



THE INTERCITY 225
A new generation
of high speed
electric trains

INTERCITY

THE INTERCITY 225 EXTENDING A NEW ERA IN RAIL TRAVEL

InterCity is a successful business providing its customers with a high level of service tailored to the needs of the business and leisure traveller.

It is Britain's national passenger railway network and operates a fleet of high-speed trains across a network linking Britain's major towns and cities.

For InterCity, as with every progressive business, investment for the future is vital. The introduction of new trains is an essential part of this. Trains are designed for the improved comfort of customers as well as for speed and power in performance. And the latest, most technically advanced of these is the InterCity 225 high speed electric train.

The InterCity 225 comprises the fastest and most powerful locomotive ever run in Britain and coaches that set new standards in comfort. Now, with the successful completion of electrification of the East Coast main line, InterCity's customers enjoy faster, more comfortable journeys along the entire London-Edinburgh route. The line between Edinburgh and Glasgow via Carlisle has also been electrified, enabling many InterCity 225 services to run through to Glasgow opening up more journey opportunities between the West of Scotland and the North East of England.

Coaches have all-new interiors, and incorporate added improvements to facilities for the disabled and those travelling with very young children. Drawing on experience with InterCity 125 trains, and comments from thousands of customer surveys, the new coaches have been designed to offer the highest standards of convenience, comfort and style.

The InterCity 225 will keep InterCity ahead of road and air competition on one of the most important transport routes in Britain. This brochure introduces you to the trains at the forefront of InterCity Services.





NEW TRAINS TO MEET NEW CHALLENGES

Speed was always the key factor governing the success of the railway on the East Coast main line linking London with Leeds, Newcastle and Edinburgh.

However, motorway and other road improvements have also cut journey times for cars and coaches. Transport technologies in both road and air have continually improved.

InterCity needed to invest heavily in the route to maintain its competitive edge. It had to rise to the challenge of providing the best possible deal for customers. This meant faster, more comfortable journeys backed up by a top quality service.

In 1984, authority was granted for the electrification of the route. At the same time, a new fleet of electric InterCity trains was to be designed to meet a unique combination of technical and commercial requirements.

The new locomotives and coaches were put out to competitive tender. Specifications for these trains were derived from a business plan which laid down the demanding standards InterCity required to remain ahead of the competition.

Key features of the specification were:

- Design speed of 225km/h (140 mph)
- Provide more seats
- Have ride standards at 225km/h (140mph) matching existing trains at 125 mph
- Offer higher standards of interior environment, more facilities for disabled people and other comfort factors
- Run 250,000 miles per year
- Extend maintenance intervals
- Improve reliability



THE INTERCITY 225 TRAIN – SETTING NEW STANDARDS



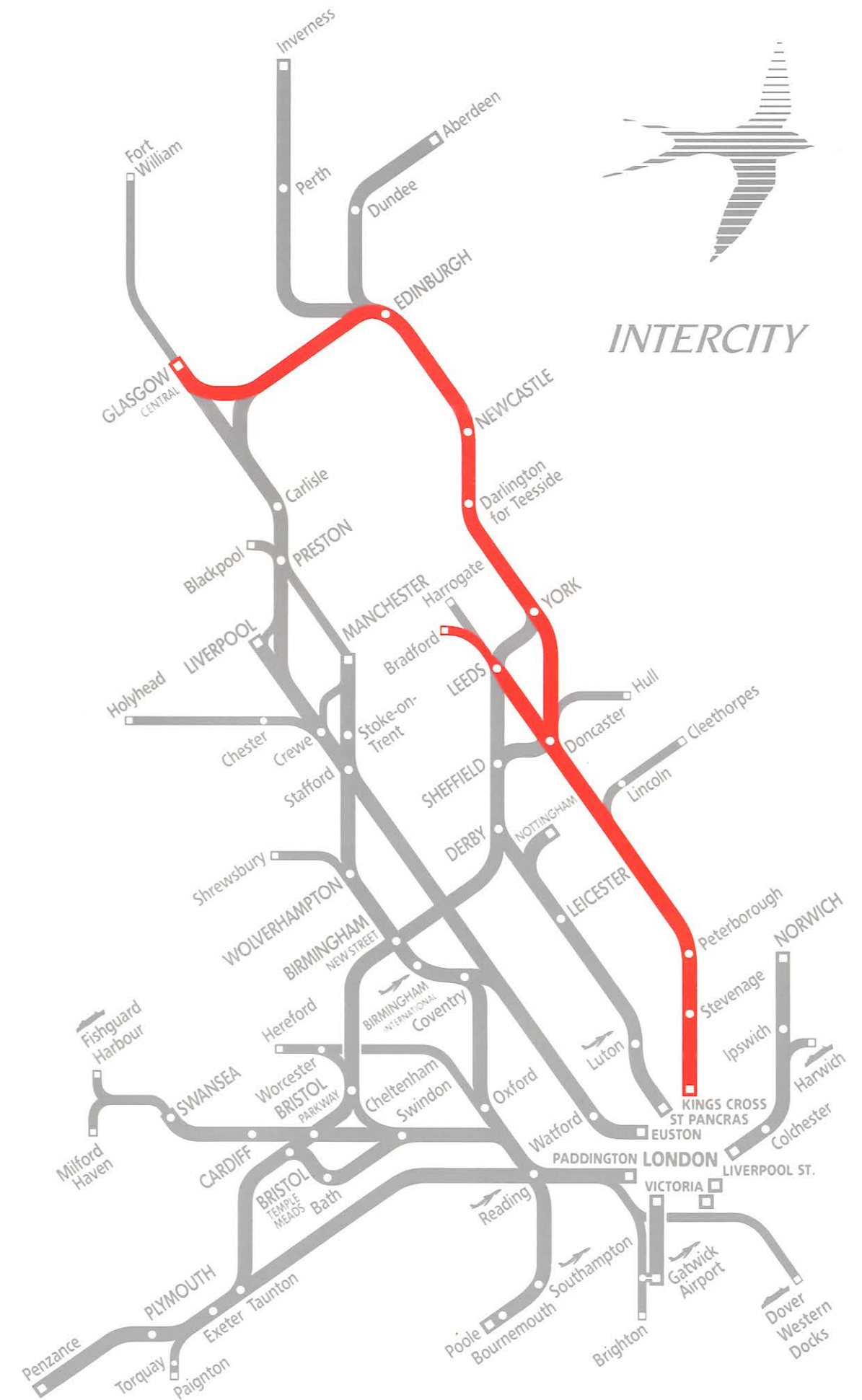
The all-new coaches offer a welcoming and luxurious atmosphere from the moment you step through the wide, push button operated exterior door and into a fully carpeted heated vestibule.

Boarding is made easier by large handrails which extend around into the inner-coach gangways. And walking through the train to your seat is an easier experience, thanks to new sealed inter-coach gangways (which reduce noise and draughts) and strategically placed handrails.

The driving force of every InterCity 225 is its 6300hp locomotive providing power and speed combined with smoothness of ride for passenger comfort.

The locomotive's direct current traction motors each have 30% more power than similar sized motors on previous electric locomotives. This power is controlled by a microprocessor which also monitors the performance of all the power equipment.

The locomotive also features a new 'cruise control' system. The driver selects the required train speed, then, under computer control, speed is maintained by automatically applying power or electric braking. This method not only provides much smoother acceleration and braking but also saves energy.





FIRST CLASS LUXURY

With the business traveller predominantly in mind, extra comfort and style are the keynotes of the InterCity 225's First Class accommodation. The interior decor has been chosen to create a relaxing ambience, using subtle shades of grey in wall and floor carpeting and other furnishings. Diffused ceiling and indirect wall lighting enhances the effect. Direct light comes from individually-switched spotlights above each seat position.

The whole interior look is different from other InterCity coaches. Variations in seating layout and full-length tinted glass screens add to a feeling of spaciousness with privacy.

Each coach has 46 reclining seats, all with tables. Eight face-to-back seats allow privacy for individual travellers. And at one end of the carriage there is a glass-screened enclosed block of six seats – ideal for a group travelling together.

Every coach has its own toilet situated off the heated vestibule. Opposite this is a public telephone booth and luggage storage area. As with all InterCity coaches you will find extra luggage space above each seat.

There is a restaurant/buffet catering service aboard all InterCity 225 trains. The catering car is usually situated between the First and Standard section of the train. First Class Pullmans have a second catering vehicle.

A wide choice of specially selected hot and cold food, alcoholic drinks and other beverages is available on most journeys. Early morning travellers may be interested to know that the onboard kitchen can prepare up to 120 full English breakfasts at a single sitting.



STANDARD COMFORTS

InterCity adds an extra element to the enjoyment of visiting friends and relatives, or indeed to any leisure trip. This is especially true when one rides aboard the new InterCity 225.

Standard layout provides 74 seats per coach. Of these, 32 are in facing pairs with tables between; and the remainder are face-to-back, each with its own seat-back fold-down table. Seating is arranged in varying patterns either side of a wide central aisle.

There is no shortage of luggage space. In addition to overhead racks, you'll find a double-shelved 'stack' at one end of each coach, plus three single-shelf stacks – one in the centre of the coach and two at the opposite end.





To make your journey even more enjoyable, a wide variety of meals and refreshments are served from the catering vehicle conveniently situated towards the centre of the train between Standard and First Class. On many journeys, a trolley service is provided – so you can purchase light snacks and drinks without having to leave your seat.

There is a large toilet/baby changing room and a small toilet leading off the vestibule at one end of each coach.

InterCity 225 trains were designed to pay particular attention to the needs of wheelchair-bound disabled people. Apart from the wider external doors, handrails and larger vestibules, one coach in every train is specifically designed for the special requirements of these travellers. Next to the catering vehicle, it features a designated wheelchair area complete with a folding-table and a “call for aid” button. Another innovation is the specially equipped large toilet.

Any passenger wishing to make a telephone call will find a public booth in the vestibule opposite the toilet for disabled. Telephone cards are available for sale from the buffet.



CUSTOMER BENEFITS

There are many other benefits as well as comfort to travelling aboard InterCity 225 services. The trains' increased powers of acceleration and braking have cut journey times dramatically along the whole East Coast Main line. For instance, the fastest ever timing of 3 hours 59 minutes over the 400 miles between London and Edinburgh is completed at an average speed of 98.5 mph, including stops. And, of course, you travel from city centre to city centre with no time-consuming transfers.

A fleet of InterCity 225 trains is now in operation carrying customers at high speed and in stylish comfort. Whether you travel First Class or Standard you'll enjoy the best that InterCity can provide.

6,300	horsepower
30	per cent more power than similar sized electric traction motors
225	top speed kilometres per hour
140	top speed miles per hour
31	225 trains will be in service
3 hours 59 mins 17	Edinburgh - London trains per weekday
2 hours 36 mins 28	London - Newcastle trains per weekday
1 hour 43 mins 27	London - York trains per weekday
2 hours 22 mins 9	Glasgow - Newcastle trains per weekday

Fastest journey times from October 1991

