



**The Institution of
Railway Operators**

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PROMOTING EXCELLENCE IN RAILWAY OPERATIONAL MANAGEMENT

CERTIFICATED! IRO'S FIRST EVER CERTIFICATE STUDENTS GRADUATE



Class of 2009.

Students successfully completing the rail industry's first ever certificate in operational management saw their hard work rewarded at a special graduation ceremony in Glasgow.

Run by the Institution of Railway Operators in partnership with Glasgow Caledonian University, the Certificate of Higher Education in Railway Operational Management was first launched in October 2008, with 20 students studying six modules designed to act as an introduction to railway operations and help to prepare them for the academic approaches to learning.

The course programme included two modules specific to the rail industry – Basic Railway Operations and Background to Railway Operations, both taught by seasoned industry professionals. Among those

receiving their graduation certificates in Glasgow on 26 November was First ScotRail's Sharon Motherwell, who hopes to use her new-found skills to move up the promotional ladder.

Motherwell, a ticket examiner at Glasgow Central Station said: 'I first heard about the IRO Certificate on the ScotRail intranet, applied and was lucky enough to be accepted on the course, with my place funded by ScotRail.'

'The course itself provided an excellent grounding in the rail industry and helped to both broaden my knowledge and my outlook, with my focus now set on progressing my career.'

Also successfully completing the certificate was Stewart Prentice, who enrolled on the course as a stepping-stone towards fulfilling the lifelong ambition of gaining a degree

qualification. As such, Prentice has now moved on to the next stage of the IRO's Professional Development Programme, studying for the Diploma of Higher Education in Railway Operational Management with a view to eventually completing the IRO Degree course.

'I actually found the certificate to be an excellent route back into higher education, particularly the Personal Professional Development module, which is the perfect reintroduction to the discipline of self-study,' said Prentice.

For the father of six, it has certainly been a case of 'planes, trains and automobiles,' having started his career as a car mechanic, followed by 13 years in the RAF and then a move into the rail sector as freight driver for Jarvis Fastline. 'I've had a very interesting career, but as I

went straight into employment at 16, there has always been a desire to return to education and eventually achieve a degree qualification, which thanks to the IRO's Professional Development Programme, I am looking to fulfil.'

The IRO's Professional Development Programme comprises the Certificate of Higher Education in Railway Operational Management, the Diploma of Higher Education in Railway Operational Management and the IRO BSc Degree in Railway Operational Management.

All courses start in October 2010, with enrolment open from February 2010. **For further details, please contact the IRO at education@railwayoperators.org or visit the IRO website at www.railwayoperators.org**



Sharon Motherwell

PROMOTING HIGH SPEED RAIL FOR BRITAIN

By John Glover

The EU definition of high speed is 250kph, which is a standard of sorts, but 300kph and more is now being exploited around the world. Stephenson's Rocket was considered to be a minor miracle when it reached 50kph, nevertheless many lines constructed in Britain during the 19th century were later successfully adapted for speeds of 160-200kph.

Why do we need high-speed lines? According to Greengauge 21, there are five guiding aims:

- Increasing system capacity;
- Stimulating economic regeneration;
- Providing a truly green alternative to the car;
- Encouraging a switch from aviation; and

- Providing an appealing high quality service for everyone.

You have to start somewhere and the southern end of the West Coast Main Line is most in need of relief. A line from London to Birmingham with a journey time of 45 minutes, possibly via Heathrow, would also be a good start, but on its own that isn't enough to justify a new railway.

On Greengauge 21's proposed network, London to Manchester in an hour and 15 minutes and Glasgow in two hours 40 minutes are among the carrots dangled. Running times like these would require speeds of 320kph and possibly no more than one intermediate stop.

Greengauge 21's proposition comprises two north-south routes, one each side of the

Pennines, with cross east-west links, from Edinburgh-Glasgow and Manchester-Sheffield, plus a route to South Wales. The proposal contains a mixture of new and existing lines, with speeds of 200kph and physical connections enabling high-speed services to reach other key centres.

The lines would be built to accommodate double-deck trains, which, like Eurostars, could be 400m long. Up to 15 trains per hour could be operated. There are huge implications for handling passengers at stations.

At an estimated £69bn, a large scale scheme of around 1,500 route kilometres does not come cheap, but construction would be spread over many years. The first stage as far as Manchester,

including connections to Heathrow, the West Coast and Midland Main Lines, as well as the Channel Tunnel, is expected to cost £19bn at 2008 prices. The benefit:cost ratio for the entire network is put at an encouraging 3.48:1.

What happens to the conventional network? There will be considerable benefits in freeing up capacity for other passenger services, but also freight. Or could some freight be accommodated on the high-speed network, to take advantage of the generous loading gauge?

Not at 320kph it couldn't, but 200kph might be possible.

Greengauge 21 has made an encouraging start and further developments will be awaited with interest. ■

DIARY OF EVENTS

IRISH AREA

For information on all Irish Area events please contact Kay Doyle, chairman, by email at: kay.doyle@railwayoperators.org or Hilton Parr, secretary, by email at: hilton.parr@railwayoperators.org

SCOTTISH AREA

28 January: Visit to Network Rail's Training Centre at Larbert. Meet at 17:15 on the down platform at Larbert. For further information on the IRO Scottish Area, please contact Ross Campbell on 0141 242 8620 or email Jim Gillies at: scottish@railwayoperators.org

NORTH EAST AREA

For information on all North East Area events, please contact David Monk-Steel by email at: northeast@railwayoperators.org or by telephone on 01751 473799.

All North East Area meetings take place at 17:30 for 18:00 in York.

NORTH WEST AREA

19 January: Talk by Chris Gibb, COO of Virgin Trains – The West Coast VHF Timetable. Start: 18:00. Venue: Manchester Square One.

16 February: Visit to Newton Heath Depot – A look at the operation of a Northern Rail unit depot. Start 17:30 at Manchester Victoria for transport to Newton Heath Depot.

All events enquiries should be via Carl Phillips at: ironw.booking@railwayoperators.org General membership enquires to Clive Evans at: northwest@railwayoperators.org

MIDLANDS AREA

Dates are confirmed, if events change members will be notified via letter or email. Unless otherwise indicated, events start at 17.30.

11 January: Visit to Rugby Station and SCC.

8 February: Network Rail National Operations Delivery Function at Derby ICC.

For information on all Midlands Area events, please contact Julia Stanyard on 0121 345 3833 or email: midlands@railwayoperators.org

SOUTH WEST AREA

For information on all South West Area events, please contact Nick Edwards on 07801 905409 or email: nicolas.edwards@dbschenker.com

SOUTH EAST AREA

All South East events will now take place at London Underground's HQ, 55 Broadway, St James Park, SW1, unless otherwise indicated, with a 17:30 for 18:00 start.

18 January: DfT Stations Review: Talk by Chris Green at LU HQ.

22 January: First IRO Golden Whistles awards sponsored by *Modern Railways*.

Hosted by The Fourth Friday Club, Grand Connaught Rooms at 12:15 for 12:45. Tables of 10, at £900 each, available through Chris Shilling on 077 36635916 or by emailing: chris@shillingmedia.co.uk

4 February: Young Railway Professionals Launch – The launch of the new Young Railway Professionals at IMechE on Birdcage walk. Meet at 18:30, nearest tube Westminster.

8 February: Good Practice Workshop – Performance. Time: 16.30. Venue: London Fenchurch Street Station.

For further information on the IRO South East Area please contact Alex Hellier at southeast@railwayoperators.org

More details of area events listed in 2010 are listed on the IRO website at www.railwayoperators.org/Events.aspx