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EXPORTING TO SWITZERLAND BY RAIL

Constantine Forwarding, in association with its partner Basler Lagerhause und Speditions-gesellschaft A.G. (BLG), are co-operating in a major UK export business — the direct export by rail from the UK to Switzerland of cargoes of metal wire. Recently loads have been shipped by rail out of Constantine Terminals' No. 2 Shed at L.I.F.T. at the rate of 500 tons per month.

Loading and unloading of rail ferry wagons takes place under cover in Constantine Terminals' No. 2 Sheed at L.I.F.T.

RAIL REVIVAL

"For the last ten years the driver-accompanied road trailer has had everything going for it in the transport business", said Mr. R. D. Smith, Marketing Director of Constantine Forwarding. "Now rail is staging something of a revival — and with our facility at L.I.F.T. we are interested in encouraging this, by providing the essential link for UK exporters/importers who are not themselves rail connected. We provide a service that is both efficient and cost-effective, on a door-to-door basis. One example — obviously a good one — emphasises the point.

Recently our German partners — G. L. Kayser — decided to despatch two rail wagons with cargo normally shipped by road.

The two wagons were positioned in their sidings at 12 noon on a Friday, and were loaded and despatched on the afternoon train at 16.30 hours. By 08.00 hours the next Monday, the wagons were available for discharge at Constantine Terminals' No. 2 Shed at the London International Freight Terminal — unbeatable!

As a result rail is now recapturing a proportion of the heavy cargo business", concluded Mr. Smith.

Three things have been responsible for the revival of interest in rail. These are:

a. the introduction of the 55-tonne high-capacity rail ferry wagon to complement the standard 20-25 tonne wagon.
b. the introduction of international rail freight tariffs which enable specific transport tasks to be costed more accurately and rapidly.
c. the improvements achieved by the control of rail rolling stock movements brought about by the implementation of the "TOPS" electronic control system by British Rail, linked with the other European rail administrations.

To operate an efficient European rail-freight service co-operation between the national railway organisations is essential, as well as excellent co-operation between the forwarding organisations at either end — as exemplified in the case of the metal wire shipments by Constantine Forwarding and BLG.

The increased volume of cargo being handled by rail is facilitated by the unit-load lifting capability within Constantine Terminals' No. 2 Shed of up to 12,000 lb.

No. 2 Shed, operated by Constantine Terminals Limited, is an integrated warehouse and road/rail transit facility. The covered goods storage area is some 60,000 sq. ft. (5,600 sq. m.) and this includes a bonded store with resident customs clearance services. Up to 18 rail ferry wagons can be accommodated in the warehouse under cover for loading and unloading and road trailers and containers can also be loaded and unloaded into the same transit areas, thus facilitating the efficient transhipment of cargoes from one transport system to another.

SWISSAIR INTRODUCES GATE CHECK-IN AT HEATHROW AIRPORT

Swissair has introduced gate check-in for all its flight departures from Heathrow Airport, Terminal 2. Passengers with hand baggage only can now go straight to the gate lounge for check-in and can now be accepted up to 20 minutes before scheduled departure time. Gate numbers are displayed on the video screens in the main departure lounge from 40 minutes before departure.

Passengers with baggage to register can do so at one or more clearly designated Swissair desks in the main British Airways check-in hall on the ground floor. A baggage check is affixed to their air tickets and they can then proceed to the gate for check-in. Passengers with baggage to register should do so as up to now not later than 40 minutes before departure.