

Edinburgh - Glasgow Improvement Project

Do you realise?

that this railway line will
completely close for three months

between **Linlithgow** and **Edinburgh Park**

in order to allow the Winchburgh tunnel to be enlarged for the installation of the Overhead Electric Wires needed for the new trains.

This means that most trains from Dunblane and Glasgow will terminate at Linlithgow. Passengers may have to transfer to buses between Linlithgow and Edinburgh.

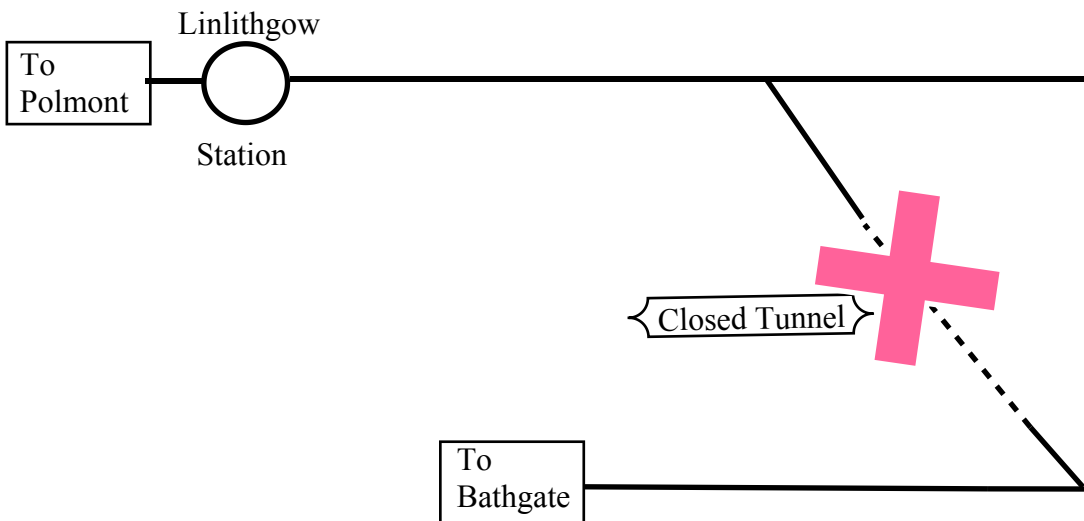
Passengers from Glasgow will have the option of using one of the longer journeys via Shotts, Carstairs or Bathgate.

This disruption is not necessary!
- provided action is taken now.

Build the Almond Chord now - before closing the tunnel!

The Almond Chord was part of the original EGIP proposal but dropped when the project was scaled down in 2012. We understand that it is still intended to build it in the future!

If the chord is built before closing the tunnel, trains could be diverted via the new Edinburgh Gateway Station (Gogar) to Haymarket without loss of time or disruption for through passengers. Trains currently calling at Edinburgh Park would call at Edinburgh Gateway instead, with the Tram connection for passengers to Edinburgh Park or Edinburgh Airport.



Action is required now to give Network Rail enough time to build the new chord before the tunnel closes in 2016.

railfuture

The independent campaign for a better passenger and freight rail network

SCOTLAND

is leading the campaign to build the Almond Chord first.

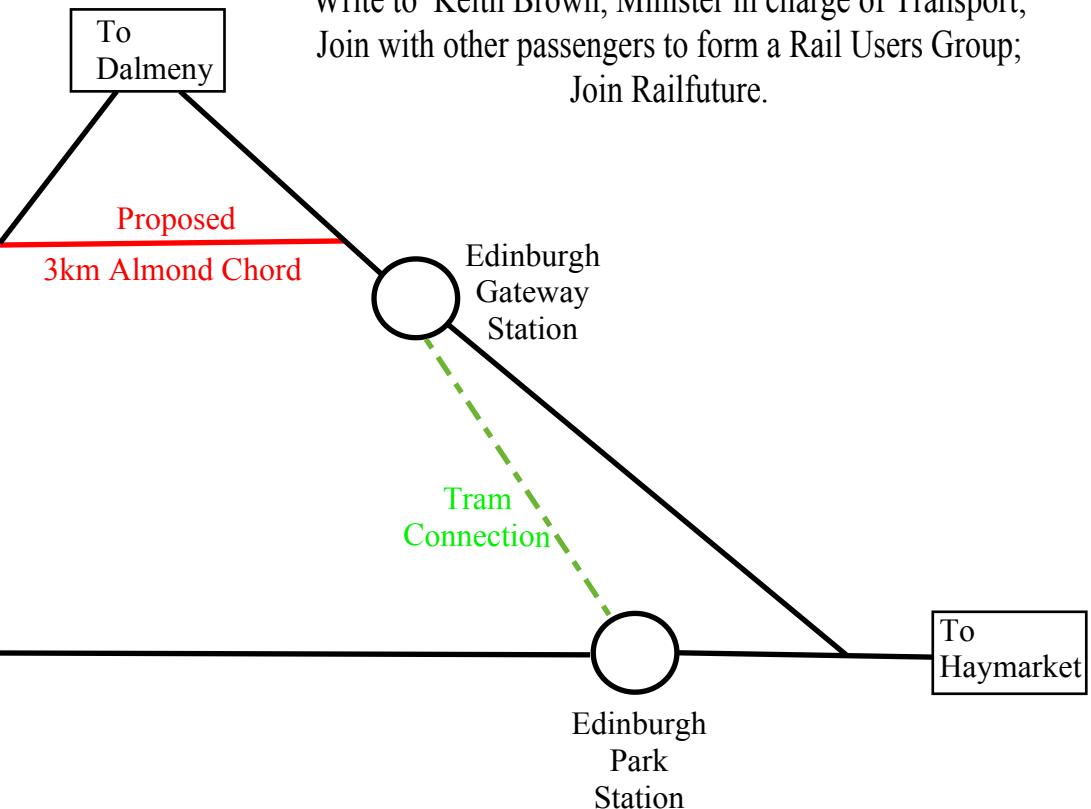
This campaign is also endorsed by.....

CRAG Capital Rail Action Group

RAILQWEST Campaigning to improve West of Scotland Railways

Scottish Association for Public Transport

What can I do? - Write to your MSP's; Write to your local paper;
Write to Keith Brown, Minister in charge of Transport;
Join with other passengers to form a Rail Users Group;
Join Railfuture.



Questions and Answers

Won't it cost too much to build the chord?

No! Network Rail has to compensate Scotrail for all disruptions to rail travel including provision of alternative transport and loss of income due to passengers changing to other modes of transport and be subject to fines by the Office of Rail Regulation. This could amount to £½ m per day totalling up to £45 m which Network rail will recoup from the Scottish Government. This is money wasted with nothing to show for it at the end of the day. It could be used instead to build the chord for around £30 m and leave a valuable asset for continuing use.

Won't it take too long to design and build the chord?

No! Network Rail have already completed most of the design work and is already buying the land required. An Act of Parliament is needed but there is still time for this if action is started now.

How long is the bus journey from Linlithgow?

Journey time from Linlithgow to Haymarket by bus is 50 minutes plus 5-10 minutes transfer time from train to bus. Compare this with 20 minutes by train so add 40 minutes to your journey time, but, as the train to Linlithgow is a half-hourly service - you will have to leave an hour earlier (45 minutes earlier from Falkirk High).

How do we form a Rail Users Group?

We will help! Railfuture will be holding a series of meetings near each of the affected stations with a view to forming a Rail Users Group to look after the interests of users of the line.

What is Railfuture?

Railfuture is the working title of the Railway Development Society Limited, a voluntary group representing rail users with around 20,000 affiliated and individual members and is the UK's leading independent organisation campaigning for better rail services for passengers and freight.

How do I join Railfuture?

Either on line at www.railfuture.org.uk/join/

Or by mail to:- The Membership Secretary, Railfuture, 6 Carral Close,
Brant Road, Lincoln, LN5 9BD

Application forms will be available at the above meetings.

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Websites; www.railfuture.org.uk and www.railfuturescotland.org.uk

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