



# Farewell to our High Speed Hero

**LNER**  
LONDON NORTH EASTERN RAILWAY

*We've had a good trip!*

# Introduction

The iconic High Speed Train, best known to the public as the Inter-City 125, will be seen with LNER for the last time in December 2019 on our farewell tour of its major routes.

In this, its final service with LNER, the train will do what it was designed to do for one last time on the iconic East Coast route - travel long distance at high speed.

The Inter-City 125 is the most recognisable train of the late 20th century, a design classic that became an integral part of the daily lives of hundreds of thousands of railway customers up and down the UK.

From its sleek profile to its spacious carriages, innovative on-board facilities and impressive turn of speed, the Inter-City 125 brought romance back to the railways, taking the network into the modern era.







## History

The High Speed Train (HST) prototype began testing in 1972, just two years after the project was given the green light by British Rail. The Lead Engineer was Terry Miller, once apprentice to the designer of the legendary Mallard and Flying Scotsman, Sir Nigel Gresley. The HST built on this heritage, setting a diesel speed record of 143.2mph during testing in 1973; it was clear that the train could revolutionise Britain's rail network.

The very first HST made its public debut on 4 October 1976. Branded the Inter-City 125, it was a striking machine, with a dynamic form accentuated by an iconic livery. Between 1975 and 1982, 95 train sets were built at Crewe Works.

Passenger numbers swiftly increased, thanks in part to an award-winning TV and print campaign that presented the train as an unbeatable alternative to the car: "Talk to your dealer about an Inter-City 125, much quicker we think than your 1.6, your 2.3..."



# Livery and Design

The Inter-City 125 brought recognition, glamour and high speed technology back to British railways. Not since the legendary A4 class Mallard steam engine of the 1930s had a high-speed train been so instantly evocative.

The train itself had a distinctive livery, as well as a robust, purposeful design. The cab forms and colour scheme were the work of Sir Kenneth Grange, a talented industrial designer whose portfolio includes everything from familiar kitchen objects (the Kenwood Chef) to the classic Kodak Instamatic camera.



Originally commissioned to create the colour scheme, Grange collaborated with an aerodynamicist to re-shape the form of the cab, giving it a streamlined look that became instantly familiar.

The blue and yellow livery accentuated the feeling of speed and gave the train a unique contemporary identity.

In fact, from 1977, the Hornby model 125 became a best seller, heading straight to number one on Christmas wish lists up and down the country.







## Recreating the Livery

For this Farewell Tour the train will carry a sparkling new recreation of the iconic original 1970s livery.

We recently commissioned this historic makeover as a fitting farewell to our long serving fleet.

Work to restore the livery was undertaken by the specialist teams of Heritage Painting Limited at Craightinny depot in Edinburgh and Wabtec Rail in Doncaster.

This project has been meticulously planned using 1970s British Rail drawings, and applied using original painting techniques. The return of the blue and yellow livery is not only a loving tribute to a national design icon, but also a farewell thank you to all those who have worked on this much-loved train.

The results are stunning, and our last Inter-City 125 is finally ready to go round the route for one last time - just as it looked the first time!





# Our Farewell Tour

In honour of this exceptional train, our special charter is spending four days visiting the most important destinations along the LNER network.

Starting in Edinburgh, home of the legendary LNER Flying Scotsman service, our celebration service will travel first to Aberdeen, Scotland's granite city, before continuing towards Inverness. This will be the first time we take the train 'over the top' and gives people more of a chance to see the train before it retires.

Day Two is a truly scenic leg from Inverness to Edinburgh, taking in some of Scotland's famous sites on the Highland Main Line, including Schlod and Druimuachdar before descending towards Perth and Stirling.

The third day is a journey through the heart of the North East from Edinburgh to Leeds via York and Doncaster, before a final celebratory journey to London's King's Cross on Day Four, a station that would be unrecognisable to a traveller from the 1970s.



# Service

The Inter-City 125 still proudly holds the World Speed Record for diesel traction: both with passengers on board when a Tees-Tyne Pullman service from Newcastle to London King's Cross reached 144 mph just north of York, and without when a test run exceeded 148 mph in 1987.

However the train wasn't just a record breaker; it was a true endurance runner.

Over a four-decade career, the LNER fleet of HSTs has travelled well over 242.5 million miles – the equivalent of 507 return trips to the moon. One power car in particular broke all records, covering 8.75 million miles over the National Network during its lifetime.

During that period, many millions of passengers have used our services, consuming an impressive quantity of tea, coffee and draught beer. Technology was cutting edge in many ways – the service even debuted with a radio-telephone system, so that busy executives could stay in touch with their offices “on their way to and from work”, as a BBC reporter put it.

Ultimately, our fleet was witness to unprecedented change, both social and technological, providing a consistent, dependable and efficient service throughout.



# The Era

The 1970s is ripe for revisiting, an increasingly influential decade with a distinctly bold take on design and fashion, with new materials, colours and forms re-shaping the consumer landscape as well as the ways we worked, played and travelled.

Nostalgia is a powerful force and we can't pretend that the on-board catering from the 1970s and 1980s could match today's chef-prepared regional menus, but even in the 80s, a full English breakfast in the silver service Buffet car - regarded by some commentators to be the best in the country - was just £2.75.

For the first time, the train was treated as both a practical and prestigious mode of transport: sleek, modern and futuristic. The Inter-City 125 was a true design icon of this increasingly influential decade.

From the mid-1960s onwards, British Rail had been introducing new graphics, starting with the "Double Arrow" logo and eventually encompassing signs, maps, timetables and train liveries. The Inter-City 125 was the first train to match the promise of these contemporary graphics, a sleekly styled dart that sped up the country while giving customers more space than ever before.





# The People of LNER

The East Coast Main Line Company ran its own fleet of Inter-City 125s from 1978, reducing London-Edinburgh journey times by up to an hour.

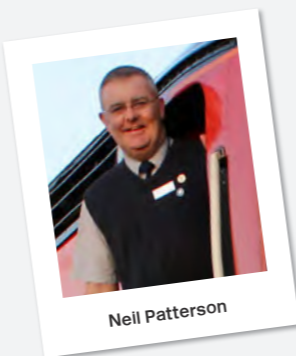
The train has made a huge impact on the workforce of British Railways, from the talented engineering and design team that shaped it, through to the engineers who built the trains, to all those that drove and crewed them throughout their millions of miles of service.

Long service and loyalty is in our blood and remarkably, some 73 members of our current workforce started their careers at the same time as the Inter-City 125, with two drivers even beginning their jobs on the very same day that the train debuted on the East Coast Main Line, 8 May 1978.

## Neil Patterson, Driver

“The HST has effectively been my office over the past decade. They are highly respected among the vast majority of drivers, regardless of the fact that the oldest member in our fleet was built at Crewe way back in August 1976.

They are able to cope with the extremes of Highland weather with relative ease, as I can testify. They are reliable, strong and driver friendly. We were still using three coaches from the original set; at 47 years old, they’ve had a truly impressive service life.”

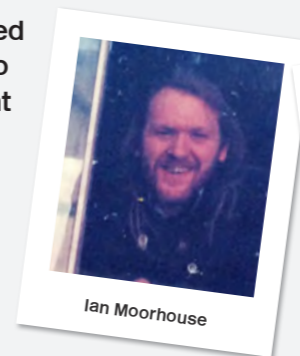


Neil Patterson

## Ian Moorhouse, Driver

“I’ve been on the railway for more than 45 years on the footplate and I’m coming to the end of my railway career.

I remember the HSTs coming into service – I was fortunate enough to work the inaugural Bradford Exchange - London King’s Cross in 1978 when the HSTs were then manned with a driver and secondman, and the maximum permitted speed was 100mph. Needless to say, a few drivers thought they would test these new machines out!”



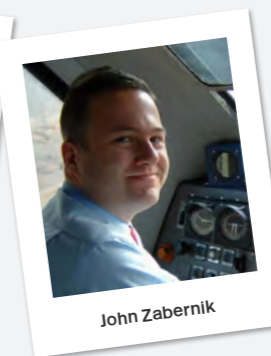
Ian Moorhouse

## John Zabernik, Driver

“Growing up as a boy in the 1970s, our home overlooked a level crossing, so I was destined to get the railway bug.

We lived in North Essex, far away from any 125 routes, but I well remember their introduction when new and the image of their striking nosecone on TV. I’ve now spent 14 years based at Leeds driving 125s, 225s and now Azuma trains and enjoyed every minute of it.

I am a trustee of the 125 Group and have been lucky enough to meet Sir Kenneth Grange, the industrial designer of the 125’s iconic shape and livery, which caught my imagination as a boy.”



John Zabernik





**Left:** Carrying the original British Rail Class 254 TOPS numbering, an unidentified power car tails set 254 012 on a northbound service approaching York at Dringhouses, early 1980s. (Photo: National Railway Museum)

**Above:** Another unidentified Inter-City 125 set again passes Dringhouses, south of York, in March 1981. (Photo: National Railway Museum)





**Left:** 43100 is named "Craigentenny" at its home depot, February 1984. (Photos: Dave Shirres)

**Above:** Lone power car 43112, later 43312, rests at Durham, July 1984. (Photo: Neil Patterson)

**Opposite:** In July 1984, having escaped nearby Relly Mill Farm, a cow walks into Durham Station having already walked some distance along the line and crossing the nearby viaduct. Trains were slowed to extreme caution before the cow was eventually diverted into a coal siding and safely returned to the farm. (Photo: Neil Patterson)



## The Next Generation

In 2019, the Inter-City 125 handed the baton over to our newest generation train, the cutting-edge LNER Azuma.

Both trains were introduced to shorten travel times and improve capacity and Azuma is the HST for a new generation: faster, cleaner and even more spacious.

LNER will always be proud of the Inter-City 125's exceptional record, but we're replacing a legend with a new icon of railway transport. Azuma is a revolution in space, light, comfort, speed and efficiency.

Designed in Japan by Hitachi using Bullet Train technology, Azuma brings new levels of refinement and reliability to the East Coast Main Line.

Smoother, quieter and with more convenience than ever before, the LNER Azuma delivers a modern travel experience featuring technology and comfort, all in contemporary style.



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LNER gratefully acknowledges the support provided by the National Railway Museum, in addition to supply of photos and heritage materials, which have helped to make our HST Farewell event possible.

**RAILWAY  
MUSEUM**