

HST Diagrams

2 Jan - 18 May 2019
Great Western Railway



Inter City 'High Speed' 2+8 Fleet

Class 80X Series Hitachi 'IET' Units are expected to displace all HSTs from all GWR Inter City High Speed services by end of the current timetable on 18 May 2019. For Mondays to Fridays diagrams below, the dates shown are the expected end of HST operation for each diagram. Saturdays and Sundays diagrams are also expected to be taken over by 'IETs' during this period but individual diagram progression is not known. The weekend of 18/19 May 2019 is expected to see the last regular HSTs serving Paddington. This is all very much subject to progress with introduction of the new trains, absolutely nothing guaranteed!

MONDAYS TO FRIDAYS

- 01** 1A71 0451 PLY-PAD 0837, 1C74 0903 PAD-PLY 1219, 1A87 1255 PLY-PAD 1621, 1C90 1703 PAD-PNZ 2225. *(17 May)*
- 02** 1A82 0900 PNZ-PAD 1401, 1C86 1503 PAD-PNZ 2040. *(5 Apr)*
- 03** 1A79 0647 PNZ-PAD 1221, 1C82 1303 PAD-PLY 1618, 1A96 1657 PLY-PAD 2037, 1C98 2103 PAD-PLY 0040. *(17 May)*
- 04** 5T04 05+29 LA-NTA 06+54, 2T04 0706 NTA-PGN 0727, 1A12 0748 PGN-PAD 1137, 1C81 1233 PAD-TAU 1434, 1A89 1533 TAU-PAD 1752, 1C93 1833(FX) PAD-EXD 2112, 3C93 21+53(FX) EXD-LA 00+51, 1C93 1833(FO) PAD-PLY 2211. *(26 Apr)*
- 05** 1C40 0702 PLY-PNZ 0911, 1A85 1000 PNZ-PAD 1521, 1C88 1603 PAD-PNZ 2129. *(5 Apr)*
- 06** 1A81 0741 PNZ-PAD 1315, 1C84 PAD 1403-PNZ 1932, 5C84 19+53(FO) PNZ-LA 00+51. *(17 May)*
- 07** 1A75 0505 PNZ-PAD 1002, 1C78 1103 PAD-PLY 1421, 1A91 1500 PLY-PAD 1816, 1C94 1903(FX) PAD-PLY 2222, 1C94 1903(FO) PAD-PNZ 0045. *(5 Apr)*
- 08** 1A31 1930 BRI-PAD 2112, 1W42 2148 PAD-WOS 0015. *(8 Mar)*
- 09** 1P04 0511 WOS-PAD 0725, 1W00 0821 PAD-HFD 1138, 1P31 1209 HFD-PAD 1527, 1C91 1733 PAD-PGN 2119, 2A65 2135 PGN-NTA 2153, 5P65 22+00 NTA-LA 00+21. *(8 Mar)*
- 10** 1A72 0553 PLY-PAD 0900, 1D20 0950 PAD-OXF 1049, 1P26 1201 OXF-PAD 1259, 1W27 1322 PAD-WOF 1541, 1P37 1551 WOF-PAD 1800, 1W03 1822 PAD-HFD 2132, 5W03 21+42 HFD-PM 23+59. *(8 Mar)*
- 11** Spare PM. *(8 Feb)*
- 12** 1A02 0530 BRI-PAD 0717, 1G11 0736 PAD-CNM 0952, 1L50 1036 CNM-PAD 1244, 1G38 1336 PAD-CNM 1552, 1L80 1620 CNM-PAD 1839, 1U28 1912 PAD-BRI 2047. *(8 Feb)*
- 13** 5A70 04+00 PM-FRO 05+44, 1A70 0605 FRO-PAD 0808, 5A70 08+35 PAD-RG 10+08, 3B37 12+09 RG-PAD 13+06, 1B37 1315 PAD-CDF 1523, 1L74 1556 CDF-PAD 1803, 1C26 1830 PAD-WSM 2054, 2M70 2134 WSM-BRI 2209. *(8 Feb)*

SATURDAYS

- 01** Spare PM.
- 02** 1A85 1058 PNZ-PAD 1621, 1C89 1703 PAD-PNZ 2242.
- 03** 1A83 1000 PNZ-PAD 1521, 1C87 1603 PAD-PLY 1920.

- 04** 1A75 0540 PLY-PAD 0921, 1C77 1003 PAD-PNZ 1509, 1A94 1552 PNZ-PAD 2131, 1C33 2235 PAD-BRI 0020.
- 05** 5A15 07+21 LA-PGN 09+08, 1A15 0918 PGN-PAD 1314, 1G38 1415 PAD-CNM 1622, 1L85 1700 CNM-PAD 1906, 1C28 1931 PAD-BRI 2114.
- 06** 1A80 0759 PNZ-PAD 1321, 1C85 1403 PAD-PNZ 1921.
- 07** 1A92 1656 PLY-PAD 2037, 1C32 2132 PAD-BRI 2315.
- 08** 1A78 0650 PNZ-PAD 1221, 1C84 1303 PAD-PNZ 1817.
- 09** 5L28 06+28 WOS-CNM 07+29, 1L28 0731 CNM-PAD 0939, 1G21 1015 PAD-CNM 1222, 1L58 1300 CNM-PAD 1507, 1C22 1630 PAD-PGN 2024, 2E57 2044 PGN-EXD 2122, 5P50 21+32 EXD-LA 01+05.
- 10** 1A76 0657 PLY-PAD 1010, 1C79 1103 PAD-PLY 1431, 1A89 1501 PLY-PAD 1821, 1C95 1903 PAD-PLY 2238.
- 11** 1B03 0645 BRI-SWA 0844, 1L48 0929 SWA-PAD 1229, 1C16 1330 PAD-BRI 1514, 1A24 1600 BRI-PAD 1738, 1C92 1803 PAD-PNZ 2322.
- 12** 1A09 0830 BRI-PAD 1014, 1B25 1045 PAD-SWA 1343, 1L71 1429 SWA-PAD 1729, 1G60 1815 PAD-CNM 2022, 5G60 20+26 CNM-PM 21+58.
- 13** Spare PM.

SUNDAYS

- 01** 1A85 1101 PNZ-PAD 1638, 1C92 1757 PAD-PNZ 2335.
- 02** 1A78 0835 PLY-PAD 1214, 1C84 1257 PAD-PNZ 1823.
- 03** 1A90 1300 PNZ-PAD 1837, 1C96 1957 PAD-PLY 2339.
- 04** 1A15 1125 BRI-PAD 1313, 1C17 1403 PAD-BRI 1556, 1A25 1625 BRI-PAD 1813, 1C27 1903 PAD-EXD 2218, 5C27 22+30 EXD-LA 01+06.
- 05** 1A80 0805 PNZ-PAD 1404, 1C86 1457 PAD-PNZ 2023.
- 06** 1A83 0947 PNZ-PAD 1534, 1C89 1657 PAD-PNZ 2222.
- 07** 1A23 1525 BRI-PAD 1712, 1C25 1803 PAD-BRI 1959.
- 08** 1A30 1610 PLY-PAD 2015, 1W79 2137 PAD-WOS 0014.
- 09** Spare LA.
- 10** 2C14 0900 BRI-WSM 0930, 1A13 0946 WSM-PAD 1210, 1B35 1233 PAD-SWA 1503, 1L86 1651 SWA-PAD 2013, 1C31 2103 PAD-BRI 2256.
- 11** 5A10 07+15 PM-WSM 07+57, 1A10 0815 WSM-PAD 1045, 1B28 1133 PAD-CMN 1548, 1L90 1655 CMN-PAD 2111, 1C33 2203 PAD-BRI 0003.
- 12** Spare PM.
- 13** 1A12 0953 BRI-PAD 1145, 1G32 1227 PAD-CNM 1444, 1L70 1546 CNM-PAD 1808, 1C95 1857 PAD-PLY 2229.

West Country 'Castle' 2+4 Fleet

More diagrams for this 'new'/refurbished fleet are expected to go live during the period.

MONDAYS TO FRIDAYS

- 01** 2E12 0600 PNZ-EXD 0916, 2C45 0926 EXD-PNZ 1247, 2A85 1257 PNZ-NTA 1549, 2P49 1555 NTA-PLY 1638, 2C51 1755 PLY-PNZ 1951.

GENERAL NOTES

Note that these are the normal booked diagrams, which can be subject to alteration at any time for operational reasons. In particular, weekend workings are often amended for engineering work. Diagrams may also be altered to cater for large crowd events such as racing at Cheltenham, music and sporting events at Cardiff. Headcodes beginning with 3 or 5 are empty coaching stock (ECS) workings which are only shown where they are greater than 6 miles.

KEY

BRI - Bristol Temple Meads	LA - Plymouth Laira Depot	RG - Reading Depot
CDF - Cardiff Central	NTA - Newton Abbot	SWA - Swansea
CMN - Carmarthen	OXF - Oxford	TAU - Taunton
CNM - Cheltenham Spa	PAD - London Paddington	WOS - Worcester Shrub Hill
EXD - Exeter St.Davids	PGN - Paignton	WSM - Weston-Super-Mare
FRO - Frome	PLY - Plymouth	FO - Runs on Fridays Only
HFD - Hereford	PM - Bristol St.Philips Marsh Depot	FX - Runs on Fridays Excepted
	PNZ - Penzance	

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 600 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

Any views or opinions expressed and information in this document are not necessarily those of 125 Group, or any of the train operating companies mentioned (to which 125 Group and therefore this publication have no links whatsoever). 125 Group accepts no liability for inaccuracies, incomplete, ambiguous or incorrect information in any of its output, however so caused.

125 Group Limited

Registered Charity in England and Wales: 1167120

Registered in England and Wales, Company Number: 07611121

125 Group

125group.org.uk