



NORWICH RAILWAY STATION

The End Of The Line

Sadly the main innovation of the supposedly dynamic private train-operators has been the extreme marketisation – that is, complication – of fares.

The case for rail renationalisation can actually be made on the ground of simplicity and elegance. If we had a unified railway, and fares were too high – they are – we would know who to blame: the Government. It would be running the show, instead of making interventions from the wings, 'randomly capping fares when public outrage flares.

Under British Rail, £2.4 billion a year came from the public purse; today the figure is approximately £4 billion. The privatised companies claim that this due to the increase in people using the trains and an investment programme attempting to keep pace with the soaring demand. Network Rail, the infrastructure company is responsible for this 'heavy lifting' with the Government determining the policy and securing the £30 billion debts, so the public purse continues to pay - to secure private profit.

The operating companies, might occasionally lease new trains from the rolling stock providers, but more often it's a case of a new coat of paint on the trains of the previous operator and/or new fillings in the sandwiches.