

# IRO Midlands News

## Virgin Trains: Days of Future Past

Virgin Trains unveiled a stunning new look for Pendolino 390155 on March 31, with the train getting a makeover to celebrate the up-coming latest instalment in the X-Men franchise, “X-Men: Days of Future Past”.

X-Men stars Hugh Jackman (“Wolverine”) and James McAvoy (“Professor Charles Xavier”) unveiled the 11-car Pendolino at Euston. Phil Whittingham, Lead Executive for Virgin Trains, said “For us, it’s all about our relationship with speed. The latest instalment in the X-Men franchise ties in perfectly with Virgin Trains’ relationship with travel.”

The vinyl wrap, which took 160 hours to apply and covers nearly 550m<sup>2</sup> will remain on set 55 until July. The set is diagrammed to get maximum exposure between all of Virgin Trains’ destinations.

## Washwood Heath Freight Lengthening

Over the weekends of February 15/16 and 22/23 2014 Network Rail and its partners Siemens and AmeyColas completed and commissioned the Washwood Heath Freight Lengthening Project, with other works at Bromford (installation of crossovers) and Landor Street (remodelling of the junction) being undertaken in the same 9-day blockade.

Ian Cleland, Network Rail’s Head of Freight Market Development said “The Washwood Heath freight



lengthening project is one of a series of linked schemes to provide 775 metre train length capability between Southampton and the West Midlands. The longer train length capability will aid the intermodal

market on rail - improving the competitiveness of rail against road by moving more boxes per train at a marginal incremental cost”. Our pictures, courtesy of Trevor Harris, show the “before and after” at Washwood Heath.

### Inside this issue

Dates for your diary.....	2
Around the Midlands .....	2
A voice for freight .....	2
David Horne in 60 seconds.....	3
What we do.....	4
Meet the team .....	4
Get involved .....	4

### Your views count!



If you have comments or suggestions about this newsletter, or would like

to submit a story, picture or suggestion, please get in touch—we’d love to hear from you!

Email your thoughts to:  
[m.chairman@railwayoperators.co.uk](mailto:m.chairman@railwayoperators.co.uk)



## Dates for your diary

### May 12 2014

Visit to the DeltaRail offices in Derby to look at the current generation of IECC and its capabilities. *Places limited. Contact Mike Christelow for more information.*

### June 9 2014

Presentation by Michael Roberts, Director-General of RDG, on the role of the Rail Delivery Group and the future prospects for the UK rail industry. This event will be held at Network Rail's Quadrant building in Milton Keynes. *Contact Mike Christelow for more information.*

### June 14 2014

Our Summer Family Day will be held on Satur-

day June 14th when we take a trip to the Gloucester Warwickshire Railway. As well as the opportunity to ride on the line, we have visits to the signalbox, carriage works and loco depot lined-up too. *Places limited. Contact Julia Stanyard for more information.*

### 2014-15 Season

Our new season of events commencing in September is coming together well, with the programme being crafted by Rachel Heath.

The new season will start on Monday September 8th 2014. *Contact Rachel Heath for more information.*

***“The future of freight in the UK is intermodal... the future for rail freight in the UK is an optimistic one.”***

### Around the Midlands

East Midlands Trains has launched a 24hr, 7-day-a-week customer helpline based in its Control at Derby—the first TOC to do so (March 26).

Transport Secretary Patrick McLoughlin pledged to electrify the Midland main line between Nottingham and St Pancras by 2019 (March 28).

London Midland's MD Patrick Verwer has announced the company is launching a restructuring plan to save about 150 posts (March 26).

Network Rail is looking for 15 apprentices in the West Midlands as part of its national scheme. Anyone who is 17 by 31 August can apply (February 3).

The Stafford Alliance has successfully completed its Phase 1, delivering line speed improvements between Norton Bridge and Betley Road (March 30).

## Lord Tony Berkeley—A voice for freight



An appreciative audience filled the East Midlands Trains' Customer Service Academy in Derby to hear Lord Tony Berkeley speak on Monday February 10.

Lord Berkeley, Chairman of the Rail Freight Group and Director of European Rail Freight Association, continued our theme of “Delivering a sustainable and future-proof railway for CP5 and beyond” with a fascinating insight presenting “A voice for freight”<sup>[1]</sup>.

He began by illustrating how the rail freight business is evolving, with new markets coming to rail (such as biomass) whilst efficiency is improving with a significant increase in million-gross-tonne-miles (MGTM) compared with train numbers run between 2005-06 and 2012-13. Even more dramatic are the forecasts for growth by 2033/4, with intermodal volumes expected to reach around 45mt (million tonnes) for domestic traffic and over 60mt for international traffic by 2034, compared with around 7 and 20 million tonnes respectively at the moment<sup>[2]</sup>.

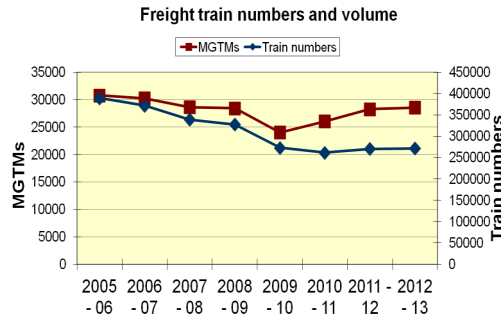
These expectations present major challenges for the industry, which needs to deliver increased capacity, greater efficiency and better cost competitiveness. More needs to be invested in equipment and terminals and greater electrification capability is essential. Crucially, freight on rail needs to be an integrated part of freight logistics and the end-to-end journey.

Lord Berkeley went on to illustrate some of these aspects in more detail with examples such as Bacon Factory curve (a.k.a. the £59m Ipswich Chord) being commissioned in March and allowing Felixstowe-Peterborough services to avoid reversal and/or loco change at Ipswich.

Amongst many key points raised, two subtle but significant changes are foreseen for the future. Firstly, incremental increases in capacity will diminish as opportunities are realised and ⇒

↪ completed, meaning ‘mega-projects’ will be much more common<sup>[3]</sup>. Secondly, rail freight needs to be fully integrated into freight logistics, with the “last mile” being factored into the overall transit arrangements in line with the aspirations of the LaMiLo project<sup>[4]</sup>.

Lord Berkeley went on to highlight the importance of HS2 — which could remove 500,000 lorry journeys from the M40, M1 and M6 per annum—to freight, as it will provide extra capacity on the parallel WCML, but there are substantial challenges with capacity both in Phase 1 (path availability at Lichfield with freight expected to double) and north of Warrington in Phase 2. HS2 freight won’t fit without some major enhancements! On a related note, rail to and from the continent via HS1 and the channel tunnel is still hampered by high access charges, a lack of independent regulation and a minefield of legal challenges by the European Commission against both the UK and French Governments.



### In the UK, the future is intermodal – by rail?

- Intermodal freight transport is potentially the fastest growing sector for rail.
- Demand is increasing significantly in the UK and Sweden
- Road congestion and environmental pressures lead customers to want to use rail if they can
- The logistics sector, with its origins and reliance on road transport, leads the way in demanding similar service quality if rail is to be part of the logistics chain.
- Logistics by rail must be cost and service competitive with road



In concluding, Lord Berkeley argued that the future of freight in the UK is intermodal. If the rail industry stands-up effectively to the challenge, the future for freight on rail is an optimistic one which amongst other benefits would remove over 10m lorry journeys per annum from the road network by 2034.

This presentation sparked a robust and wide-ranging debate amongst those present, with an audience that clearly enjoyed the event and took much of interest from it.

*IRO Midlands would like to thank Lord Tony Berkeley for his presentation, East Midlands Trains for hosting the event and all those who attended . Attendees: 20.*

[1] See <http://www.railwayoperators.co.uk/wp-content/uploads/2014/04/r140210-IRO.pptx> for a copy of the presentation.

[2] Source: MDS Transmodal

[3] Source: Future Engagement Group, 20 Sept 2013

[4] Source: [www.lamiloproject.eu](http://www.lamiloproject.eu)



## David Horne in 60 seconds



**David Horne** is Managing Director of East Midlands Trains.

**When and why did you join the railway?** I was taken on in 1988 at the end of a two week school placement and worked for BR during summer holidays until leaving university in 1993.

**What was your first job?** CO1/2 in Truro telephone enquiry bureau, in the days before the internet took 95% of such enquiries!

**What do you think of the IRO?** It is a great asset to the industry and we need to encourage more people to get involved. The opportunities to learn and share experiences are so valuable, and its role in bringing a professional ethos to railway operating roles is hugely important.

**Proudest moment?** There are many to choose from! Watching the first EMT train arrive at St Pancras on 11 November 2007 is probably it. That first train was the culmination of 4 years’ hard work and effort.

**Next big thing?** Securing the Direct Award contract for EMT through to 2017.

**And finally, cat or dog?** Dog!

## What we do

The IRO Midlands area promotes railway operations, and the role of operators, as fundamental to the success of the railway.

Our objective is to connect members with experience and learning opportunities that broaden their understanding of railways, grow solid cross-industry and inter-disciplinary awareness, develop their knowledge and enhance their skills.

We aim to achieve this through a friendly and informal network which promotes

- ✓ mentoring and support for personalised learning and professional development
- ✓ a yearly programme of events exploring contemporary themes in the rail industry
- ✓ visits to front-line rail-industry facilities and
- ✓ advancement of the IRO education programme delivered by Glasgow Caledonian University.

The UK rail industry is a complex place. Our vision is for confident, well-aware operators to be at the forefront of the industry today and in the future.

## Meet the team

Secretary	Julia Stanyard MIRO. <i>Customer Manager, Network Rail.</i> <a href="mailto:m.secretary@railwayoperators.co.uk">m.secretary@railwayoperators.co.uk</a>
Treasurer	Doug McLellan MIRO. <i>Operations Standards Specialist, London Midland.</i> <a href="mailto:m.treasurer@railwayoperators.co.uk">m.treasurer@railwayoperators.co.uk</a>
Programme Manager	Rachel Heath AIRO. <i>Business and Planning Manager, High Output, Network Rail.</i> <a href="mailto:m.events@railwayoperators.co.uk">m.events@railwayoperators.co.uk</a>
Visits Coordinator	<i>Vacant</i>
Communications	<i>Vacant</i>
Cross-industry liaison	<i>Vacant</i>
Mentoring & PDP	Colin Robey MIRO. <i>Head of Operations Rail and Rapid Transit, Centro.</i>
Committee advisors	Peter Bowes MIRO. <i>Safety and Environment Director, Virgin Trains.</i> Martin Ward MIRO. <i>Driver Manager, East Midlands Trains.</i>
Chair	Mike Christelow MIRO. <i>Technical specialist, Traffic Management, Network Rail.</i> <a href="mailto:m.chairman@railwayoperators.co.uk">m.chairman@railwayoperators.co.uk</a>



## Get Involved!

We're a small team and we'd love to hear from anyone who would like to join us. You don't need any special skills, but a passion for railways is vital! It may sound strange but you don't even need to be an "operator" - we're determined to recognize that the railway and its operation relies on not just operators but engineers from track, signaling, traction, people with commercial and customer skills, planners, the supply chain and so on.

If you would like to get more involved and help promote what we do, why not get in touch or come along and see us to talk about becoming part of the team?

You don't have to be part of the area council to help though.

Sometimes all we need is for someone to put some posters up in their office, bring a colleague along to a meeting, or help organize a visit or event. Right now, we're especially keen to have some on-board to help run our communications such as Twitter and Facebook pages for us.

If any of this appeals to you, drop an email to Julia Stanyard (see above) and we'll be in touch.