







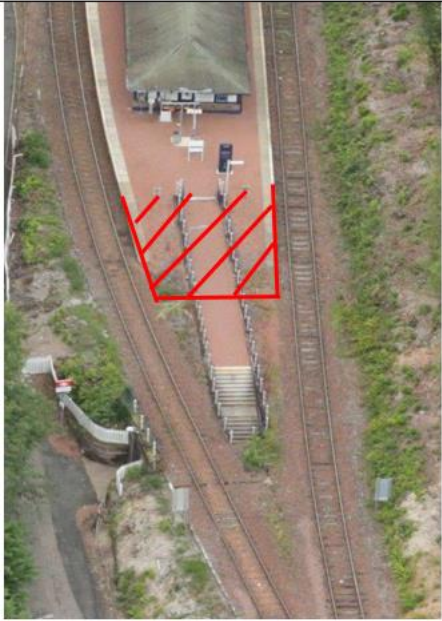






SCOTLAND'S RAILWAY
Matt Powell
Head of Sponsorship

Network Rail

Garelochhead Platform 1		
Scope		Platform extensions and loop length/infrastructure checks req.
Measurements commencing Glasgow end of platform		Measured platform length excluding ramp and unusable meterage beyond station exit ramp = 152m
Fouling point marker	0	
Token exchange and TPWS	13.5	
Signalling apparatus and cables	20	
Lamp post	22	
Start of underpass	23	
Start of Stairs	32	
Lamp post	41.6	
Bottom of ramp	45.6	
Top of ramp	52	
5 car marker	57	
2,3 and 4 car marker	150	
6 car marker	195.6	
Top of ramp	204	
ZZ car marker	204	
Bottom of ramp	208	
Token exchange point and tpws	208	
Platform construction		Cast concrete riser walls with standard copes. Platform surface is a mixture of asphalt and red chip
Platform extension required		<p>There is no possibility to extend the platform in at the Arrochar end of the station due to the proximity of the S&C and sidings and the width available. Platform measured from cope edge to cope edge at the ramp to be only 1.9m.</p> <p>The platform can be extended by 11 meters from the end of platform towards Helensburgh Upper. The area to be used is currently red chip infill access ramp leading to the stairs. Utilising this area may require some addition stairs to be installed</p>

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Briefing note to: Rail Management Team meeting

Subject: **Making more revenue from our Highland Explorer (Class 153) trains**

Date: 20th October 2023

From: Matt Powell, Head of Sponsorship



1. Summary

1.1. We have busy trains on the West Highland Line (WHL) in the summer, and we have under used carriages. We don't use all our Highland Explorer active travel

carriages now, and when we do, it is not on the services that would help our passengers the most. They are designed to make taking bikes on trains easy, but our busy trains to Fort William in the summer are already the maximum length of some platforms on the line. This means we can't currently stick these carriages on the trains where they would help cyclists and increase our revenue the most. Some platform extensions would fix this.

1.2. We can get passenger benefits in an affordable way and still increase revenue. By taking a phased approach to delivery, we can break the costs into affordable phases that each achieve a benefit. Adding a class 153 Highland Explorer unit on the most popular services between Glasgow and Fort William and Oban is forecast to generate additional revenue of



Figure 1 Route map of the full West Highland Line

£100k

- Helensburgh Upper
- Garelochhead
- Arrochar and Tarbert
- Ardlui
- Crianlarich
- Bridge of Orchy
- Tulloch
- Roy Bridge



- Rannoch
- Spean Bridge



£1m





Stop
Obtain token
and permission
to proceed

ZZ
Car stop
Sleeper

Stop
Obtain token
and permission
to proceed

5
6
7

Obtain token
and permission
to proceed

ScotRail





Transport

Exclusive: New ScotRail strike threat
after drivers reject pay offerBy Alastair Dalton
Transport Correspondent

5 Comments

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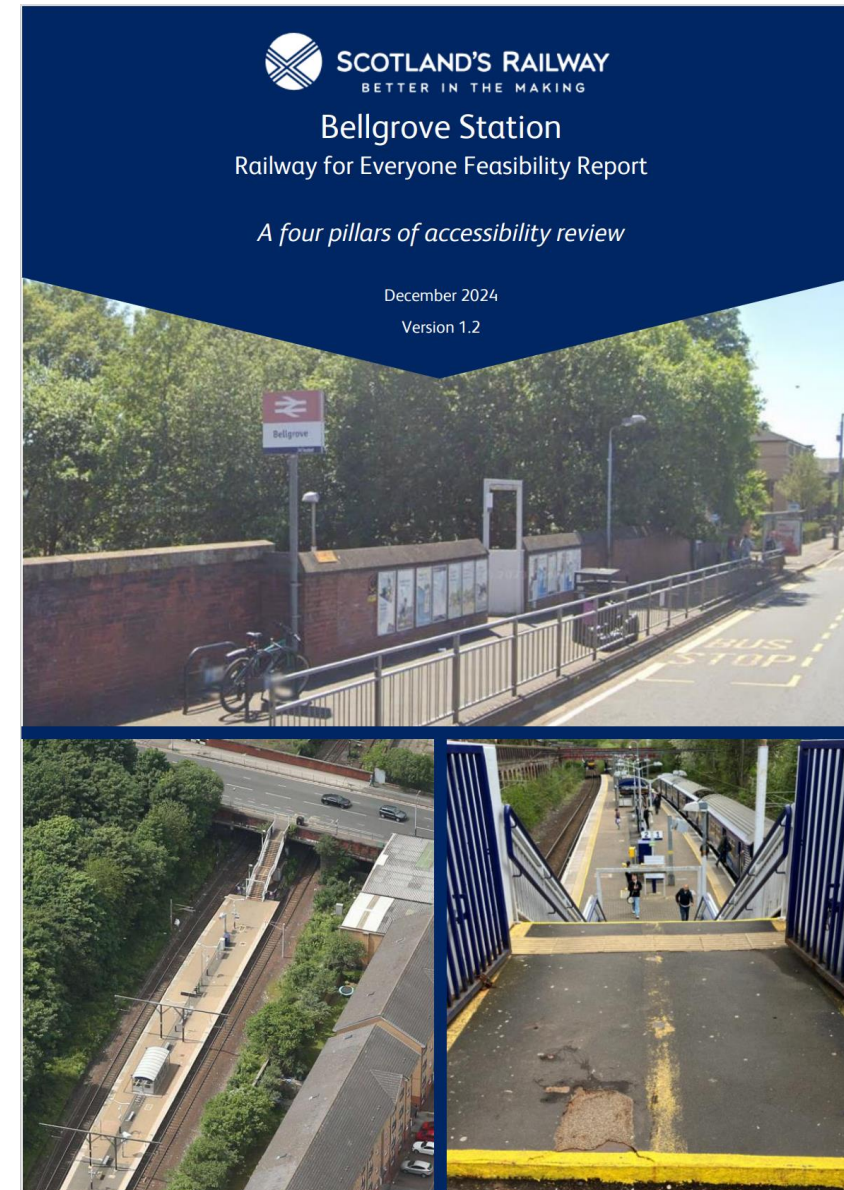
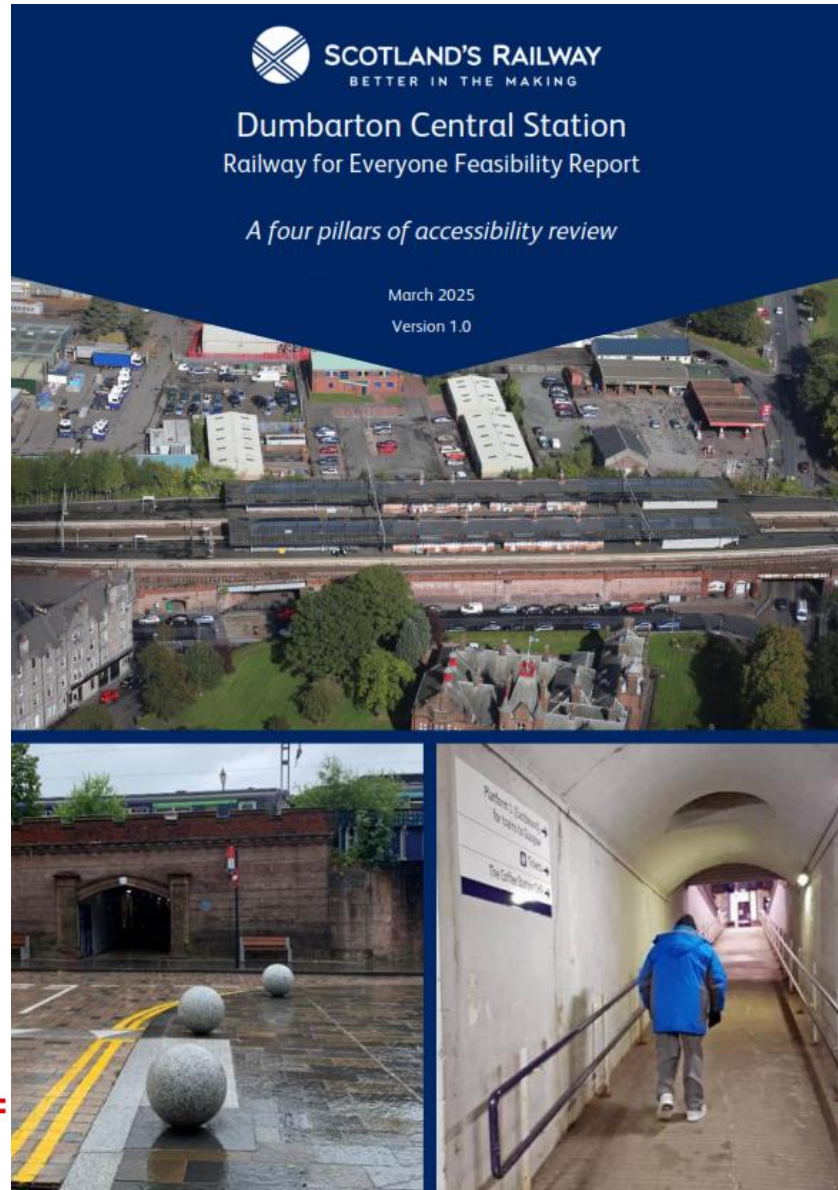
ZZ stop

Passengers must
not cross the line

Warning
Do not trespass
on the Railway
Penalty £1000



Feasibility





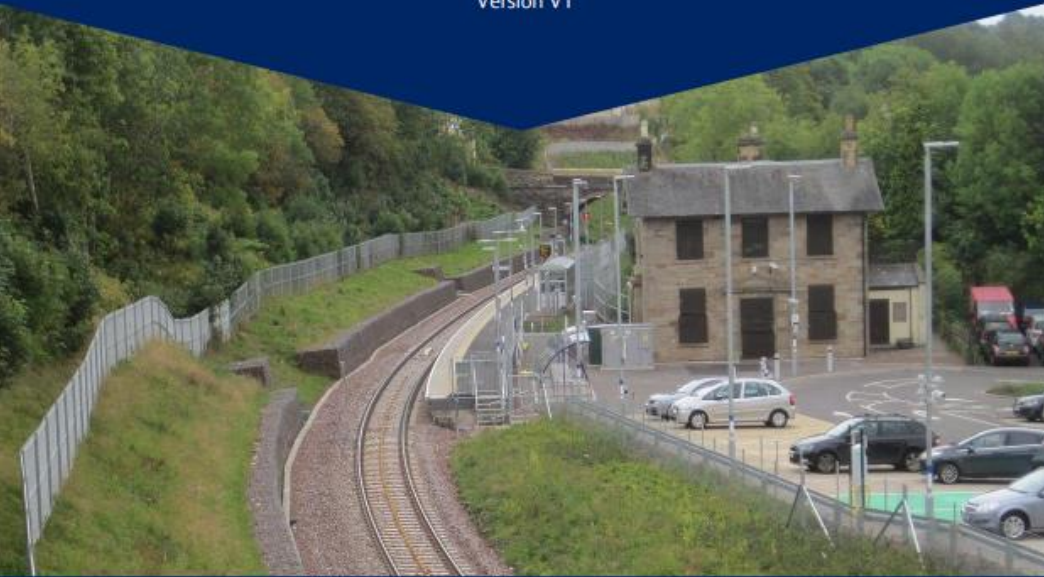
SCOTLAND'S RAILWAY
BETTER IN THE MAKING

Gorebridge Station New Pedestrian Access

Reopening s former access

Date 14/02/2025

Version V1

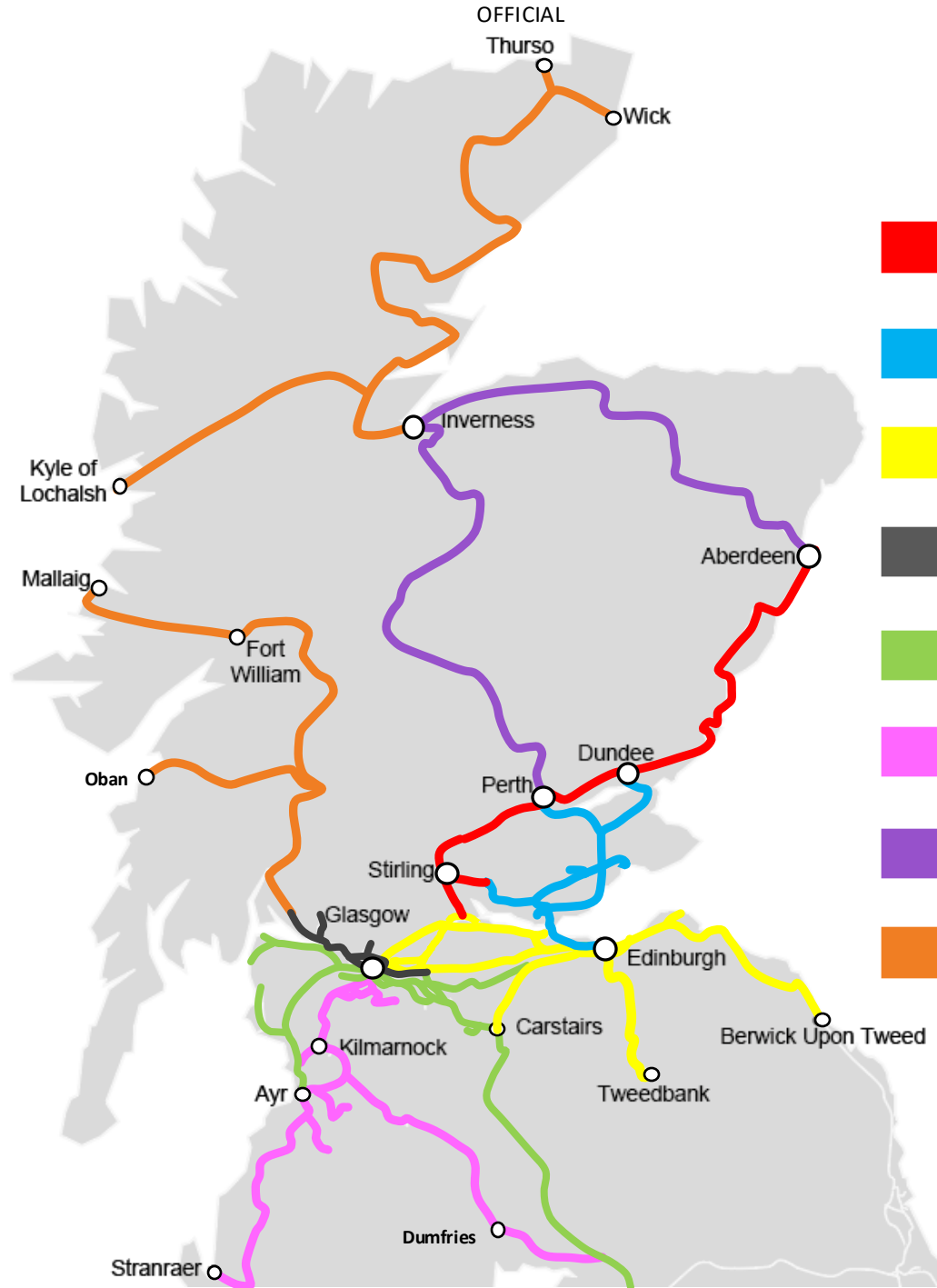


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lan.hewitson@midlothian.gov.uk; Ian Hewitson <ianw@midlothian.gov.uk>



NetworkRail

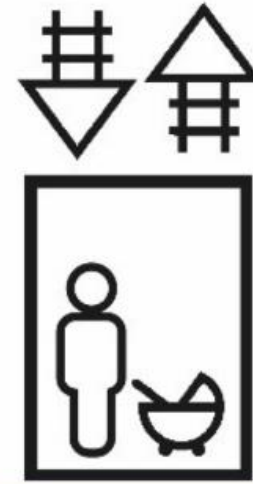


- 1. A2CB – Aberdeen to Dundee, Perth and Greenhill
- 2. Fife – Dalmeny to Dundee, Perth, Leven and Alloa
- 3. Edinburgh, E&G, ECML and Borders
- 4. Glasgow North Electrics to Airdrie, Rutherglen and Cowlairs West.
- 5. Glasgow Central HL routes, Ayrshire, WCML area
- 6. South West – G&SW, S. Ayrshire, East Kilbride and Barrhead
- 7. Highland Mainline and Aberdeen to Inverness
- 8. Far North and West Highland lines





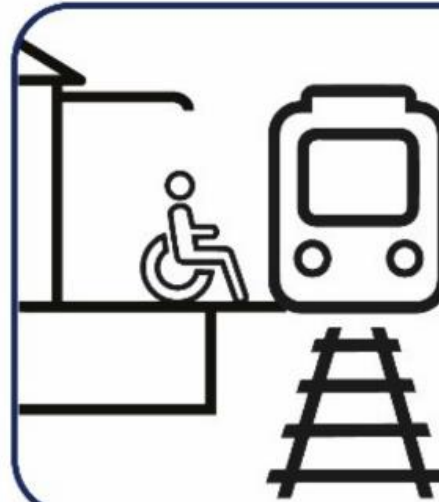
Reaching
the
station



Getting
to your
platform



Moving
around
the station



Boarding
and finding
your space





Enabled by a strategy for New Rolling Stock



Current fleet of 1037
passenger vehicles

65% need
replaced

Life Expiry = 285 vehicles



Decarbonisation = 388 vehicles

Customer offer

Operational
flexibility

Maintenance
rationalisation

Staff
competence

Infrastructure,
depots and
stabling

Intercity



Suburban



Rural / Scenic










Passenger Benefits

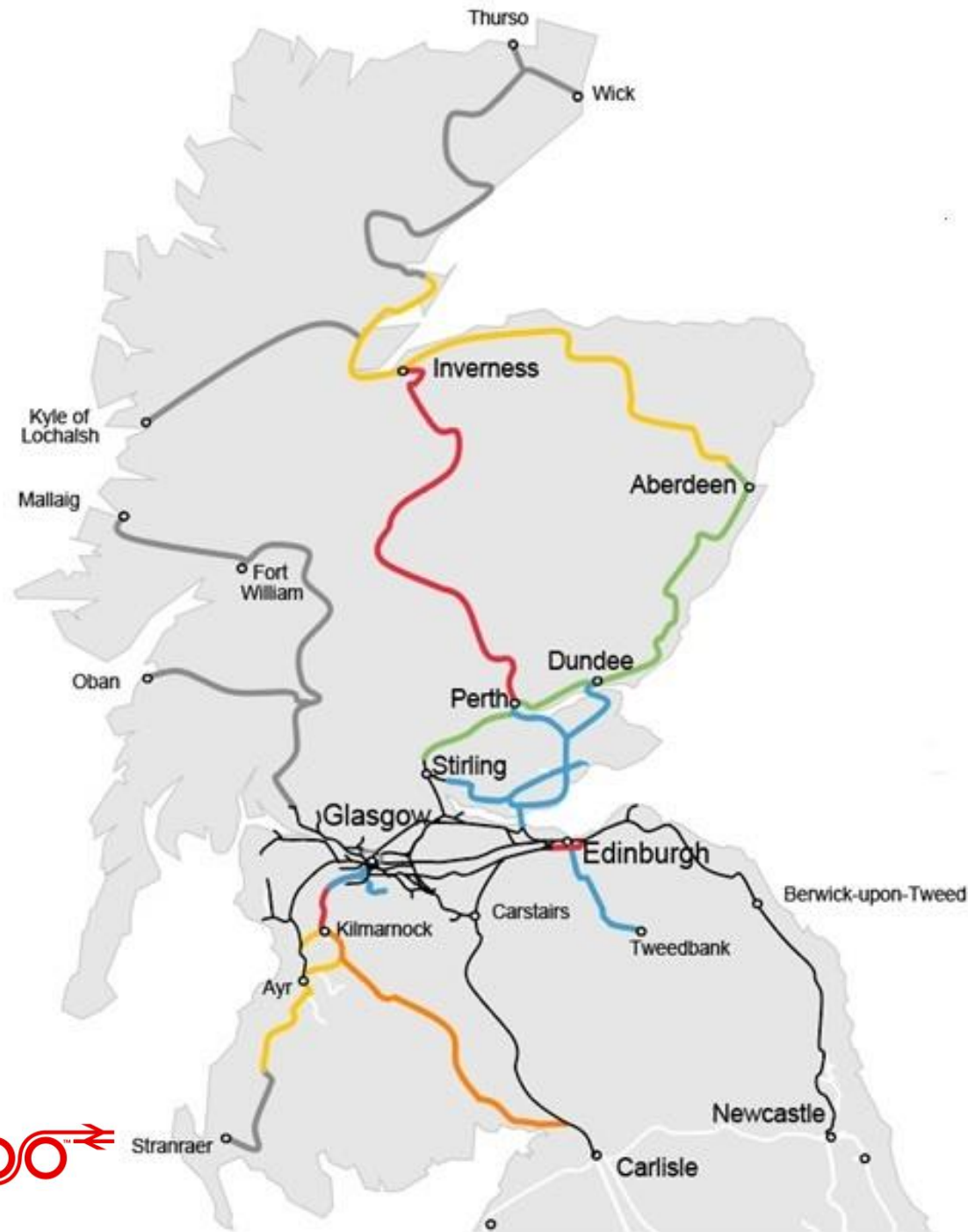


..... this results in a programme to electrify traction power i.e. electric trains and associated infrastructure.

This can be summarised as: -

Electrification

-  Electrified Network 2022
-  Phase 1 - Discontinuous
-  Phase 2
-  Phase 3
-  Phase 4 - plus Phase 1 infill
-  Phase 5 - if progressed
-  Decarb via alternative traction



East Kilbride Enhancement



- The route from Glasgow Central to Barrhead was electrified in December 2023.
- Work on the section to East Kilbride is well underway and will be completed by December 2025.
- The scheme includes a new and slightly relocated station at Hairmyres, where there will also be a transport interchange delivered by the local council.

New Hairmyres station



