001 STP-LDS, 5F70 23+13 LDS-NL.
- NL088** 5C22 06+38 EP-SHF, 1C22 0746 SHF-STP, 1D27 1134 STP-NOT, 1B48 1345 NOT-STP, 1D52 1634 STP-NOT, 1B74 1845 NOT-STP, 5B74 20+58 STP-CW.

**SATURDAYS**

- NL081** 5D12 07+15 CW-STP, 1D13 0834 STP-NOT, 1B33 1045 NOT-STP, 1D37 1334 STP-NOT, 1B58 1545 NOT-STP, 1D62 1834 STP-LDS, 5D62 22+29 LDS-NL.
- NL082** 5B13 05+00 EP-NOT, 1B13 0645 NOT-STP, 1D17 0934 STP-NOT, 1B38 1145 NOT-STP, 1D42 1434 STP-NOT, 1B63 1645 NOT-STP, 1D67 1934 STP-NOT, 5D67 21+46 NOT-EP.
- NL083** 5B18 06+31 EP-NOT, 1B18 0745 NOT-STP, 1D22 1034 STP-NOT, 1B43 1245 NOT-STP, 1D47 1534 STP-NOT, 1B68 1745 NOT-STP, 1F70 2002 STP-LDS, 5F70 23+14 LDS-NL.
- NL084** 5B23 06+09 NL-LDS, 1B23 0634 LDS-STP, 1D27 1134 STP-NOT, 1B48 1345 NOT-STP, 1D52 1634 STP-NOT, 1B73 1845 NOT-STP, 1F76 2130 STP-DBY, 5F76 23+44 DBY-EP.
- NL085** 5B28 07+07 NL-LDS, 1B28 0740 LDS-STP, 1D32 1234 STP-NOT, 1B53 1445 NOT-STP, 1D57 1745 STP-NOT, 1B78 1945 NOT-STP, 1D81 2200 STP-NOT, 5D81 00+17 NOT-EP.

**21st July - 8th September Only**

- NL086** 1S01 0824 NOT-SKG, 1S02 1140 SKG-DBY.
- NL087** 1S03 0943 NOT-SKG via Grantham (Reverse), 1S04 1235 SKG-NOT.

## **SUNDAYS**

- NL081** 5C18 06+09 EP-DBY, 1C18 0650 DBY-STP, 1D21 1000 STP-NOT, 1B46 1249 NOT-STP, 1F49 1555 STP-SHF, 5F49 19+00 SHF-EP.
- NL082** 5B51 12+39 EP - NOT, 1B51 1349 NOT-STP, 1F53 1635 STP-SHF, 1C84 1928 SHF-STP, 5C84 22+41 STP-CW.
- NL083** 5B31 08+15 EP-NOT, 1B31 0920 NOT-STP, 1F34 1250 STP-SHF, 5F34 15+56 SHF-NL.  
*Then on hire to London North Eastern Railway working diagram:*
- NL102** 5A48 18+07 NL-LDS, 1A48 1845 LDS-KGX, 1D34 2135 KGX-LDS, 5D34 00+22 LDS-NL.
- NL084** 5B36 09+22 EP-NOT, 1B36 1030 NOT-STP, 1F39 1355 STP-SHF, 1C67 1649 SHF-STP, 1D70 2000 STP-NOT, 5D70 21+56 NOT-EP.
- NL085** 5B41 09+14 NL-LDS, 1B41 0950 LDS-STP, 1F44 1455 STP-LDS, 5F44 18+34 LDS-NL.
- NL086** 5C43 10+28 NL-LDS, 1C43 1050 LDS-STP, 1D46 1510 STP-NOT, 1B70 1745 NOT-STP, 1F74 2040 STP-LDS, 5F74 00+34 LDS-NL.
- NL087** 5C91 14+15 NL-LDS, 1C91 1434 LDS-STP, 1D65 1905 STP-NOT, 5D65 21+02 NOT-EP.
- NL088** 5B60 14+42 EP-NOT, 1B60 1543 NOT-STP, 1F63 1835 STP-LDS, 5F63 22+01 LDS-NL.

## **NOTES ABOUT HSTs USED BY EAST MIDLANDS TRAINS**

### **Diagrams NL081 - NL102**

Normally worked by EMT core HST fleet with VP185 engined power cars, based at Leeds Neville Hill depot.

### **Diagrams DY021-022**

Normally worked by EMT's recently acquired former Grand Central power cars fitted with MTU engines, based at Derby Etches Park depot.

## GENERAL NOTES

Note that these are the normal booked diagrams, which can be subject to alteration at any time for operational reasons. In particular, Derby Resignalling scheme 22nd July to 7th October will result in major changes to the train plan. Weekend workings are also often amended for engineering work. Headcodes beginning with 3 or 5 are empty coaching stock (ECS) workings.

## KEY

CW - Cricklewood Carriage Sidings  
COR - Corby  
CNRRL - Corby North Run-Round Loop  
DBY - Derby  
EP - Derby Etches Park Depot  
KGX - Kings Cross  
LDS - Leeds  
NL - Leeds Neville Hill Depot

NOT - Nottingham  
SHF - Sheffield  
SKG - Skegness  
STP - St.Pancras International

MO - Runs on Mondays Only  
MX - Runs on Mondays Excepted  
FO - Runs on Fridays Only  
FX - Runs on Fridays Excepted

## 125 GROUP

Formed in 1994 to share news on the fleet, our objective is to preserve a production High Speed Train powered by the original Valenta engine, to this end we have acquired a large number of major components. We have grown to over 550 members and recently became a registered charity with industrial designer Sir Kenneth Grange our Hon President. 125 Group took the last surviving prototype power car 41001 on long term loan from the National Railway Museum in 2012 and under the 'Project Miller' banner, in honour of the BR Chief Engineer behind the original HST, we have restored it from a static exhibit to full working order for use on Heritage Railways. Thanks to our benefactors, volunteers and the kind help of the railway industry, 41001 is now a regular performer at its home base Great Central Railway (Nottingham), running with our growing fleet of Mk3 coaches.

Interested in HSTs ... then why not join 125 Group? Members receive our quarterly magazine packed full of news, information and informed comment on the mainline HST fleet plus behind the scenes in-depth reports on our preservation activities. Visit our website to join on-line.

**If you find these diagrams useful then please help us achieve our aim of building an HST Depot at GCRN Ruddington to house Prototype 41001 and Production HSTs which we plan to acquire in the future. Visit our website for more information and details of how to donate - Thank You!**  
[www.125group.org.uk/depot](http://www.125group.org.uk/depot)



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