

## Connecting Oxfordshire consultation

Oxfordshire County Council has initiated a debate about the future of public transport in the county, under the banner *Connecting Oxfordshire*.

The promoting document does not highlight specific rail projects other than East West Rail Oxford-Cambridge proposal, Chiltern Railway's Evergreen 3 link to London, and electrification through Oxford.

However, it does say: "We can't rule out ideas that might seem fanciful, such as creating a passenger service on the Cowley branch line, a mass transit system into Oxford, or a monorail

connecting key locations around the county."

The consultation is against the backdrop of the high level of employment in the county, and the considerable growth in jobs and housing being planned.

The council is about to start consulting on its new Local Transport Plan 4, which will shape the long-term development and improvement of the transport network.

"LTP4 will provide a robust evidence-based plan to turn the vision of a 21st century transport system set out in *Connecting Oxfordshire* into reality," it said.



On April 6, 50007 Hercules passes Hardingham with the 1500 Dereham-Wymondham Abbey, during the Mid-Norfolk Railway diesel gala. LINDSAY ATKINSON.

## 50007 Hercules back in blue after 30 years, and back on the main line

The main feature of the Mid-Norfolk Railway diesel gala on April 4-6 was the first runs of 50007 since it was bought by Neil Boden last year.

The '50' has been reunited with its *Hercules* nameplates, which it controversially lost in 1984 when the Western Region repainted it into mock Brunswick green and renamed it *Sir Edward Elgar* on February 25 1984.

Since then, it has carried both green and the nameplate, with many Class 50 fans unhappy at the WR's decision.

The locomotive was the last '50' withdrawn by British Rail in March

1994. It returned to traffic in April 1992, following campaigning by *RAIL* (it had been withdrawn the year before).

The '50' is also main line-certified again, and hauled a convoy of visitors from Ely-Wymondham. The convoy, which contained Boden's Class 40 D306 (40106) and Colas Rail 37219 *Demelza*, was hauled to Ely by D1015 *Western Champion*, which stabled at Dereham all weekend.

The other visiting locomotive at the gala was 31108. Residents 31235, 47579 *James Nightall G.C.*, 47596 *Aldeburgh Festival* and 73210 *Selhurst* were also used.

## "Quote..."

**// Bookings leading up to Easter are estimated as being 23% down, and current reckoning is the crisis has cost the county around £31 million. //**

**CAROLYN CUSTERSON**  
Chief executive of the English Riviera Tourism Company and chairman of Visit Devon urges tourists to come to Devon, now that the railway line to the South West has re-opened.

**// It's like Dawlish lent Hollywood your seafront. //**

**PATRICK M'CLOUGHLIN**  
Secretary of State for Transport, on the day the railway line re-opens at Dawlish.

**// A new solution to the HS1-HS2 link needs to consider all traffic that could use a re-specified link. //**

**JIM STEER**  
Director of Greengauge 21 comments after his organisation publishes a report on April 1 to help inform work being commissioned to look at connections between HS2 and Europe.

**// We're tantalisingly close to finishing what is without doubt a monumental feat of engineering. //**

**BORIS JOHNSON**  
The Mayor of London is delighted as 75% of Crossrail tunnelling is now complete.

**// The manner in which HS2's infrastructure operates tomorrow needs to be considered today. //**

**CHRIS FENTON**  
Chief Executive of RSSB responds to HS2 Ltd joining RSSB.

**// This is another important step in the development of a 21st century railway system that will bring huge benefits for the country. //**

**ANDREW MCNAUGHTON**  
HS2 technical director comments on HS2 Ltd joining RSSB.

# First glimpse of IEP detail as mock-up is revealed

A full-size, 30-metre mock-up of the Class 800/801 Intercity Express Programme trains' front end and interior was revealed to *RAIL* on April 4. The final design is over 95% certain, according to those responsible for refining the look and feel of the train.

Under the oversight of the Department for Transport, Agility Trains (a consortium of Hitachi, John Laing and Barclays Private Equity) has been working with Warwick-based DCA International on the design for the driving cab and passenger interior. The design will be common to the fleets for both the East Coast and Great Western franchises.

**EXCLUSIVE**  
**Paul Prentice**  
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Passenger accommodation includes both Standard and First Class (the main difference is larger seats with a recline function, and bigger tables). Across all passenger accommodation, transparent glass-panelled luggage racks have been designed for easy reach of all passengers, while attention has been given to small details such as coat hooks.

Passenger information systems encompass electronic seat

reservations that notify passengers of seat availability in any given carriage using a red/green LED system, as well as interior and exterior destination and calling point information.

Other innovations include multifunctional flexible compartments designed for the storage of luggage, cycles or even catering trolleys, while bespoke toilet facilities (in vestibules only) include both fully accessible and 'space saver' versions that comply with regulations for disabled users, maximising seated passenger accommodation.

Kitchen compartments for the trains (located in the driving cars)

are currently being developed and built in Germany, and have not been included as part of the mock-up.

Hitachi Rail Interiors and Mock-up Manager Carl Harvey told *RAIL* that the design team faced a challenge to manage different floor heights in the driving cars and trailing carriages (and in the diesel electric hybrid version), to create a 'snapshot' of the final train. There is more than 100mm difference between a low-floor and a high-floor vehicle, depending on whether the vehicle is carrying diesel engines underneath. Seats are to a new design, unique to this train.

The cab, which can be converted for Driver Only Operation if required, uses the Class 395 Javelin as a reference point. Fully functional nose cones for the production trains are being manufactured at the Hitachi factory near Hiroshima (Japan), ahead of the first fully completed train arriving in the UK early next year.

Visual 'cues' have been taken from consumer products such as the Apple iPhone and Bentley cars.

"We want people to engage with the train and enjoy it.

**Left: There are subtle differences between the look and feel of First Class and Standard Class. Luggage racks have considerable capacity. PAUL PRENTICE.**

**Far left: A view of the Standard Class interior. Current operators of both the East Coast and Great Western franchises have had input into the design of the passenger accommodation. PAUL PRENTICE.**



A nose cone mock-up of the IEP Class 800, containing a full-size representation of the driver's cab. Around 70 First Great Western and East Coast drivers have contributed to the design process. DCA DESIGN INTERNATIONAL LTD.

The public own the design," said DCA Design Manager Paul Rutter, who added that it had been benchmarked against contemporary designs including the Alstom Pendolino, BREL Mk 4s and HSTs.

"We didn't want too much of a statement, but in ten years' time we want something that will still look fresh."

The design of the carriages is such that any carriage can be fully designated entirely as a luggage vehicle, appropriate for the route on which the train is being used. A fixed-seat orientation in Standard Class is the result of a comfort test,

enabling generous legroom.

Asked by *RAIL* whether the trains could carry different liveries to the off-white colour in which they will be delivered, or be fitted with different seat coverings, Rutter said: "Bidders can put in their own internal designs and can discuss the price of that with Hitachi."

Trains have to be returned in the same state at the end of a franchise. Bid teams from FirstGroup and Stagecoach (for the East Coast franchise due to start next year) have inspected the mock-up, so as to better understand the nature of the trains that will begin to arrive

for that line in 2018 (replacing the Class 43 HST sets and Class 91/Mk4 sets). The first examples for First Great Western will begin to enter service in 2017.

The overall design of the train has been described as an evolution of the Javelin, on a European platform.

Stakeholders including the Rail Safety and Standards Board (RSSB), Passenger Focus, British Transport Police, Transport Scotland, Welsh Assembly Government, the Scottish Government and cycling charities Sustrans and CTC have also visited the mock-up. @paulprentice

