



Inter-City 125



Western Region Staff Information



FROM YOUR GENERAL MANAGER

For a number of years past you have been energetically designing timetables, building depots, acquiring new driving and engineering skills and laying down track ready for the day when the Western Region introduces BR's first "Inter-City 125" services.

All this has undoubtedly given a boost to our morale at a time when it was most needed, and you have delighted both Management and outside observers by your enthusiasm and typically "Western" pride in the job.

But all that is in the past and now, as the day for introducing the new service approaches, we need to remind ourselves that the main job before us is to impress and satisfy our present customers and attract the many thousands of potential new ones who are just waiting to see if we are capable of turning promise into practice.

I hope that what you see and read in the pages that follow will help you demonstrate that we are and will.

Paddington

A handwritten signature in dark ink, appearing to read "Leslie Clancy". The signature is written in a cursive style with a long horizontal stroke at the end.

Why we need HST

We now have wide experience of the effect of quicker journey times on the growth of travel on Inter-City services. In Britain, where from the early 1960s speeds generally increased with the introduction of diesel and main-line electric traction, the volume of Inter-City journeys moved steadily upward—50% between 1964 and 1974. The world over, from Japan to France—even in the United States where passenger railways reached a pitch far below Europe—improved speed has meant greatly improved passenger loadings. With greater speed and frequency railways have been able to meet and overcome the challenge of the ever-growing motorway network.



First class comfort in a second class saloon

Smiling service

