

9. Luggage

Passengers luggage may be stored on the overhead racks, also between and under the seats. The two guards vans allow adequate space for bulky luggage. Accompanied cycles and prams will be permitted.

10. Emergency

In the event of a power failure, or the need to divert the train away from the electrified route, a diesel locomotive can be coupled easily to assist the train.

A diesel generator aboard APT will give enough power to operate the air conditioning, lighting and kitchen facilities so that passenger comfort is maintained.

11. The future

British Rail hopes to build a fleet of APT's for all the electrified services from Euston to Glasgow, Liverpool, Manchester, N.W. England and the W. Midlands.

If the Government give authority these services could be running by the mid 1980's.

Any comments on APT would be welcomed by the General Managers, London Midland or Scottish Regions at the address below.

London Midland Region

Euston House

Eversholt Street

London

NW1 1DF

Scottish Region

Buchanan House

58 Port Dundas Road

Glasgow

G4 0HG



Introducing APT

Passenger Information



1. Introduction

The first of the three prototype Advanced Passenger Trains is now in service on a day to day basis running as an additional Anglo Scottish train.

For the first few weeks journey times will be similar to today's conventional trains but prior to full APT service from Summer 1981 APT will be speeded up to complete the Anglo Scottish journey in 4 hours 15 minutes.

Departure from Glasgow Central is at 0700 with calls at Motherwell (to pick up passengers) and at Preston.

Departure from Euston is at 1632 with calls at Preston and Motherwell.

Times at Preston and Motherwell will vary as journey times are speeded up. Please check at these stations for full details.

2. The Train

Each APT has 14 vehicles. Two Power Cars (4,000 horse power each) are marshalled in the centre of the train and two identical sections of six articulated passenger carrying vehicles are located either side of the power cars. Only railway staff will normally be allowed to pass through the power cars between each half of the train but the guard may accompany passengers through in exceptional circumstances.

In total each train contains 536 seats made up as follows:—

First Class smoking	50	
First Class non smoking	94	
Second Class smoking	104	*includes 56
Second Class non smoking	200*	seats in the
Dining car	86	Buffet Cars.
Wheelchair accommodation	2	

The coaches are constructed of aluminium and this, combined with adjacent articulated coaches sharing a common set of wheels, has enabled considerable weight savings to be made. This leads to less power consumption – all important with today's emphasis on energy saving policies.

3. Catering

Buffet and restaurant car services are provided in *both* halves of the train for all passengers, also a trolley service brings an "at your seat" service of light refreshments to passengers travelling Second Class.

4. Seat Reservations

When in full service from Summer 1981 the normal seat reservation system will apply to APT and all seats will be reservable. Any unreserved seats will be allocated during the hour prior to departure by the issue of free boarding cards available from a Kiosk near the ticket barrier.

Standing passengers will not be permitted as it is desired to maintain high standards of comfort at all times.

5. Tickets

When in full service all types of ticket, except Awayday and Big City Saver will be accepted on APT and there are no supplements payable.

At present *all* types of ticket except Big City Saver are accepted.

6. Tilting

Although APT achieved a British speed record of 160 mph on a test run on 20th December 1979 it will run at a maximum speed of 125 mph in regular passenger service. However the unique tilting mechanism means that full passenger comfort is maintained when curves are negotiated up to 40% faster than conventional locomotive hauled trains. This high speed on curves means that the 401 miles between Glasgow and London will be covered in about four and a quarter hours – an average speed of over 90 mph and considerably faster than today's best timing with the 'Royal Scot'. In the event of a failure of the tilt system it is still perfectly safe to travel at APT speeds.

7. Toilets

Another unique feature is the modern toilet system which is hygienically emptied in servicing sidings at London and Glasgow. Unlike other trains the toilets may be used when the train is standing at a station.

8. Doors

External sliding doors are fitted to APT and these are operated by the passenger at a push of a button – but only after the guard has "released" the system from his control panel, so there is no danger of the doors being inadvertently opened en route. Each door is nearly 4 feet wide so access with luggage is made easy.