



Even folding trikes are seldom allowed

## TRIKES AND TRAINS

I would like to support all the points Simon Holmes made in his letter in the April/May edition. It is hard enough to get bikes on trains, particularly when the almost inevitable cancellation of a train occurs. However, I would like Cycling UK to spare a thought for those of us who use unusual cycles, often due to disability or to transport children. I have not been able to get my tricycle on a train.

To quote Network Rail: "I regret to inform you that tricycles are not usually carried unless otherwise permitted under a Train Operating Company's cycle policy." I have yet to find a rail company I have access to that has a policy to allow my trike on a train, even for disability purposes. If we want to see more people cycling, surely Cycling UK should be supporting more cycle places on trains – including those for unusual cycles.

**Jim Hope**

## E-BIKE FORK FAILURE

Two months ago I had an unusual cycling accident, from which I am still recovering. I was cycling along a quiet road when the steerer tube sheared at the fork crown, sending me over the bars face down onto the road. I was taken by ambulance to hospital.

I had had the bike (a Marin) converted to an e-bike by Cytronex. Marin says the bike's frame warranty is void because of the conversion. Cytronex said the bike was suitable for their conversion. The bike was a specified item on our Admiral house insurance policy yet no one is accepting liability and Admiral refuses to pay out. I am advised that there is no chance of winning any legal case.

Engineers and cycle mechanics have concluded that the accident was caused by metal fatigue of the

fork crown. I wonder if any of your readers have also had any catastrophic failures with an e-bike conversion, and lack of acceptance of any liability?

**Dr Bob Broad**

## REWRITING HISTORY?

I disagree with Nicholas Oddy's stating (Book review, Feb/Mar issue) that the Macmillan story is a myth. Andrew Ritchie's book, 'The Origins of the Bicycle', contains 50 pages of transcribed 19th century source material, intended to be complete, making it easy to follow his analysis. He does not rely on the only contemporary evidence, the useless 1842 Glasgow newspaper article, but on all the non-contemporary evidence considered during the British cycling fraternity's ~1890 investigation.

Oddy seems to be saying that lack of contemporary evidence is evidence of lack. However, Ritchie is convinced that: (i) there is too much other evidence, too consistent to be ignored; and (ii) Macmillan built a bicycle, based on witness statements that he added driving gear to a hobby horse. The evidence persuades me to agree. Does Oddy have new evidence which backs his assertion that "the Macmillan story is bogus"?

**Chris Jeggo**

*Nicholas Oddy will certainly have backed up his assertion in his talk, 'Kirkpatrick Macmillan, the inventor of the pedal cycle or the invention of cycle history?' at the 1st International Cycling History Conference in Glasgow in 1990. When I was looking for a reviewer for the Macmillan book, I asked cycle historian Tony Hadland, co-author of Bicycle Design. "No one," he told me, "knows more about Macmillan than Nicholas Oddy." That's good enough for me!*



Contemporary evidence is absent

Left: Getty Images. Top: iCanFixes.co

## Photo of the month



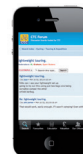
## TGV CYCLE CARRIAGE

Here's my unbagged bike on a TGV [Paris-Lyon] for the first time. Some TGV units now have a luggage space in coach eight dedicated to bikes. You can only book it with an SNCF ticket; the €10 fee is added to the ticket price. To see which trains have spaces, select the 'with bicycle' option at [snfc-connect.com](http://snfc-connect.com). There were also people on my train with dismantled bikes in bags. No charge for that.

**Clive Parker**

## CYCLING UK FORUM

Get immediate feedback from other members at [forum.cyclinguk.org](http://forum.cyclinguk.org). Here's an abridged extract from a recent thread: [cyclinguk.org/how-do-you-carry-big-shopping](http://cyclinguk.org/how-do-you-carry-big-shopping)



### HOW DO YOU CARRY BIG SHOPPING?

**plancashire:** How do you shift big shopping? I use a Burley Travoy trailer. Detached from the bike, it is a good shopping trolley.

**diapason:** Carry Freedom Large Y-trailer behind either my ICE or F-frame Moulton. Black recycling box holds a week's shopping.

**Nearholmer:** We cheat, by living about a mile from the shops, so barely ever fetch more than a pannier's-worth.

**PH:** I have a trailer but hardly ever use it. I live in a first-floor flat and getting the trailer out is a bit of a faff. I have a bike with rack sturdy enough to take the load and some big panniers.

**Pendodave:** I don't do large objects but I did have 22kg split over two panniers coming back up the hill from Sainsbury's last week.

**gaz:** For many years, a pre-loved Raleigh Mule and a pair of ancient Carradice panniers. Last year I treated myself to a Black Friday deal on a Burley Nomad.

**willp01908:** I use a Topeak Journey trailer. I like the single wheel – on the cycle tracks in MK, there are bollards all over the place.

**pjclinch:** I tend to do little and often with just panniers on a more conventionally sized bike, but when it's something big or quite a lot it's the 8-Freight cargo bike.

**bohrrsatom:** My Tern HSD has two 37-litre panniers which are more than enough to swallow a big shop, and I attach bulkier stuff to the rack with a couple of ROK straps. For really large loads I have a Burley Flatbed trailer. I've used it to carry all sorts of stuff, such as a coffee table.