

A NEW RAILWAY FOR MIDLOTHIAN, EDINBURGH
AND THE SCOTTISH BORDERS

BordersRailway
Edinburgh • Midlothian • Scottish Borders

CONNECTIONS



THE END OF THE BEGINNING

Dear Railway Neighbour,

After a long time in incubation, the last two years have seen an intensive period of construction which has resulted in the new Borders Railway sprouting across the landscape of Midlothian and the central Scottish Borders.

While almost every week marked a new milestone for the project, my abiding memory will be of the people of Gala who lined the route as our rail installation machine completed its slow journey towards Tweedbank. Men and women, boys and girls, grandparents and grandchildren took up every conceivable vantage point, peering through the fencing as the final few miles of track were clipped into place.

It was a moment that helped reinforce my view that this railway will be a success.

From the outset, Network Rail, BAM and our sub-contractors have been focussed on restoring this well-loved railway line on time and within budget. We have not been without our challenges, but I'm pleased to be able to confirm that trains will be operational from 6 September 2015 as planned.

The project employed over 1,100 men and women at its peak and I'm proud of their achievements and hope that they are proud to have been part of this project.

I must also acknowledge the patience and generosity of communities and individual property owners right along the route. Building a major civil engineering project such as this is not an exact science and rarely without disruption.

Borders Railway has added a new collection of towns, villages and hamlets to a long list of railway neighbours. Communities along the route will undoubtedly be relieved that construction has reached a close and I hope that the familiar rhythm of passing trains once again becomes part of the landscape of the area. For drivers using the A7, our construction traffic and traffic management will now be removed, to be replaced by a much safer, cleaner, faster transport option alongside this busy road.

Throughout the project, the team has been overwhelmed by the interest in the railway. We have been very grateful for the kind words of encouragement and delighted by

the excitement and anticipation which the railway has created.

I would like to thank those who came to say hello and ask questions at our community events and elsewhere, and to all those who followed us online from around the world and took the time to learn about the project.

For me, the Borders Railway marks my final project before retirement. When I began my career in the railways in the 1970s, old railway infrastructure was still being removed. I'm pleased that, more than four decades on, that trend is finally being reversed. Please enjoy your new railway; it was a privilege to be asked to build it and the best possible way to finish my career.

Yours sincerely,



Hugh Wark,
Project Director,
Network Rail

Stay safe on your railway

Soon your new railway will be open. Construction is now finished and it is effectively a live railway with trains travelling at full speed on the tracks as driver training progresses ahead of the official public opening in early September.

Throughout the construction period, the team has impressed upon young people in particular the key safety messages about the reality of living near the railway.

Railways can be dangerous. Trains on the Borders Railway will travel at speeds of up to 90mph. After putting on the brakes, a train travels approximately 2,000 metres before it stops. That's the length of 20 football pitches.

Trespassing on the railway can have tragic consequences. Trains produce wind turbulence so powerful that it can drag somebody standing next to the tracks under the wheels of the train. In 2013/14, 18 people were killed after taking shortcuts and trespassing on the railway. Trespassing is a criminal offence with a maximum fine of £1,000.

Putting objects on the track, even something as small as a stone, could derail a train and cause an accident that may hurt or kill other people. The maximum sentence for putting an object on the track that causes an accident is life imprisonment.

Graffiti, littering and damaging bridges, signs and tracks costs the railway millions of pounds each year. Graffiti is criminal damage and carries a prison sentence of up to ten years.

Inspector Angela McGregor of British Transport Police said: "Youngsters who commit route crimes, such as trespassing, stone throwing, and vandalism or placing objects on the railway line, put themselves in grave danger. They also seriously endanger the safety of others working and travelling on the railway, and the stupidity of such actions cannot be underestimated."

Inspector McGregor also urged parents to ensure they know the whereabouts of their children. She said: "Please make sure your children are aware that the railway is an incredibly dangerous environment and remind them to stay away from the rail network."



Borders Railway safety initiatives:

Network Rail is passionate about communicating the safety message. Its approach is to encourage young people to participate in positive activities such as sport and embed the safety message within the ethos of the programmes.

SCOTTISH YOUTH THEATRE

Safety workshops run by Scottish Youth Theatre (SYT) were offered to every primary school pupil living along the new route last summer. Over 1,500 children attended over 70 workshops in 16 different schools. An initiative aimed at all the secondary schools along the line of the route is being developed by SYT and will roll-out in September.

SCOTTISH FOOTBALL ASSOCIATION

The Borders Railway project has worked with the Scottish FA sponsoring its School Holiday Programme across Midlothian and the Scottish Borders for the last three years, to promote construction site and railway safety along the route.

RAIL REPS

The project also benefited from the assistance of British Transport Police (BTP) who undertook safety talks as part of the project and established Rail Reps in local schools to emphasise the seriousness of staying safe on the railway.

BTP has already engaged with schools throughout Midlothian and the Scottish Borders, and will continue to develop these relationships.

For more information visit: www.rail-life.co.uk



First Minister: ‘A symbol of the renaissance of railways’



The delivery of the Borders Railway has been a hugely exciting project for the Scottish Government.

It is the longest domestic railway to be built in Britain in over 100 years, reinstating one of the most fondly remembered sections of the network torn apart by the Beeching cuts of the 1960s.

The Borders Railway is one of our biggest infrastructure investments and supports one of the Scottish Government’s core strategic objectives of ensuring transport connections are strengthened and improved to maximise opportunities for employment, business, tourism and leisure.

It’s an exciting development for the rail industry and has become a symbol of the renaissance of our railways in Scotland.

Network Rail and BAM have worked hard to keep the project ‘on track’ and it is testament to the work they have done that we are now looking forward to the opening in all confidence that it will be complete on time and within budget.

I’m pleased to have been given this opportunity to thank them for this (and encourage them to keep it up).

But I’d also like to thank the communities who have been impacted by the undoubted upheaval of building one of Scotland’s biggest projects in over a century for their patience throughout this time and support of the new railway.

This will breathe new life into your local economies and will deliver a tourism and investment boost for the whole of Scotland.

It will encourage more businesses to set up in Midlothian, draw more tourists to the Borders and will help reduce the pressure on the housing market in the capital. It will expose existing enterprises in all three local authority areas to a bigger marketplace than ever before.

And it will bring you a party your communities will remember for a very long time when it opens this September.

I look forward to joining you for that celebration.

Nicola Sturgeon MSP

First Minister

PLAN YOUR JOURNEY ON THE NEW LINE NOW

TIMETABLE

ScotRail has published the new Borders Railway timetable, allowing future passengers to plan their journeys on the new railway which will be up and running from 6 September 2015.

Users of the line will benefit from half hourly services and a journey time of less than an hour between Tweedbank and Edinburgh Waverley.

You can view the new timetable, which runs up until December, on the ScotRail website.

TICKET INFORMATION

Tickets for the new Borders Railway route can be purchased via National Rail Enquiries or ScotRail 12 weeks in advance of the first planned services on Sunday 6 September. Further information can be found on their websites.

Connections:

From Sunday 6 September, the Borders Railway will also connect, via Edinburgh Waverley station, to the rest of the rail network. Waverley provides onward public transport links to Edinburgh and Glasgow Airports as well as local transportation options.

YOUR STATIONS

Construction of the new railway has also included seven brand new train stations - Shawfair, Eskbank, Newtongrange and Gorebridge in Midlothian and Stow, Galashiels and Tweedbank in the Scottish Borders. These new additions will link to pre-existing stations at Newcraighall, Brunstane and Edinburgh Waverley, allowing passengers to journey between Tweedbank in the Scottish Borders and our capital in less than one hour.

New stations will have the following facilities:

- A ramp or path to provide step-free access
- Sheltered waiting area on platforms
- 24 hour customer help point system on the platform
- Free car parking facilities, with the exception of Galashiels station which does not have a car park
- 24 hour CCTV, covering both the station area and car parks, which are closely monitored from regional control rooms
- Sheltered cycle storage facilities
- Ticket vending machine

Our journey

START

NOVEMBER 2012:
Network Rail was appointed Authorised Undertaker of the Borders Railway in November 2012 by the Scottish Government.



APRIL 2013:
The main earthworks began in April 2013. Significant work was undertaken along the line, particularly in areas such as Shawfair.



AUGUST 2013:
We restored Victorian structures along the route, including Lothianbridge Viaduct - the largest structure on the new railway.



SEPTEMBER 2013:
Work began to construct the railway under the Edinburgh City Bypass. The project team constructed a temporary carriageway to minimise disruption for the 40,000 motorists which used the road every day whilst we built a bridge for the railway to run underneath.



SEPTEMBER 2013:
We undertook the restoration of the historic bridge at Rye Haugh Water north of Galashiels. A new prefabricated support span was installed along the bridge.



NOVEMBER 2013:
Materials were taken from Falahill for use along the railway.



FEBRUARY 2014:
The longest new bridge on the project was installed to carry the railway over the A7 Hardengreen roundabout in Midlothian.



MARCH 2014:
Victorian iron-hog-back rail bridges were restored ready for the new rails.



MAY 2014:
Working with the Scottish Youth Theatre, we offered rail safety workshops to every primary school pupil along the route.



MAY 2014:
New rail bridges were lifted into place, including this one at Wheatlands Road, Galashiels.



JUNE 2014:

Stations started to take shape, including at Shawfair, the most northern of the new stops.



AUGUST 2014:

Slab-track completed in Bowshank Tunnel.



OCTOBER 2014:

Cabinet Secretary for Infrastructure, Keith Brown, visited Shawfair station to mark the start of rail installation.



OCTOBER 2014:

The rail installation team make their way through Midlothian.



NOVEMBER 2014:

Rail installation reaches the Scottish Borders.



FEBRUARY 2015:

Rail installation was completed at Tweedbank.



MARCH 2015:

Other activities such as rail welding and track stabilisation continued in April and May to complete track laying.



APRIL 2015:

The final bridge on the railway was installed at Harelaw, connecting residents of Newton Village with Shawfair station.



MAY 2015:

Test trains started running in May ahead of driver training over the summer of 2015.



FINISH

Talking tracks



Lord Steel (MP for the Borders 1965-97):

“The advent of the Borders Railway puts half right a terrible wrong made in 1969. I believe it will be crucial to the economic and social development of the Borders as well as to tourists. Having been on board the last train out of Galashiels I am excitedly looking forward to being on the first one back in.”

Councillor David Parker, Leader of Scottish Borders Council:

“To complete the building of the railway in three years since taking over the project in 2012 has been a tremendous achievement by Network Rail and their contractors. I would also like to thank those communities living near the works for their patience during this time. Building the railway is just the start of a new era for the Scottish Borders. With a frequent and convenient railway service the Scottish Borders will be more accessible than ever before. Added to which, in the last few years travel by rail nationally has grown to record levels. I look forward to the Borders Railway being part of this success story.”



Councillor Owen Thompson MP, Leader of Midlothian Council:

“We’ve watched in awe as this feat of engineering has unfolded across our county. Now that the construction work is finished, excitement is growing about the unprecedented opportunity the opening of the Borders Railway will offer Midlothian. In Midlothian, this is our chance to grab the bull by the horns and really step up to the mark to promote Midlothian as a great place to live, visit and base your business. We’re already working hard to make sure we can take advantage of the benefits of Borders Railway for decades to come. We’re looking forward to the challenge and also to welcoming even more people to the county.”

Councillor Andrew Burns, Leader of City of Edinburgh Council:

“The return of a proper rail link between Edinburgh, Midlothian and the Borders is a historic occasion for Scotland, and is the result of years of partnership working between the three Councils. We’re now reaching the final hurdle ahead of the launch of the Borders Railway, which will play an important role in increasing connectivity to and from Edinburgh, providing a convenient route for visitors and commuters from both Midlothian and the Borders.”



Fiona Waldron, Head of School of Textiles and Design, Heriot-Watt University, Galashiels:

“The return of the railway to Galashiels will be a great asset for our staff and students of the School of Textiles and Design. Improving access will enhance our students’ educational and social opportunities in Edinburgh and Galashiels, giving them the best of all worlds and ensuring the Borders unique heritage with its textiles industry will go from strength to strength.”

Martin Vevers, Managing Director at stonemasonry specialists Forth Stone:

“As a local contractor based in Bonnyrigg, we were hugely proud to be involved in the re-introduction of the Borders Railway and what it will mean to locals and visitors alike. We helped restore the iconic 19th century Lothianbridge Viaduct helping bring the new railway to life. The determination and professionalism of all involved in the delivery of this project should be congratulated in overcoming the obstacles and technical challenges to ensure it is open to the public later this year.”



Kirsty Christie, with children Finlay and Erin, who all live in Galashiels:

“We are all looking forward to trains running to and from Galashiels. The new railway will benefit both Finlay and Erin in a number of ways. Erin is part of a performing arts group so the Borders Railway will be great for helping us watch shows during the Edinburgh Festival. We have previously used the car to visit the markets and events in Edinburgh during Christmas but can now take the train to take us straight into the middle of the city.”

Borders Railway set to launch in style

The Borders Railway Opening Celebrations Committee actively sought feedback from the communities along the line of the route as to how to launch this historic railway. It is incorporating many of the thoughts received into its plans for the opening weekend at the beginning of September.



On Friday 4 September a VIP event will mark the completion of the project, with Saturday 5 September providing an opportunity for the rest of the community to get involved.

With trains departing from all seven new stations and Edinburgh Waverley, the three councils along the route ran 'Golden Ticket' competitions to give residents the opportunity to enjoy one of these first journeys. The lucky winners will be informed very soon.

On Sunday 6 September, the regular timetabled services will begin operation, with tickets available from ScotRail.

BORDERS RAILWAY STEAM TRAIN JOURNEYS

As part of the celebration for the new Borders Railway, ScotRail has joined forces with the Scottish Railway Preservation Society (SRPS) and Steam Dreams to offer customers the opportunity to enjoy a fantastic steam train experience on the new line.

Details are still being finalised, but the train company plans to offer three journeys a week on Wednesdays, Thursdays, and Sundays, for six weeks this autumn.

The steam trains will offer first and standard class accommodation with on-board hospitality where customers can savour a variety of drinks and snacks during their journey.

The enticing journey begins at Edinburgh Waverley, and passengers can enjoy a return journey to Tweedbank station - just a short distance from Abbotsford House, the ancestral seat of Sir Walter Scott.

Between these two locations, passengers will take in the sights of green fields and forests and the picturesque scenery which contrasts the former industrial heartlands of Midlothian with the rolling Borders landscapes.

Each special steam train service will feature a mix of restored first and standard class carriages - the signature of sophisticated travel from the 30s, 40s, and 50s.

When plans are confirmed, all details and ticket information will be posted on the ScotRail website at:

www.scotrail.co.uk/scotland-by-rail/steam-trains



For all train enquiries,
including tickets, fares and timetables:

ScotRail:

@ www.scotrail.co.uk

☎ 0344 811 01 41

Living by the railway



It's been over half a century since there has been a working railway in Midlothian and the Scottish Borders. Here is a quick overview on what it means to live near a live railway.

NOISE

The railway can be noisy, in normal day-to-day operation and during maintenance and improvement work. We are committed to reducing noise and keeping disturbance to a minimum but sometimes it is unavoidable. Many people that live near a railway report that they become so used to the noise of trains travelling past that they almost don't notice them anymore.

MAINTENANCE AND ENGINEERING WORK

Maintenance is the general day-to-day upkeep of the railway such as looking after tracks, signals and power supplies. Engineering work is larger scale projects such as track replacement.

Evelyn Brown, community relations manager for Network Rail said:

"We use a range of measures to minimise noise and disruption from our work such as ensuring our employees and contractors behave considerately towards people who live and work near the railway. Lighting and generators are placed

away from homes, where possible. We also use silenced equipment where possible."

"If the work is near residential areas, we aim to send letters to local people 10 days before the work begins explaining what we plan to do and when we expect to start and finish. When a large engineering project is planned, we also tell local authorities and other community representatives such as Members of Parliament and local councillors."

"For maintenance work, which ranges from emergency repairs to general up-keep, it isn't possible for us to contact local residents before work starts. This is because we're working every day and night of the year, making it impractical to give notice to everyone who may be affected."

"We do most of our work on the tracks at night and at weekends to minimise disruption to passengers and keep our workers safe. In fact, we are required by law to close a railway line before we work on it."

We will try to help you if the railway causes you any problems. We hope this new railway line will bring you great benefits but we are always available to talk to you should you have any concerns.

CONTACT INFORMATION

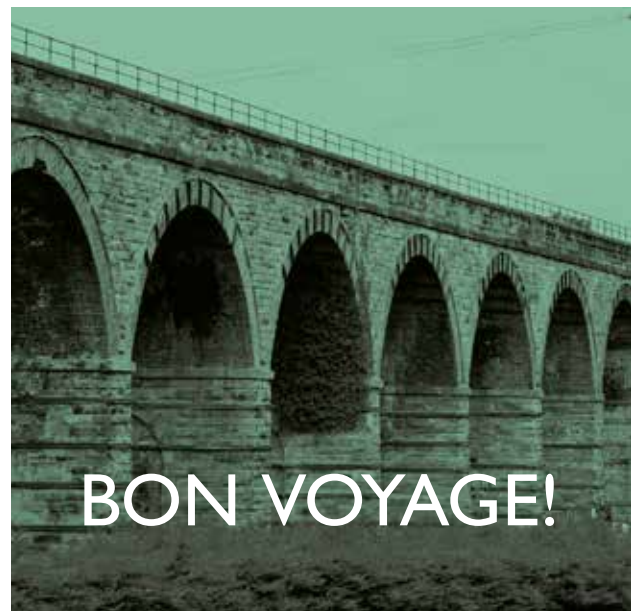
24 HOUR HELPLINE

For enquiries about fencing, construction noise and other 'railway infrastructure' related matters, please call the Network Rail 24 hour helpline:

☎ 03457 11 41 41

@ www.networkrail.co.uk

(Open 24 hours, 365 days a year. Calls charged at standard rate)



BON VOYAGE!