



FROM THE EDITOR

WITH APOLOGIES to Douglas Adams, trains are big. Really big. It's easy to forget how vastly, hugely, mind-bogglingly big they are. I mean, you may think the boot of your car is pretty roomy, but that's just peanuts to a train.

The notion that you can slot only two bikes inside a train is like P&O pulling up the car ramp after a couple of drivers have rumbled aboard, then demanding that any additional drivers wanting to travel invest in a folding car with little wheels that doesn't drive as well.

I'm not knocking folding bikes (maybe a bit); I own a 16-year-old Brompton that's supremely useful. But sometimes a folding bike isn't what you want or need. I've been on trains with a touring bike, a road bike, a town bike, a mountain bike, a time trial bike, an electric bike, a cargo bike, even a triplet.

Sometimes it was fine. Sometimes it was needlessly stressful. (What if I missed the connection? What if all the spaces were taken? What if the train was replaced by a bus?)

On the face of it, free reservations for bikes on trains sounds great. Not needing to reserve at all? Even better! Yet it's a system that only works when small numbers of cyclists use it, and it's sufficiently awkward that only a small number do. Catch 22.

Better to pay a small fee for guaranteed bike carriage and for 'roll-up, roll-off' access, with no folding/disassembly required. Eurostar's new policy is a case in point: two *unboxed* bikes can travel per train. It's a modest but critical step forward. We're getting there.

DAN JOYCE
Cycle editor



Clockwise from far left: Huw Poraj-Wilczynski, D Joyce, T Uptfold

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ON THE COVER
Cycling UK's Sam Jones in Paris, by Huw Poraj-Wilczynski



Founded in 1878



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