

# Second Anglia Class 156 being modified for disabled users

THE next Greater Anglia Class 156 to move for interior refurbishment and to be fitted with new toilets to meet disability regulations (156422) arrived at Railcare Wolverton on December 4.

It is the second of the second-generation diesel multiple unit fleet to be modified, after 156402 re-entered traffic on December 4. The work will ensure that the fleet complies with the Passengers of Reduced Mobility Technical Specification (PRM TSI) stipulating that all trains must be fully accessible to disabled passengers by January 1 2020.

A universal access toilet has been installed, while a revised seating



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layout includes priority seats and two wheelchair spaces with 'call for aid' buttons. Access has been improved by removing internal doors, replacing handrails and fitting audible warning equipment to the doors.

GA's Class 156 fleet is being treated first, in a £3 million contract. The '156s' are owned by Porterbrook, with the work being carried out by Railcare at Wolverton. Other modifications include an interior overhaul with new carpets, dado panels and

seat covers, a deep clean, and the installation of new passenger information systems.

156422 is expected back at Norwich Crown Point by the end of January, when it will be replaced in the programme by 156412.

This is one of two '156s' used by GA that still carries Central Trains livery. The other (156418) will be overhauled later in the programme.

The final GA '156' to be overhauled will be 156417. Once that is completed, 153314 will head to Wolverton as the last of five Class 153s to be refurbished. The other four (153306/309/322/335) were treated earlier in 2012.

Other Porterbrook Class 156 fleets are to be treated. However, the East Midlands Trains units will not be rebuilt for several years, having recently undergone a refurbishment (RAIL 681).

**Below: Newly overhauled 156402 accelerates away from Norwich on December 4, with the 1136 Norwich-Great Yarmouth. This was its first day in traffic following an interior refit. It is the first of the Sprinter family to be rebuilt to ensure it meets disability regulations. ANTONY GUPPY.**

**Inset: The new disabled toilet fitted to 156402. All Class 156s will receive this modification. ANTONY GUPPY.**

## Greater Anglia Class 156s

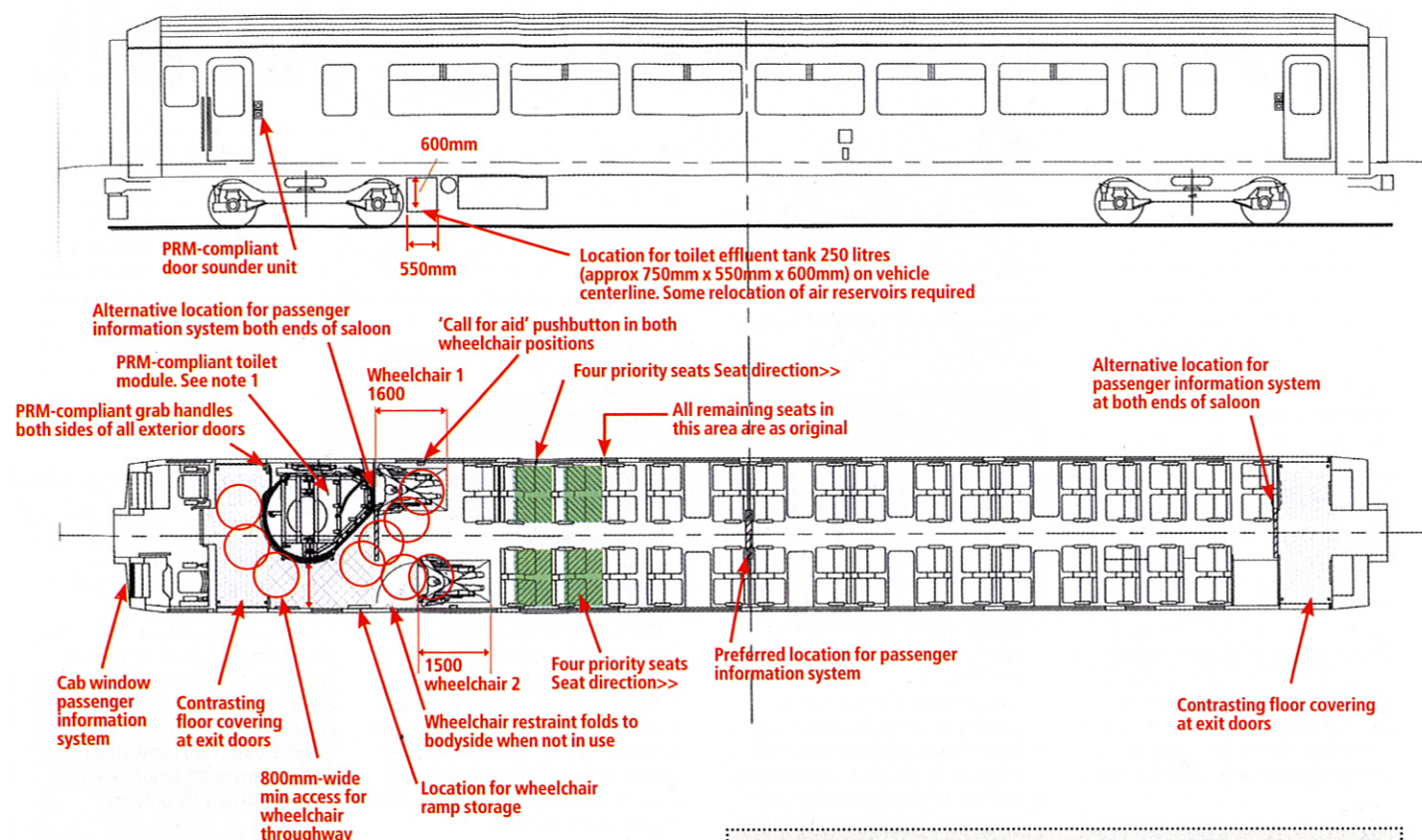
Unit	Livery	Name
156402	GA	
156407	1U	
156409	1U	Cromer Pier Seaside Special
156412	CT	
156416	1U	Saint Edmund
156417	1U	
156418	CT	
156419	NX	
156422	GA	

**Note: 156422 is currently at Wolverton for refurbishment.**

### Key

1U 'one' unbranded  
CT Central Trains  
GA Greater Anglia  
NX National Express

**Note: 156407 carries Wherry Lines branding, 156417 carries Bittern Line branding.**



## PRM-TSI

Since December 31 1998, Rail Vehicle Accessibility Regulations have applied to all new rail vehicles entering service in the UK.

They have standardised accessibility requirements to meet the needs of disabled passengers, including the size and location of handrails, handholds and control devices, and the provision of passenger information systems and other equipment.

The regulations were updated in 2010, after a new European standard for the accessibility of heavy rail vehicles came into force - the Passengers of Reduced Mobility Technical Specification for Interoperability regulations (PRM TSI). This applies to all trains used on Network Rail's system.

All rail vehicles, both heavy and light rail, must be accessible by no later than January 1 2020.

## Further reading

- Making the Sprinters great again. RAIL 681.
- Work starts on making Class 156s fit for disabled users. RAIL 706.



## DVTs reactivated for test train use

Three Mk 3 Driving Van Trailers owned by Porterbrook are at Wabtec's Brush Loughborough facility, where they are being reactivated for use by Network Rail.

The three vehicles (82111/129/145) had been stored at Long

Marston, but will re-enter traffic next year. They will be used on test trains that employ top-and-tail locomotives, reducing fuel costs as well as hire charges.

NR also owns 82115, which is being prepared for a return to traffic.

## New timings for Felixstowe '66s'

GB Railfreight has retimed its Felixstowe-Barton Dock intermodal train, eliminating the need for two Class 66/7s running on two trains.

The northbound train now leaves the Suffolk port at 0148, and return. The first '66' to haul the retimed train was 66703, but this has been replaced by 66738.

## HNRC offers four locomotives for sale

A downsizing of Harry Needle Railroad Company's fleet is underway, with four locomotives for sale, including a Class 37/4 that was originally destined for a main line return.

HNRC Managing Director Harry Needle told RAIL that the four locomotives - a Class 04, 08, 09 and 37 - no longer featured in the long-term plans for his business.

Needle said that it was unlikely more locomotives would be offered for sale, but didn't completely rule out the possibility.

However, he has made it known that Class 20s will not be sold.

He also said that the locomotives being made available would only

be sold for preservation - no deals would be entertained that involved them being scrapped or sold to other rail industry companies.

Those available are Class 04 D2321 (at Peak Rail), 08704 (at Bury Bolton Street), 09019 (at Burton) and 37415 (at Long Marston).

The '08' was bought last year from Port of Boston, and is "on good wheelsets, but is tired", said Needle. The '09' and '37' have never been used by HNRC, which had bought them for hire contracts.

All four could be overhauled and returned to full working order as part of any sale, Needle told RAIL.



**DRS '37' rescues failed classmate**

Direct Rail Services 37259 leads failed classmate 37218 and a lengthy test train through East Hyde on the Midland Main Line on December 4. On the rear is Network Rail 31465. The '37s' had been booked to take the empty NR test train from Hither Green to Derby the previous day, but 37218 failed and the train was terminated. It then ran to the Midlands the following day. The '37s' had been used on NR test trains the previous week on the former Southern Region. TIM EASTER.

## News In Brief

### DVT to be scrapped

Stored Porterbrook Mk 3 Driving Van Trailer 82128 moved to C F Booths' Rotherham scrapyard by road on November 29. It had been stored since being removed from traffic when Pendolinos were introduced on the West Coast Main Line.

### Buffet for WCRC fleet

Former Cargo-D Buffet Open First (RFB) 1252 has been added to the West Coast Railway Company fleet. It is stored at Carnforth.