

Abbreviations

The following abbreviations are all used somewhere in the various articles. Rather than trying to ensure that I define them wherever they're used, they're all defined here.

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| BCR | Benefit to Cost Ratio |
| BR | British Rail(ways). |
| BT | Brunel Trainshed. The two original, terminal platforms at Bristol Temple Meads, extended to GC gauge and served by the HS11 service (Dover –) Faversham – Bristol and HS7 Birmingham Curzon St. – Bristol. |
| CC | Classic-Compatible. Refers usually to HS trains / services formed of vehicles of the standard UK loading gauge, very much more restricted than GC gauge. Specifically, these travel for part of their journey, generally at the London end, on HS lines (where their speed should be essentially the same as GC-gauge trains) but then diverge on to a classic route, to serve locations off the HS route. (These are in no sense a second-class provision; they provide an equivalent quality of service to the GC-gauge trains, but in rather smaller vehicles.) |
| FGW | First Great Western. |
| GC | (Lines of the former) Great Central railway |
| GC (gauge) | The European standard loading gauge (the biggest of three) to which High Speed Lines are built. Trains built to take advantage of this are too big to travel on lines of British standard loading gauges. Depending on context, GC may refer to the gauge itself, to sections of railway built to that gauge, or to trains / services composed of vehicles of that gauge. |
| GE | (Lines of the former) Great Eastern railway, especially the classic route from London Liverpool St. to Colchester and Ipswich. |
| GEML | Great Eastern Main Line. |
| GW | (Lines of the former) Great Western railway, especially the classic route from London Paddington to Bristol and South Wales. |
| GWML | Great Western Main Line. |
| H&B | (Lines or stations of the former) Hull & Barnsley railway. |
| HS | High Speed. |
| HS2-CV | The Coventry Variant of HS2, an additional branch serving Rugby and Coventry. |
| HS2-orig | The original route of HS2 (as opposed to the Coventry Variant). |
| LHR | London Heathrow. |
| LNW | (Lines of the former) London and North Western railway, especially the classic route from London Euston to Birmingham. |
| Mid | (Lines of the former) Midland railway, especially the classic route from London St. Pancras to Leeds via the East Midlands and Sheffield. |
| MML | Midland Main Line. |
| NE/SW | The North East – South West axis, Newcastle to Plymouth via Birmingham. |
| RM | Regional Metro. When a HS route opens, services on the associated classic route(s) are recast on the RM pattern, a semi-fast regular-interval service stopping at all significant locations (all trains making the same stops) and making connections with HS services at all relevant interchange points (the connections being cross-platform wherever possible). |
| RMS | Regional Metro Stopping service. As well as the RM semi-fast services, above, which run, generally, the entire length of the relevant classic route, the RMS services serve every station on a particular section of route, on a regular-interval pattern, connecting into |

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| | and out of the semi-fast service (possibly HS services also). |
| R&SB | Rhondda & Swansea Bay Railway – ran from Blaen Rhondda to Swansea (East) Docks via Port Talbot (Aberavon) and Jersey Marine. |
| SP | Service Plan. |
| tph | trains per hour. |
| tsd | train separation distance. The basic tsd is the distance that must be maintained between one train and the following train, to ensure that the following train could brake to a standstill within that distance. The extended tsd is the distance which must be maintained to ensure that the following train could maintain full line speed when the first train decelerates for a diverging junction, such that the following train be still the basic tsd behind when the first train diverges at the junction (and is thus out of its way). |
| UHS | Ultra High Speed. Used mainly with HS3, where the services are of two patterns, HS Metro, to York and Preston, serving all stations, and to York, Newcastle and Scotland, UHS with first stop South Yorkshire or York. The basic idea is that the non-stop runs are long enough to take best advantage of the maximum speed of 250mph. (The GC-gauge services of HS4 are all UHS – non-stop between LHR Interchange and Bristol Parkway. The very speculative extra-long-term extension of HS2 to Scotland would also be UHS – first stop Preston then Carlisle.) |
| up/down | (as a track or service direction) towards / away from London. |
| WCML | West Coast Main Line. |
| WP | Work Package. |
| XC | Cross Country |