

In The News | 6th September 2022 | Latest Rail News

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Go-Ahead has been hit by a cyber security incident after unauthorised activity was detected on its network yesterday, the operator revealed.

An article on City A.M says the public transport operator stated there was “no impact on UK or international rail services which are operating normally.”

Go-Ahead said it “immediately engaged external forensic specialists” after the hack was discovered and has since “taken precautionary measures with its IT infrastructure”.

A hydrogen-powered train is being tested in Scotland.

An article in The Herald says a former ScotRail train which has been converted to run on hydrogen is being trialled on the five-mile Bo’ness & Kinneil Railway heritage line in West Lothian.

The first hydrogen train entered passenger service on a line west of Hamburg in Germany in August.

Hydrogen is being considered for a new ScotRail fleet on Highland and other long-distance rural lines where electrification of the routes is not seen as cost-effective.

The construction of an HS2 interchange in Solihull could support about 1,000 jobs over the next five years, the West Midlands mayor has claimed.

An article on the BBC website says Andy Street, Conservative, said the station serving the high-speed rail network would be “transformational” for the region’s economy.

The contract, recently awarded to Laing O’Rourke, would also create 22 new apprenticeship roles, he added.

All Tube and Elizabeth line fares for journeys that go through Zone 1 and start or end at Heathrow Airport will now be charged at peak rate.

The change was introduced on 4 September, with Transport for London making the announcement on 3 September.

From 4 September, the charge for an new Oyster card increased from £5 to £7.

Due to the financial challenges caused by the pandemic, Transport for London (TfL) has required extraordinary funding from Government to continue safe and efficient operation of the transport network. Significant conditions have been put on this funding.

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Photo credit: Transport for London