

**Autumn/Winter Meeting
Sat 8th December at 14:00
in Jurys Inn, Jeffrey St., Edinburgh**

Programme:

- Talk - Chris Harvie MSP
- Questions to the speaker
- Coffee/Tea break
- Branch Matters - General Discussion

General Discussion:

- a chance for members to ask questions
- political
- lobbying

Jurys Inn: Leave Waverley by the Market St exit, turn left, follow road to right into Jeffrey St. About 250m.



CRAG promoted a petition which attracted almost 2000 signatures. This was to support the re-opening of the Edinburgh South Sub-urban Railway, and was presented to Parliament on the 45th anniversary of the line's closure to passenger traffic. Of course, the line is still used for freight, a good business case has been made for re-opening to passengers, the Council has at various times indicated support, but nothing positive has happened. Everyone seems to think it's a 'good idea', but it's not a 'must have' one. What will tip the balance?

CRAG does also look at wider issues, and says "We have an interesting line-up of speakers for the forthcoming 2007/2008 session. We meet every second Tuesday of the month from October through to April in the Friends Meeting House in Victoria Terrace, Edinburgh at 7.30 p.m.. You'll be made more than welcome."

See:

<http://www.reopenthesouthsub.org.uk/>
<http://capitalrail.org.uk/>

Frank Neville

Michael Acton (past President of Rail) and Donald MacPhee

We are very sorry to report the death of Frank Neville at the age of 86. Frank was a resident of Dundee and was a strong advocate of railways for more than fifty years. In the early 1960's when so much of the rail network was threatened with closure, he fought hard to save and develop lines here in Scotland. It is a tribute to Frank and the campaigners who worked with him that important routes proposed for closure were retained. It was fitting that he lived on to the present era when rail traffic is expanding and Scotland is leading the way in rail re-openings.

Frank had also been associated with the National Council for Inland Transport (NCIT) since its launch in 1962 when he represented the Scottish Railway Development Association (a founder member of the NCIT) on the executive committee. He often used to make the long journey to London to represent Scotland at meetings.

The Scottish Railway Development Association was also a predecessor organisation to the Scottish branch of the Railway Development Society (RDS) and Railfuture Scotland. Frank was a long standing committee member and devoted much effort to the roles of Honorary Secretary and Editor of Branch Notes. For a time Frank supported the maintenance of an office in Glasgow and he would journey from Dundee to Glasgow on Tuesday afternoons to deal with mail and campaigning issues. Some of the longer serving committee members will have fond memories of the interesting and stimulating discussions that used to take place in this office.

AWARDS

Ken Sutherland was presented with a special Chairman's Award at the Railfuture Summer Conference held in Glasgow in June by national Chairman Mike Crowhurst. These awards are given on a discretionary basis by the Chairman to give recognition to Railfuture members who have long and distinguished history in the energetic pursuit of rail development. This award is well deserved and Ken is to be congratulated and admired for his many years of determined and effective campaigning.

Stuart Knowles of Fife Council was in London on 25th October, to collect the award for Best Local Authority contribution in the ATOC Cycle Rail Awards ceremony - the award was for making the rail connection for Glenrothes - which by some rather serious planning oversight (called a 'focus on car-based communities' perhaps?) does not have a railway station at its heart and leaves intending passengers with a long walk to Thornton or Markinch - the latter being on the direct line between Dundee (& Perth) and Edinburgh, and now linked by cyclistroute with access and parking at the station, ironically the award was sponsored by Cycling England!

A report of the Conference on Scottish Transport organised by the Scottish Government at SECC in October is available at www.scottishtransport2007.co.uk; and after 27th Nov of a similar conference in Birmingham will be at www.integratedtransport2007.co.uk

STARLINK (St Andrews Rail Link) campaign

Jane Ann Liston

To mark the coming-of-age of this campaign a questionnaire has been produced and is being distributed, including to every home in St Andrews and to every student in halls of residence. It is aimed at gauging possible usage of a rail service to the Home of Golf and, unlike previous studies, attempts to identify levels of use by new passengers, who are presently not using the train at all to get in and out of the town. Replies should be submitted by the end of the year and extra copies are available on request. The STARLINK campaign gratefully acknowledges help from RailFuture Scotland, the Royal Burgh of St Andrews Community Council, St Andrews World Class, the University of St Andrews Students' Association and *St Andrews in Focus* magazine.

The campaign has attracted many supporters over the years, not only the local MP Sir Menzies Campbell and MSP Iain Smith but also an MP for a more northerly constituency who voiced his support on a visit to his *alma mater* a decade or so ago, one Alex Salmond.

St Andrews is not only the Home of Golf, it is the only Scottish university town without a railway, and one of the few British ones so bereft. The transport infrastructure really creaks during the Open Golf championship's quinquennial visit, and as long ago as the early 1990s the then chairman of the Scottish Tourist Board declared it inadequate. Traffic has risen considerably since then, in recent years increasing by 2.5% p.a. The Open at St Andrews generates some £72M into the Scottish economy so one would have thought that some of that could be put towards the five miles of railway line to give the town a world class transport link and make it possible to reach the Home of Golf from Scotland's capital in an hour.

Fife Council's stance as transport authority has hitherto been that an improved bus service between Leuchars and St Andrews would suffice, yet the much-vaunted 4-times-an-hour 99 has not led to the car-park at Leuchars emptying since it was introduced in the summer of 2006; far from it. In fact although the car-park was enlarged only this year, it has regularly been full, and it is not unusual for cars to be forced to park on the verge, just as they were before the enlargement. And that is an everyday occurrence, not just during the Open Championship's visits.

The magnet quality of St Andrews and its being only accessible by road is felt some distance away. Cupar, the old county town of Fife, suffers the the highest traffic pollution in Fife along the A91. Half of all Cupar traffic is through-traffic, and much of that is going to and from St Andrews. Results from a German corridor study suggest that 40% of those drivers could be diverted onto a train. But instead of looking at the traffic problems of Cupar and St Andrews as being at either end of the same thing, what is Fife Council considering? A bypass! While that might clear the centre of Cupar for a few years but would certainly increase total traffic through Dairsie, Guardbridge and into St Andrews and would be environmentally disastrous. St Andrews, its residents, its commuters and its visitors deserve much better.

railfuture



RAIL REOPENINGS CONFERENCE

CELEBRATING SCOTLAND'S NEW RAILWAYS

Sat 23rd June 2007

A disappointing number of Scottish members attended this Conference. The number who travelled from England equalled the local attendance. I know we have members in Skye and Orkney and that it is cheaper and quicker to get to Glasgow from Birmingham and London than from our remote islands, but I do think we could have had more support from our members from the Central Belt. In the end, there were 38 delegates, and the event just covered its costs with the help of sponsorship from SPT.

Those who did attend had the benefit of a line-up of very competent and dedicated speakers who were well able to cope with questions and suggestions from a knowledgeable audience. If you missed it, but want to know what the speakers covered, printed copies of their presentations are available at £2.50 from the Secretary [cheques payable to MA Harrison, address at foot of this page].

Stranraer-Cairnryan

If you want to find out about the former line, have a look at http://www.railscot.co.uk/Cairnryan_Military_Railway/frame.htm

Sus it Out Scotland Inquiry - is Scotland a Developing Country?

A project called Sus It Out, managed by the Scottish Civic Forum (which has Railfuture representation) is looking for contributions from the public. It says:

"We want to hear whether you think Scotland is ready to build a culture of sustainable development. We are interested in all aspects of sustainable development whether they relate to reducing our impact on the environment, improving social justice, economic growth linked to creating sustainable communities. We are collecting views from people throughout Scotland and the results will be presented at an event on 11 December in Edinburgh and widely disseminated."

You can find out more and contribute at <http://www.susitout.org.uk/>

IRONY OR WHAT?!!

Stagecoach is celebrating the winning of two top awards at the 2007 Scottish Transport Awards. This was one:

Judges gave the Information and Marketing Award to Stagecoach for its promotion of the Taylink 99 bus service, which operates between St. Andrews and Dundee. Passengers have flocked to the service since it was re-launched in May 2006, with numbers now up more than 40%.

THESE ARE THE PASSENGERS WHO COULD BE TRAVELLING BY TRAIN!

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