

# The Rages Rag

Newsletter of Rail Action Group, East of Scotland

www.rages.org.uk

Issue No. 15 - October 2002

## 1862 Signatures for the Re-opening of Reston Station

This excellent total of 1862 signatures consisted of 1701 collected by RAGES and 161 by Euan Robson MSP.

Euan arranged for the petition to be handed over to John McAllion MSP on Thursday 3<sup>rd</sup> October. Barrie Forrest and Joyce McLean having done sterling work in collecting signatures, attended the Scottish Parliament with Tom Thorburn. John McAllion was very receptive to our plight in East Berwickshire and indeed to rail as a whole. We will hopefully get a three minute slot to put our case to the Parliament on 5<sup>th</sup> November, with subsequent questions thereafter. Euan showed us round the debating chamber and arranged our tickets for the afternoon debating session. Later we met Christine Grahame MSP and on enquiring the reason for our visit, she reiterated her support for the Reston re-opening.



### Other Reston News

Politicians and the Scottish Borders Council Planning Department have visited the proposed station site at Reston.

On 14<sup>th</sup> July Barrie Forrest and Tom Thorburn showed Christine Grahame MSP around the Railtrack (now Network Rail) advised location of the new Reston station. Being suitably impressed by the site and the fact the land will be made available for the car park and access road, she said that she would continue to fight for Reston.

Our next visitor to Reston was Council Convenor John Ross Scott on

27<sup>th</sup> August. Present at this meeting was farmer Hugh Veitch who very kindly, on our behalf, reinforced the point to the Convenor that land was available for the station. John now accepts that Dunbar and Berwick station car parks are past

their capacity and will support Reston. One lesson to be learnt from this visit is to fully brief the local press photographer, who unfortunately gave his version of where the station would be – not ours.

Jevan Fraser of Scottish Borders Council Planning Department and Brian Frater from Roads Department visited Reston on 25<sup>th</sup> September to re-draw the Local Plan. This meeting was attended by Barrie, Ted Clemit, Chairman of Reston and Auchencrow Community Council, Hugh Veitch and Tom Thorburn. Jevan and Brian suggested that our second option for the station access road, at the now closed auction mart lorry entrance, would indeed be their choice. Brian was very helpful with suggestions on road layouts for the car park.

Councillor John Elliot continues to query Scottish Enterprise Borders as to why the Reston station re-opening feasibility study is not receiving funding like its Central Borders Line counterpart

- albeit the money required for Reston is very small by comparison.

At the RAGES AGM Councillor David Jones questioned Transport Minister Lewis Macdonald on the problem caused by GNER withdrawing the 23.00 service from Edinburgh which stopped at Dunbar and Berwick and as to when Reston was going to get its station. This would allow the local populace the opportunity to get into Edinburgh for work and leisure. David also runs a B&B and his guests wished to have access to Edinburgh by train. The minister replied 'The GNER franchise is renewed in 2005 and the lack of a late train should be featured then to try and ensure its provision is featured in the specification. Regarding Reston station it is for Scottish Borders Council, and the local community, to put forward a scheme on costs to go to the SRA for consideration'.

Welcome to this issue of The Rages Rag, which we intend to publish regularly. It will be the main means of communication with our members.

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The editor invites contributions which should be sent to him at the "Published by" address at the foot of page 8.

# RAGES Third Annual General Meeting

The third annual general meeting of RAGES was held in the West Barns Bowling Club on 14 August 2002 when around 24 members were present, with 17 giving their apologies. One of these was unable to attend as there was not the 23:00 hrs GNER service back to Berwick!

Members were welcomed by the chairman, Tom Thorburn.

## Résumé of the group's third year

Excellent distribution of *The Rages Rag* had been achieved with electronic RAGES information being used by an increasing number of members. Progress has been made on the North Berwick lines, with most journeys now worked by Class 322 units, and hopes of a Dunbar local service improved with East Lothian Council and ScotRail promoting driver training on the line. A downside, however, was the withdrawal of the GNER 23:00 hrs Edinburgh-Dunbar-Berwick-Newcastle service. Work had been done to try and ensure that buses were more able to connect better with trains – the North Berwick to Dunbar service had been extended to cover Poppyfields at peak times to connect with GNER trains. Work had been carried out on promoting feasibility studies to restore trains to Haddington and the re-opening of East Linton Station, whilst Euan Robson MSP had also assisted in striving for a re-opening of Reston station with his petition.

## Chairman's Report

Tom Thorburn thanked all Committee members for their help and assistance during the year and also East Lothian Council for their support.

Although much of the Chairman's work had been noted in the above résumé, Tom referred to an invitation to a Rail Passenger Council meeting which he and Barrie Forrest had attended. At this meeting, they had met with the Railtrack Director of Safety, Chris Leah, who provided them with an excellent contact in the form of Willie Black – East of Scotland Signalling Manager. Some of the RAGES committee members spent a Saturday with Willie Black looking at the opportunities for restoring loops at Reston, initially to help freight traffic, and the signalling implications.

## Secretary's Report

Roy Mitchell advised that Committee meetings were held every 6 weeks to allow topics to be discussed and for any action to be agreed. Regular correspondence with ScotRail and GNER was undertaken. A public meeting had been held in Haddington to discuss restoration of rail services whilst RAGES had also made a presentation to Gullane and Area Community Council.

## Treasurer's Report

In the unavoidable absence of Ian Bowman, the chairman presented the figures and read Ian's report.

There had been an increase in subscription rate from £2 to £3. The total income was £723.40.

The main increase in expenditure was for production and distribution of the newsletter. In particular printing charges

increased from £92.00 last year to £269.00 this year. Stamps and envelopes cost £302 and £20 respectively.

RAGES continues to be a member of Transform Scotland and of Railfuture at a cost of £20 and £17.50 respectively.

## Membership Secretary's/Editor's Report

Russell Darling advised that there were now 193 members of RAGES, representing a 69% renewal rate. Reston and Haddington had the higher percentage of renewals, probably reflecting the desire of local residents to see rail routes restored. In particular, thanks were expressed to Barrie Forrest for the work he had carried out in raising the profile of the organisation in Berwickshire and the Eastern Borders.

Four newsletters were published during the year, with 23 members now accepting them by e-mail. E-mail registered members, of which there were 72, also received electronic newsletters that disseminated up-to-date ad-hoc news on rail services.

The website address had been given greater prominence, resulting in 650 hits to the site compared with 225 last year.

## Election of Office Bearers

Before Tom Thorburn was re-elected as Chairman, tribute was paid to him for his work done over the past year. After James King had resigned from RAGES during the year, the Committee elected Barrie Forrest as temporary Vice Chairman. This was ratified by the meeting. To replace Glenn Moulding as Dunbar Representative, Wilma Brennan volunteered and was accepted. Geoffrey Evison was elected to a new co-opted position of Berwick Representative.

Ian Bowman (Treasurer), Allison Cosgrove (East Linton Representative), Russell Darling (Membership Secretary and Newsletter Editor), Charlie Marshall (North Berwick Representative) and Roy Mitchell (Minute Secretary) all wished to remain in post and were appointed unopposed.

## Amendment to the Constitution - Withdrawal of Membership

It was agreed that membership may be withdrawn from anyone who was likely to discredit the organisation.

## James King

John Denning proposed that appreciation be recorded to James King for his work as Vice Chairman and North Berwick Representative. James had had to resign from the Committee upon his appointment to the Rail Passenger Council for Scotland to avoid any conflict of interest. This was seconded by Judy Hayman and supported by the meeting. James was also a founding member of RAGES.

## Guest Speaker

Lewis Macdonald, MSP and Deputy Minister for Enterprise, Transport and Lifelong Learning, but responsible for transport,

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# Lewis Macdonald

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had kindly agreed to address the meeting.

Mr Macdonald advised that events over the past 40 years - the Beeching Rail Closures, a policy in the 80s and 90s that provided road space on demand, bus deregulation and privatisation of bus and rail services - had created an unbalanced policy in favour of road transport. The Scottish Parliament was attempting to end this imbalance by doubling expenditure on rail transport over 7 years, but still ensuring that road transport had around 60-70% of the overall funding. Considerable work had already been done and copies of the Transport Delivery Report outlining improvements in South East Scotland were circulated.

However, given the growth of car ownership and congestion problems in some communities, it is acknowledged that work



has to be done to prevent major environmental damage and gridlock and therefore key strategies concerning the rail network include:

- The introduction of a 15 year franchise from March 2004 to replace the existing ScotRail franchise
- Upgrading of Waverley Station
- Further work on the Waverley Line.

The new franchise will not be a fixed 15 year arrangement, but will be flexible so as to allow enhancements and variations to take place to services. Details of the requirements are now being handled in Edinburgh and not London as previously.

Mr Macdonald emphasised that rail had a key role to play in reducing congestion and he welcomed any questions from the floor.

**Q** Councillor David Jones, also a bed and breakfast owner in East Berwickshire, said that guests are disappointed that there is no 23:00 hrs train from Edinburgh to Dunbar and Berwick. With car parking at Berwick and Dunbar stations also becoming increasingly difficult, there is growing support for the re-opening of Reston Station. What are the views of the Minister?

**A** The GNER franchise is renewed in 2005 and the lack of a late train should be featured then to try to ensure its provision is featured in the specification. Regarding Reston station it is

for the Scottish Borders Council, and the local community, to put forward a scheme on costs to go to the SRA for consideration.

**Q** John Fortune of Drem - Plans are for a large number of extra houses in the Drem area - some inhabitants will use the rail service to Edinburgh, but then be decanted to diesel buses to complete the journey. Could not light rail be an alternative with funds provided from road user charging?

**A** It is up to City of Edinburgh and other local authorities in the area to seek the best way these funds may be used in accordance with their local transport plans.

**Q** Jackie Bell of Belhaven - There are few signs of integrated transport - most buses do not meet trains and no Virgin Trains stop at Dunbar. Are there any plans to improve this?

**A** If local authorities are unhappy with local bus services, they can look into the introduction of Quality Contracts that determine service levels and which can offer better integration. Tom Thorburn advised the meeting that ELC had in fact extended the North Berwick-Dunbar route to serve Poppyfields and connect better with peak hour trains.

**Q** Judy Hayman of Haddington - New East Lothian settlements largely follow the A1 and rail corridors - what provision has been made to ensure that there will be enough rail capacity?

**A** This will need to be addressed by the new franchise in discussion with SRA.

**Q** Barrie Forrest of Reston - The Waverley line restoration features heavily in Borders policies, but Reston seems to be promoted far less.

**A** The need to look at this provision should be part of the new franchise.

**Q** Geoff Evison of Berwick-upon-Tweed - Very little work is being done on NEW rail links - the few schemes in place, e.g. Stirling to Alloa, are restoring old lines or upgrading freight tracks.

**A** Yes - but although, for example Stirling to Alloa is technically a railway, there is considerable work needed to be done to upgrade the resource.

**Q** John Home Robertson MSP for East Lothian - Although there are plans for development in East Lothian we must not forget that developers should be required to invest in infrastructure and rail improvements.

**A** Accepted and East Lothian Council should consider this when assessing applications.

There being no further questions, Mr Macdonald was thanked by the Chairman for his comments and appreciation was expressed for him taking the time and trouble to speak at the meeting.

# Dunbar News

By Wilma Brennan

September 29<sup>th</sup> was a red-letter day for commuters from Dunbar. The winter timetable was introduced along with car-parking charges.

The first train in the morning leaves 3 minutes earlier and, during the first two weeks, quite a few commuters missed the train. Most services from Edinburgh to Dunbar now leave five minutes earlier with the exception of the 18:32 which is three minutes later.

Despite a petition, a letter from RAGES and a local councillor and intervention by our MSP John Home Robertson, GNER have implemented the threatened car-parking charges. The majority of commuters are now boycotting the car park and no doubt causing annoyance to local residents by parking in streets adjacent to Station Road – but who can blame them? Train fares are expensive enough without the extra burden of

parking fees.

Season-ticket holders have had a slight reprieve as they were able to purchase a parking permit valid until the end of December, an option taken up by a minority of commuters, but GNER have so far failed to indicate the cost of permits after that date. Call me cynical but GNER have introduced these charges when they realise they have a captive audience with the new housing developments and far from helping the environment, they are causing twice the number of car journeys as more and more commuters are driven to and dropped off at the station.

The main points of a recent letter from Christopher Garnett, replying to our concerns about car parking and the withdrawal of the 23:00 hrs service from Edinburgh, are summarised on page 4.

# North Berwick Service News

By Charlie Marshall

Travellers on the North Berwick service have generally been enthusiastic about the new class 322 units, which are considerably quieter and more comfortable than their predecessors. Given the problems with the track around Prestonpans, timings are generally fair. There remain two sources of complaint: the insistence on ticket collecting staff being responsible for opening the doors and a failure to inform passengers fully about train delays.

The result of waiting, sometimes up to a minute, for the doors to be opened at a station, results in a degree of irritation wholly disproportionate to the period of time spent waiting. I understand that 'work practices' are involved, which are not mirrored on Strathclyde Transport trains, where the driver is responsible for opening and closing the doors. The passengers' point of view is that it matters not who opens the doors so long as they are opened promptly!

Passengers awaiting late trains are still frequently having to resort to telephoning national rail enquiries in order to ascertain information about late or cancelled trains. Most such delays occur during peak periods, because that is when most train movements take place. I would have thought that a manager could be on duty somewhere on the network during peak hours to:

- keep fully up to date with network information
- man a telephone to inform passengers as to what is happening.

To emphasise this I turned up to a wet Longniddry at 0700 on 16th October to find one would-be passenger attempting to find out where the 0703 was. Apparently, an announcement had been made some five minutes earlier - before most passengers had arrived. There was no response from the ScotRail number and national rail enquiries had no further information. There were no further announcements, at least not before 0715, when I walked off to take the bus instead.

It simply underlines the importance of ScotRail getting their act together and taking some direct responsibility for keeping customers informed as to what is happening. If this state of affairs continues I can see ScotRail passengers deserting *en masse* for other forms of transport. Obviously, mistakes and/or breakdowns will occur, but failing to keep passengers informed is a gross abrogation of customer service and is simply not good enough.

## Revenue collection

This has improved, with additional staff being deployed during peak periods, but the corollary seems to be an absence of staff on some off peak services. I imagine the 'swing' in this case is more profitable than the 'roundabout' but it is galling for fare paying passengers to travel with freeloaders.

## Facilities

Longniddry Station shelters are in very poor shape: they let in the rain and the plastic cladding is frequently cracked or broken. Passengers are fully aware of the threat of vandalism in unmanned stations but little of this damage is recent.

## 322 refurbishments

Thanks are due to those who contributed to our request for this. Our suggestions have been forwarded to ScotRail for their consideration. More details can be found on page 6.

Finally, and somewhat outwith my remit, ScotRail has done a good job on the Crossrail project. The 50p per day semi-secure parking is cheap and adequate whilst the service offers a real choice to passengers who wish to park and drive.

# GNER Snippets

Christopher Garnett, Chief Executive of GNER, recently received a coveted safety award. This was for achieving Level 7 status for its safety processes in the International Safety Rating System and is the only British rail operator to do so. Level 10 is the highest. It joins a gold award from the Royal Society for the Prevention of Accidents. Well done GNER.

Also congratulations (!) to Sean English, GNER's station operations manager, and Linda Hay, Edinburgh Railtrack worker, for taking part in a 'bean your boss' stunt to raise cash for the Railway Children charity's MAD (Make a Difference) Day.

All in all, these and other stunts raised £800 for the charity. Well done to them.

Dunbar has been voted the Best Small Station of 2002 at the recent National Rail Awards. Well done to the Dunbar Staff.

## GNER replies to RAGES letters on the 23:00 hr service and Dunbar parking

In his letter the Chief Executive, Christopher Garnett, says that the improvements to the car park this time round are to provide disabled access and additional parking spaces which are unfortunately "... providing proper spaces where people parked on an illegal basis". The reason for the £10 charge for season ticket holders who parked at Dunbar was to discover how many of them there are! RAGES believes that many of them now park their cars elsewhere. He says that there are around 22 "taking advantage of this arrangement" and he is yet to decide about the rates for 2003.

In relation to the 23:00 hrs service from Edinburgh to Dunbar and beyond, he reiterates that usage was small and that Waverley has limited access at this time during the replacement of the signalling system (to continue until 2004), but RAGES disputes this limitation. He adds that the journey time from Newcastle has worsened by 45 minutes which would prejudice the time needed to service the train overnight.

He finishes by stating that "we think this station is now operating extremely well." and hopes that the matter of parking has become clearer.

RAGES will be replying again.

## Ticket Barriers at Waverley

It was reported in a recent Evening News that ScotRail was seriously looking at installing ticket barriers next year initially at Waverley, Haymarket and Glasgow Queen Street. Their need for these was highlighted when 38 passengers were recently charged at Waverley and Haymarket with "travel fraud" when they claimed they had boarded the train at South Gyle when in fact ticket barriers had been in place at South Gyle to ensure that no-one boarded a train without a ticket!

RAGES has, for some time, been telling ScotRail and GNER that people do travel without tickets and that the conductors do not always check tickets on some trains.

## Some good news from GNER - train overhauls

The Railnews paper reports that GNER and its contractor Bombardier are upgrading the 125 power cars. Reliability has gone up by 30% and oil consumption halved on the nine power cars overhauled since May 2001. Some of them have been in service for up to 25 years during which each has covered some seven million miles (15 trips to the moon and back!)

Unreliable machinery has been replaced with up-to-date equipment, but where the original design works well straight replacements are installed. The train protection warning system (TPWS) and a greener fire control mechanism are among the new safety features installed. Problems with electronics, the wheel slip system, wiring and cooling are also being addressed.

The engines have been adapted such that half of it shuts down if it has been idling for 45 seconds. This improves the engine's life, reduces oil consumption and has made it more environmentally friendly.

The driver's cab has been improved with better insulation, a new seat and a clearer dashboard. The old guard's van on the

power car has been transformed into storage space for luggage and bicycles.

It is expected that the 125s will need to be replaced by 2012.

Also being overhauled are the Mark IV coaches of the 225 electrics. This will last until 2005 and covers repainting and an interior refit.

### Membership

We now have almost 200 members again from around the counties.

Please encourage your neighbours or fellow passengers to join RAGES.

Membership forms can be obtained from committee members, whose names can be found on your membership card.

# Class 322 Refurbishment

Our suggestions on the possible refurbishment and improvements to the North Berwick service 322 electric multiple units are detailed below. These were sent to ScotRail for their consideration.

## Seats

Clean and re-upholster where necessary. Fix seat squabs.

Open out the legroom at expense of one row of seats. Many of the airline style seats in the former standard class area have too little leg room, whilst the facing seats also are too close. Capacity would be unaffected since many people appear to want to stand instead of suffering poor leg room.

The former first class seating offers more comfortable accommodation, although the door and partition of what was presumably a first class smoking car should be removed.

Where fitted, the tables should be retained.

## Luggage Space

If some space is lost owing to widening of the seat spacing, this is unlikely to cause any difficulties. However the bottom shelf of the rack should be removed to allow buggies and large rucksacks to be stored.

## Wheelchair and Bicycle Spaces

These should be clearly marked. If possible could one cycle space possibly be made large enough to accommodate a tandem.

## Door Equipment

Place controls in each coach to allow conductor not to need to return to the back of the unit to open the doors (and encourage more fare collection)

## On-board Information

Fit information system displays in vestibules similar to those on class 320 units.

## Exterior

Preferably re-paint in ScotRail livery. If not possible then ensure that at least the units are cleaned and have colour contrasting doors. Passenger door controls should be upgraded similar to the class 150 units. Larger and clearer destination blinds are also needed.

# RAGES suggestions to SRA

RAGES recently wrote to the Strategic Rail Authority outlining what we would like to see included in the present packages being put forward or addressed in the East Coast Main Line upgrade:

- Conversion of the Engineers up and down sidings to form passing loops at Reston to passenger standard. These loops would cater for the increased volume of freight services using the route (due to the closure of Longannet deep mine there is now more coal trains, not to mention future growth) and to allow for an easier re-build of the new station being proposed.
- Repositioning of the Reston ground frame controlled crossover 47¼ miles south of Edinburgh to a position within the reinstated passing loops at Reston. Currently the ground frame controlled crossover is in an inaccessible position whereby when it has to be used, workmen have to tramp up to half a mile (at times with gas bottles) through fields from the nearest road.
- Reinstatement of the down passenger loop and platform at Dunbar. This loop was removed at line electrification when it was envisaged that Dunbar would not see a large amount of passenger usage or growth. This has proved not to be the case whereby passenger numbers have exceeded all expectations and GNER have increased services into Dunbar. At times GNER sets have to wait outside the station on the mainline whilst a set travelling in the opposite direction sets down passengers in the single station loop.
- Retention of the existing main line (affected by mine working subsidence) between Wallyford and Prestonpans when the diversion line is opened to provide a quadruple section that can be extended in the near future.
- Signalling upgrade of the Monktonhall Junction via Millerhill to Newcraighall to passenger status to allow services to divert off the main line, enabling Newcraighall to be called at by ECML services.
- Quadrupling of the lines through the Calton Tunnels (this was reduced to twin line during ECML electrification) and reinstatement of the Abbeyhill triangle. This quadruple running from Waverley to Powderhall Branch Junction, some 1.875 miles will greatly reduce this pinchpoint.

On this last point, RAGES has raised the Abbeyhill triangle before when it was discovered that building might take place on it. An article in a recent Evening News was suggesting that this loop could be the answer to tackling congestion in Edinburgh. The Edinburgh Railway Action Group hoped that the loop could be re-instated and linked in with the south suburban line. The Group wanted to see three stations built: Abbeyhill; Meadowbank and Piershill. This would be impractical until Waverley station was redeveloped. Older members will remember trains on the Edinburgh suburban line sometimes went via Abbeyhill and Piershill, as did trains to North Berwick. The loop closed to passengers in 1962.

# Scottish Parliament Transport and the Environment Committee Report

This report is on the Inquiry into the Rail Industry in Scotland. The full report is available at the following web site: [www.scottish.parliament.uk/official\\_report/cttee/trans-02/trr02-15-01](http://www.scottish.parliament.uk/official_report/cttee/trans-02/trr02-15-01)

The editor would like to acknowledge CRAG for pointing this out to RAGES. The associated News Release is summarised below:

A clear overarching strategy for the development of rail in Scotland was demanded today by the Scottish Parliament's Transport and the Environment Committee.

In a major inquiry into the rail industry in Scotland, the Committee's report recommends that a new, robust concordat be established between the Scottish Executive and the Strategic Rail Authority (SRA). The Committee wants to see a more coherent vision of rail priorities, and clear lines of responsibility and leadership to aid the delivery of rail projects in Scotland.

Specifically, this concordat should:

- Establish a substantial SRA office in Scotland;
- Set out funding levels for rail spending to 2007-08, through the Scottish Executive and the SRA;
- Publish a list of Scottish Executive and SRA projects, with timeframes, for delivery over the next five years.

In addition, the Committee makes recommendations to help remove short term 'bottlenecks' in the system that currently prevent rail delivery. The Committee also identifies seven specific priority projects, which should be completed within five years.

Convener Bristow Muldoon said:

"With the establishment of Network Rail and the imminent replacement Scottish rail passenger franchise, the time is right for a fresh start for the rail industry in Scotland."

## Other Key Recommendations

As well as the new strengthened concordat between the Scottish Executive and the SRA, the Committee recommends:

- The Scottish Executive should act to ensure Scottish interests are fully represented by the Strategic Rail Authority (SRA)
- Initiatives should be implemented to remove barriers to short-term rail delivery
- The Scottish Executive should pay the majority of passenger track access charges directly to Network Rail to aid transparency
- A transparent and accountable Scottish division of Network Rail should be established with a requirement to prepare annual reports and business plans
- A higher rail passenger target should be adopted for the period between 2002 and 2006 and that a rail freight growth target should be set for 2003 to 2006
- Arrangements should be concluded by the Scottish Executive for the provision of extra rolling stock by December 2002 as part of an orderly transition to the new Scottish franchise
- The Scottish Executive should issue consultations or commission research on:

- ♦ The potential merits of implementing the Glasgow Crossrail project and a Scottish express rail network
- ♦ The advantages and disadvantages of extending Strathclyde Passenger Transport or creating other Passenger Transport Executives in Scotland
- ♦ Whether public transport fares, including rail and multi-modal tickets, reflect the objectives of the Transport Delivery Report
- ♦ The implications of the conclusions of the current study of north-south high-speed rail services being conducted for the SRA.
- It is recommended that the following projects be incorporated in the proposed Scottish Executive / SRA Concordat and that a commitment is given for completion within five years:
  - ♦ Initial capacity improvements at Edinburgh Waverley and the related provision of Edinburgh Park station (providing the capacity required for improvement in the frequency of trains using Waverley, allowing expanded inter-city services and aiding further growth in rail commuting, including options such as Edinburgh South Suburban Services and extra trains from West Lothian and Fife)
  - ♦ Lengthened platforms to permit longer trains to the Ayrshire coast, East Kilbride, Bathgate and Fife
  - ♦ Restoration of quadruple track between Shields Road and Paisley Gilmour Street, to provide extra capacity for freight, Ayrshire coast passenger trains (including Prestwick airport) and potential services to Glasgow Airport
  - ♦ Provision of extra passing loops between Barrhead and Kilmarnock and Aberdeen and Inverness (allowing improvements in frequency and reliability)
  - ♦ Reopening of the Stirling-Alloa-Longannet line (allowing freight to be diverted away from the Forth Bridge and the busy stretch of line through Linlithgow)
  - ♦ Electrification of the Rutherglen-Whifflet line (permitting diversion of present services to the Argyle Line and their extension to central Lanarkshire/Wishaw and also releasing capacity at Glasgow Central High level)
  - ♦ Integrated provision of quarter-hourly services from Glasgow to Milngavie and (using the Argyle line) from Glasgow to Hamilton with half these services extended over a reopened and electrified branch to Larkhall.

Turning to the second priority for action, the Committee wishes to highlight three elements of a medium to longer-term vision for rail:

- The full specification and phasing of plans for a substantial expansion of capacity at Edinburgh Waverley
- The development of Crossrail links across Glasgow
- The creation of express rail services interlinking Ayrshire with the Central Belt, the north-east and Inverness and including through services giving direct rail access to Prestwick, Glasgow and Edinburgh airports (Prestwick Airport already has rail access but no services proceed beyond Glasgow).

# More Virgin Trains between Edinburgh and Berwick

In the last edition of *The Rages Rag*, we advised that as soon as the Virgin Train schedule for the enhanced Edinburgh to Berwick service was announced we would let you know.

These are the train times scheduled from September 29<sup>th</sup> 2002. The Sunday timings in some cases run slightly later to account for engineering commitments on the infrastructure. These are given, as usual, in good faith but may be subject to change – so please check before travelling.

Virgin Services continue beyond Berwick to Newcastle, York and via Leeds or Doncaster to Sheffield, before travelling to Derby, Birmingham, Bristol, Exeter and Plymouth, with some further extensions to Penzance. Not all trains are able to make it all the way to the West Country in reasonable time and so run to or from Birmingham only or other points North.

Also included are GNER trains (marked G). An asterisk (\*) indicates that the train stops at Dunbar and users are asked to note that on the new timetable GNER trains normally leave 5 minutes earlier from Edinburgh than as present.

Please note that **NONE OF THE VIRGIN TRAINS STOP AT DUNBAR.**

## From Edinburgh to Berwick

### Monday to Friday

0550G, 0555G\*, 0610, 0630, 0655G\*, 0730, 0813, 0855G, 0925G\*, 0935, 1030, 1055G, 1133, 1155G, 1230, 1330, 1355G\*, 1430, 1530, 1555G\*, 1630, 1725G\*, 1735, 1830, 1835G\*, 1855G\*, 1925, 2035, 2100G\*

There is also the 1655G from Edinburgh stopping at Dunbar but not Berwick.

### Saturday

0605, 0610G, 0630, 0655G\*, 0725G, 0730, 0813, 0830G, 0855G, 0925G\*, 0935, 1035, 1055G, 1133, 1155G\*, 1230,

1325G, 1330, 1355G\*, 1430, 1530, 1555G, 1630, 1725G\*, 1735, 1855G\*, 1930

There is also the 1655G from Edinburgh stopping at Dunbar but not Berwick.

### Sunday

0920, 0955G, 1015, 1025G, 1115, 1155G, 1220, 1255G, 1320, 1325G, 1430, 1455G\*, 1520, 1525G, 1620, 1625G\*, 1730, 1755G\*, 1835, 1925, 2015G\*, 2055G\*

There is also the 1125G from Edinburgh stopping at Dunbar but not Berwick.

## From Berwick to Edinburgh

### Monday to Friday

0719G\*, 0815, 0829G\*, 0914, 0926G\*, 1020G, 1039G, 1050, 1147, 1247G\*, 1254, 1352, 1436G, 1453, 1551, 1641G\*, 1648, 1734G, 1754, 1856, 1927G, 1934G, 2000, 2058, 2122G\*, 2135G, 2152, 2234GF, 2252, 2304GF (F - Friday only)

### Saturday

0719G\*, 0814, 0840G\*, 0913, 0926G\*, 1018G, 1048G, 1054, 1157, 1225G, 1252, 1324G, 1350, 1443G, 1450, 1550, 1654G\*, 1701, 1750, 1843G, 1857, 1944G, 1956, 2109G\*, 2115

There is also the 1213G from Dunbar to Edinburgh that does not stop at Berwick.

### Sunday

1100G\*, 1149, 1230G, 1250, 1258G, 1401, 1424G, 1449, 1551, 1606G, 1648, 1736G\*, 1750, 1820G, 1850G, 1857, 1957, 2048, 2057G, 2150, 2202G\*

There are also the 1433G and the 1718G from Dunbar to Edinburgh that do not stop at Berwick.

Please check before travelling – RAGES accepts no liability for any errors or amendments to the above.

# Berwick News

By Geoffrey Evison

I moved to live in the great Scottish Border town of Berwick-upon-Tweed during the summer and at the recent RAGES' AGM was privileged to be co-opted on to the Committee as the Berwick-upon-Tweed representative.

We are very fortunate to have very pleasant and helpful staff at the station and it appears well cared for. I understand that improvements are on-going, but one great improvement would be the provision of passenger luggage trolleys. However, I am told that these cannot be provided until safety barriers have been installed at the south end of the platform to prevent anyone crossing the line with one. Trains are allowed to travel at 60 mph through the station. Let us hope that in the near future, work will be in hand to install the barriers.

Since 29 September, we have been provided with an hourly cross-country service in both directions by Virgin Trains. Apart from one or two hiccups I understand that this service is running well. Added to the Virgin services of course are the two-hourly GNER trains, so I feel that Berwick now has the level of service it deserves. More details of these services are in the above article.