

What Stations Would Be Re-Opened?

Belford (Northumberland): A station here would serve not just Belford itself but also Seahouses and Bamburgh to the east and Wooler to the west, a combined population of 6,000, allowing commuting to both Newcastle and Edinburgh for access to jobs, whilst also helping the small businesses in the area. The station would be allow development of north Northumberland's tourist industry and also serve St Cuthbert's Way.

Beal (Northumberland): In addition to permitting commuting and convenient access to Berwick for shops and leisure, Beal acts as the gateway to Holy Island, standing at the western end of the causeway. It would serve residents of the island and promote leisure and tourism and a bike hire facility could possibly be sited on the station. Beal is on St Cuthbert's Way and the Northumberland Coast Path and Cycle path.

Reston (Scotland): This station would provide a much needed rail link to Edinburgh and Newcastle and would enable students from Eastern Berwickshire access to universities at Musselburgh, Edinburgh and Newcastle. Reston would serve a population of 14,000 and provide access both for jobs and to recreation facilities in Edinburgh and Newcastle. Tourists could also gain access to attractions at Coldingham, St Abbs, and Eyemouth.

East Linton (Scotland): Re-opening the station at this growing commuter village would reduce the increasing traffic to Edinburgh on the congested A1 and the City Bypass. Walkers using the John Muir Way would benefit from car free tourism if they could arrive here by rail, and locals travelling southwards could connect at Berwick or Dunbar, also car-free.

Contacts for more information

SENUG: www.senrug.co.uk e: chair@senrug.co.uk
Or phone the Chair Dennis Fancett on 01670 825500*

RAGES: www.rages.org.uk e: information@rages.org.uk
Or phone the Chair Tom Thorburn on 01361 882484*

* Please respect these are the home numbers of voluntary officers. No marketing calls please.

How Can I Support This Campaign?

Join SENRUG or RAGES

The more people we speak for, the louder our voices are heard, and the more effective our campaign.

South of the border join SENRUG:

Annual membership rates:

£5.00	Individual or Couple
£2.50	Concessions
£10.00	Corporate or statutory bodies

To join: Go to www.senrug.co.uk, download and complete a membership form, or send a cheque (payable to SENRUG) stating your name, full address, and email address and post to SENRUG Membership Secretary, PO Box 75, Morpeth, NE61 2WG.

North of the border join RAGES:

Annual membership rates:

£4.00	Individual
£10.00	Corporate or statutory bodies

To join: Go to www.rages.org.uk, download and complete a membership form, or send a cheque (payable to Rail Action Group, East of Scotland) stating your name, full address, and email address and post to Mr R J Darling, Membership Secretary, 5 Somnerfield Crescent, Haddington, East Lothian, EH41 3RW

Lobby Your Elected Representatives: Ask your Town or Parish Councillor, County Councillor, MP or MSP for their support. They may already be on board, but they need to know how many constituents support them.

Get Others On Board: Talk to other people about this campaign and ask them to support us. Contact SENRUG or RAGES if you are able to leave copies of this leaflet in places where it will be seen.

Talk to Influencers: When you meet people of influence, ask them to support this campaign, and explain that local communities will be revitalised by decent rail links to both Newcastle and Edinburgh.

Join Railfuture: Both SENRUG and RAGES are affiliated to Railfuture, the national pro-rail campaign organisation. Find out more and join at www.railfuture.org.uk



GET CONNECTED WITH SENRUG AND RAGES

NORTH SEA COAST LOCAL RAIL SERVICE

Our campaign for a local train service along the coast! Travel from Newcastle to Edinburgh, calling at all existing and some re-opened stations along the way.



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Please take a leaflet
www.senrug.co.uk • www.rages.org.uk

Why Do We Need A Local Rail Service?

The service would re-invigorate local economies by providing fast, efficient connections to Newcastle and Edinburgh, facilitating commuting - thus improving access to jobs, creating the transport infrastructure needed for further housing development and supporting the tourism industry both north and south of the border.

There are regular, fast, inter-city type services along the East Coast Main Line between Newcastle and Edinburgh, sometimes as many as 3 trains within 20 minutes, with more being added. Whilst a few of these trains call at one or two of the regional centres of Morpeth, Alnmouth, Berwick & Dunbar, there is no regular local service calling at each of these stations or serving the smaller communities. No local trains at all run between Chathill in Northumberland and Dunbar in Scotland, and Pegswood, Widdrington, Acklington and Chathill have just one morning and one evening train per day- wholly inadequate to create a market for regular rail travel.

Moreover, the line is arguably the most scenic in the UK, hugging the coast line for most of its length, running parallel to the Northumberland and Scottish Coast Paths, offering glorious views, and serving the long distance walking routes of St Cuthbert's Way, St Oswald's Way, The John Muir Way and the Southern Upland Way.

The proposed Blue Sky leisure development and further housing planned at Widdrington Station both require good infrastructure, whilst regular trains to Acklington will make it possible to visit HM Prison by public transport. Additionally, rather than having separate local services north and south of the border, ie Newcastle to Berwick and Berwick to Edinburgh, SENRUG and RAGES believe the service should be planned as a single through route permitting easy cross border travel without changing.

Community Rail Partnerships

Once a local rail service is introduced as described, it is likely that RAGES and SENRUG would form Community Rail Partnerships north and south of the border respectively, promoting use of the route, marketing the tourist attractions along the way and involving local communities in the route's development.

Is It Possible Technically?

Modern signalling techniques allow many more trains than previously to safely run along tracks, provided all the trains are running at the same average speed.

As the East Coast Main Line is already electrified, the most efficient way to provide the local service is by modern, efficient electric trains capable of running at 100 miles per hour, which is the maximum line speed permissible for much of the route's length. Local service trains could therefore achieve almost the same speeds as their non-stop counterparts for the majority of the route.

However, it is important the local service calls at all the local stations en route. Because of the time penalty involved for each station, the local trains will need to be overtaken in places by trains running non stop or limited stop. This is achieved through passing loops. Although the line already has a number of passing loops, it is likely that one or two more might need to be re-instated or added. The most efficient place to create new passing loops is at the station sites as trains need to stop here, so the loops can be shorter and thus cheaper to build, but sometimes operational reasons mean the loops need to be somewhere else.

The Next Step?

Northumberland, Scottish Borders and East Lothian Councils, working through the North East Combined Authority / Rail North and Transport Scotland respectively, should formally examine the feasibility of the proposal then commence a dialogue with the Train Operating Companies and Network Rail. In Scotland, feasibility work for a Berwick—Edinburgh service is already complete. Subject to feasibility, the project should then progress through Network Rail's GRIP* Process. It is envisaged the service would be run jointly by the local rail franchisees in Northumberland and Scotland, currently Arriva Northern and Abellio ScotRail.

*Network Rail acronym for Governance For Rail Investment Projects. See www.networkrail.co.uk/asp/4171.aspx

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