

Other rail improvements

necessary to give Scots the railway network we deserve

Aberdeen to Inverness line:- provision of enough dynamic passing loops and line speed improvements to allow an hourly passenger service between Aberdeen and Inverness; a ½ hourly passenger service between Elgin and Inverness; a ¼ hourly passenger service between Kintore and Aberdeen; and a suitable freight service along the entire route.

Highland Main Line (Perth to Inverness):- re-doubling the track where appropriate, provision of enough dynamic passing loops elsewhere, and line speed improvements to allow an hourly passenger service and a suitable non-stop freight service between Inverness and Perth.

Wemyss Bay branch Line:- provision of a passing loop at the IBM halt in order to allow a ½ hourly passenger service to Wemyss Bay.

Largs branch Line:- provision of a passing loop at West Kilbride station in order to allow a ½ hourly passenger service to Largs.

Portobello junction:- major improvement to the track and turnout layout to improve capacity.

Bellgrove junction:- replacement of single lead junction by standard double track junction to improve capacity.

Provision of modern signalling throughout the core network:- much of our network is still controlled by old manual semaphore signalling and even more with signalling which does not allow the tighter headways which are required in several stretches of line to improve the frequency of services, to introduce new services or to efficiently recover from disruption/ perturbation.

This must be treated as an urgent priority.

Railfuture – Promoting Britain’s Railway for Passengers and Freight

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