



The Levenmouth Rail Campaign Newsletter

Campaign Update 13 • January 2016

“£40 Million” for Hauliers’ Losses is Over Half Cost of New Levenmouth Rail Link

**Startling – and Telling – Consequence of Emergency Repairs
and Closure of Forth Road Bridge**



Above: The affected north end of the Forth Road Bridge, at about the time of its 50th anniversary in September 2014. There has been very little to celebrate recently.

Below: Hauliers such as *Malcolm Logistics*, who work with *Diageo* at Leven, as shown here, stand to lose out heavily as the Bridge remains closed to them now.



Courtesy: *Edinburgh Evening News* ...

LAST MONTH’s emergency repairs and closure of the Forth Road Bridge has highlighted the isolation of the Levenmouth community as its 37,000 or so inhabitants yearn for a revived rail link, but this particular cloud may prove to have a silver lining.

The *Road Haulage Association* [R.H.A.] which represents the vast majority of truck drivers in Britain, states that barring heavy goods vehicles from the Bridge ‘til February, or an extra six or seven weeks, “will cost firms more than £40 million” in total.

That is more than half the £76.6M quoted as the top price for reinstating the Levenmouth Rail Link, and, for this deprived area at least, that would certainly be a very wise investment and an ‘insurance’ against such transport crises in the future.

Hauliers have warned that keeping the Bridge out-of-bounds to trucks, despite re-opening it to other vehicles, would cost each haulage business an average of around £50,000. Some could even be left bankrupt, the R.H.A. also claimed.

Freight operators from Fife in general, and the Levenmouth and East Neuk area in particular, are being seriously affected by the ban on trucks making the Forth crossing and, since before Christmas, drivers have been obliged to continue diverting via Kincardine and the bridges there — adding around 40 miles, (64 kms.), and a lot of extra time and cost, in either direction.

All this, as well as having to contend with poor road links in Levenmouth, makes the rail link plan far more worthwhile and a proper rail link from there vital at any time.

The CREDIBLE Journey

10,000 Names

A Happy
New Year!
Enjoy 2016

Important Service Announcement

Would All Prospective Passengers for the Next Trains due to Depart from Leven and Cameronbridge please await further announcements from LMRC

... and, Oh!, Please Remember, you can still help our Campaign by contacting LMRC (Details on Page 2), and lobbying your MSP, MP or Councillor ...

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Please! Take The Time to tell Network Rail’s Consultants Just How Much You Want Rail Link Back!... Story and Details on Page Two

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8,193

of our target of 10,000 signatures on our Petition ! — by 3 January 2016

(See Back Page)

Campaign Progress

REINSTATE THE THORNTON-LEVEN RAIL-LINK NOW!

Connect Now For Leven Rail Link Reconnection!

THE LEVENMOUTH Rail Campaign, fearing that their ambitions for the reconnection of the line to Thornton might be "overlooked or sidelined while other, more headline-grabbing transport investment clamours for attention", have called on supporters and the general public to tell Network Rail's 'Scotland Route Long Range' planning consultants how much they want Leven back on-line!

www.networkrail.co.uk/long-term-planning-process/scotland-route-study

Ghost of a Chance... !

1970 Research Shows Up Feelings of a Town's Isolation

TO BE Fair — *Maybe!* — to the officials in this story, it might just take them some time to catch up ...

They hadn't found out before a row over one commuter's travel expenses showed up the consequences of Leven's rail isolation very soon after the station closed.

This story, reported by the ***East Fife Mail*** in February 1970, has been uncovered during research work on previous Levenmouth rail campaigns by LMRC News' editor Alistair Aynsough. It centred on none other than the Dean of Guild, F. Traynor, who had already been involved in the fight to save the rail link ahead of its 1969 closure.

He was, in 1970, the representative of all Scottish Burghs on the *Scottish Nursery Nurses' Examination Board* but, when he needed to submit his travel expenses, there was a refusal, and the letter read: "... The Chairman of the ... Board has asked me to write to you concerning your claim for reimbursement of expenses in connection with your attendance of a [Glasgow] meeting.

Resignation Threat

"... If there is any reason why you must travel by private car instead of **by train**, will you please send me a note for submission to the chairman?"

Needless to say, Dean Traynor sent his note promptly, telling the board that the railway had closed to passengers four months earlier — and now there was also a long-running bus strike affecting the Levenmouth area.

Dean Traynor said this was the first time he had had a travel claim questioned, and he had even threatened to resign from the examinations authority.

"I am considering my resignation from the board", he told the *East Fife Mail*; "I am fed-up with the whole thing. You give of your time free, and this is what happens!!"



Image: Microsoft 'ClipArt Library.'

FAQ

Frequently-Asked Questions ... Answered

'How will Rail Link be Connected?'

Answers

"LEVEN Would be Connected to Glenrothes-with-Thornton junction (as part of the *Fife Circle*). This operates half-hourly services, involving journey times of around 1 hr 10 minutes to Edinburgh Waverley, 20 minutes to Kirkcaldy, or 40 minutes to Dunfermline. By changing at Kirkcaldy, it should require no more than a 1-hour journey to Dundee or Perth. Rail connection allows Levenmouth residents easy access to the entire national rail network, the freedom to go anywhere we are presently denied. A new station is, incidentally, also planned for Edinburgh airport, and with the Rail Link, would allow Levenmouth folks direct connections for foreign travel."

"Where Would The Trains Come From?"

"WITH THE Completion of the electrification of the Glasgow-to-Edinburgh line, by 2017 — which requires new equipment — there will be plenty of conventional rolling-stock available." — **L.M.R.C.**

PLEASE SIGN OUR ON-LINE PETITION !

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CAMPAIGN CALL

... Thanks!

Below: Holyrood House, seen on Wednesday, 2 September.



"LOBBY YOUR MSP!" SAY LMRC

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LMRC Contacts



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This News-Letter has been Produced by ALISTAIR AYNSCOUGH, Colinsburgh, Fife, on Behalf of the **LevenMouth Rail Campaign**.

From The Creator of
'Brougham Hall News'



The Levenmouth Rail Campaign Newsletter

Campaign Update 14 • February 2016

Less Than One-Hundred Days to Go

LMRC Set to “Get Up Steam” as Holyrood Election Nears

THE LEVENMOUTH RAIL CAMPAIGN has called upon everyone who wants their cut-off community reconnected to the national railway network, to join the campaign to make this long-held dream a reality at last.

They are appealing for help such as collecting signatures at local shows and fetes, assisting at key publicity events, or handing out literature for the LMRC.

Writing for his regular column in the *East Fife Mail*, the LMRC secretary, Allen Armstrong, stated: “Activists are gearing up again after the New Year break. LMRC is launching a condensed ‘Briefing Paper’ aimed primarily at decision-makers and, especially, MSP’s., as part of the spring drive to get our cause accepted by the main political parties”.

There are now less than 100 days to impress. The Scottish General Election, for prized places as MSP’s. in the chamber at Holyrood, is on Thursday, 5th. May.

“LMRC is a member of national transport campaigning organisation *Transform Scotland*”, Dr. Armstrong adds; “... and have been able to call upon their expertise

Courtesy: *East Fife Mail* ...
in making the case for the reinstatement of the LevenMouth Rail Link at the national level. LMRC members will be attending key events offered to all the political parties contesting the coming Holyrood elections, as well as the Cross-Party Group meeting.

“We are hopeful of a motion being debated at the Scottish Parliament in the coming months, and hope to support this with a small reception for members in the Parliament Building, in Edinburgh”.



Above: The LMRC stall at Leven's Classic Vehicle Show on 28th. June, last year.



IF KYLE OF LOCHALSH KEPT ITS RAILWAY ... WHY DIDN'T WE ... ?!

A “VITAL Lifeline” and “Poor Road Links” were among the main reasons why Kyle of Lochalsh, (**Left**, in October 2014), and other North of Scotland communities managed to stay on the railway network — yet LevenMouth, with a far-larger population, lost out ... despite very similar problems with roads and other services. See “FAQ” Feature, Page 2 ...

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www.networkrail.co.uk/long-term-planning-process/scotland-route-study

"The Concert's 'Cancelled'!"

1969 ... LevenMouth Fans of David Bowie Would Have Had Problems Getting to His "First" Scottish Gigs with Passenger Trains Withdrawn

Problem That Continues Today

Story: 'Craigie', *Fife Courier*.

A STORY on the 'Craigie' page in a recent edition of the *Fife Courier* has shown up one of the many advantages of having a rail link serving LevenMouth once again — the chance of attending, and the *kudos* of staging, major concerts.

A concert by the late, celebrated 'Starman', David Bowie, was to be staged at Kirkcaldy on 14 November 1969, a few weeks after the last passenger train left Leven ... and that would have proved a major problem for local concert-goers.

In the edition of Tuesday, 19th. last month, former concert promoter Andi Lothian wrote about arranging what he believes was the first tour by the singer in Scotland.

As it turned out, some of the concerts, which were due for venues as far apart as Aberdeen, Stirling and Glasgow, were called-off as he was still very much unknown — debut hit *Space Oddity* was only just troubling the charts in late-1969 — but the area simply cannot lose out on the chance of a rail link for concert goers to go together by train today ... or, for that matter, for trains to bring in fans attending concerts held in LevenMouth itself



David Bowie Image Courtesy:
Microsoft Clip-Art Library.

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FAQ

Frequently-Asked Questions ... Answered

'Why Us? Why Leven?'

Answers

"ALTHOUGH the Thornton—Leven rail-link was **NOT** recommended for closure under the Beeching Report, services across Fife fell victim to swinging cuts to the branch line network which followed. The last train to run from Leven to Thornton was on 4th. October, 1969.

"Note that some other branch lines survived across Scotland, to much smaller towns (North Berwick, Balloch, Stranraer, Kyle of Lochalsh, Mallaig, Wick-Thurso)."

— The opening of the Forth Road Bridge in September 1964, less than 18 months after the Beeching Report was published, plus the fast-increasing popularity of cars, contributed to the closure of many railways in Fife.

"When Did The Last Freight Trains Go?"

"**FREIGHT TRAINS** on this line continued serving Methil Power Station until 2001. This heavy coal traffic required a high standard of track-bed, which remains."

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Below: Holyrood House, seen on Wednesday, 2 September.



"LOBBY YOUR MSP!" SAY LMRC

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From The Creator of
'Brougham Hall News'



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“Welcome Aboard, Mr. Mackay!”



Letter to Newspaper Complains of ‘Deliberate Oversight’ as Transport Minister is Accused of Staying Away

RESPONDING TO A Letter in the previous week's *East Fife Mail*, which talked of “decades of crisis”, a Mr. Ken MacLagan, of Leven, has complained of a “deliberate oversight” - and even accused Transport Minister Derek Mackay of staying away.

Mr. MacLagan's letter attracted the full attention of the *Mail*'s editor, appearing in the edition of Wednesday, 17th. February, under the bold headline: 'Lack of Rail is Symbolic of LevenMouth Neglect'.

“The lead letter by R. Hunter last week”, he wrote; “echoes the perception of many local residents that LevenMouth has been ignored and left to rot. The lack of rail service epitomises this deliberate oversight.”

“LevenMouth is by far and away the largest urban area in Scotland with no direct rail link, compounded by quite inadequate road connections – especially the Standing Stane [A.915. Leven-Kirkcaldy road].

“Successive feasibility studies and campaigns have shown that extending Fife Circle services from Edinburgh to Leven would yield a significant, positive return. Greater than any other single measure, reopening the line would reap an immediate positive impact on jobs, study opportunities and on the local economy. It would even enhance the wider perception of our

Courtesy: *East Fife Mail*. . .

community - and all it would actually require is very modest capital investment”.

Task Forces

The closure of the Tullis-Russell paper plant at Glenrothes, and the impending shutdown of the Longannet Power Station near Kincardine, are not missed by this writer: “So, what can be done? - Are we just crying in the wilderness?”, he asks.

“With so much power now devolved to the Scottish Government, we also need [the two local MPs and] other elected representatives to step up to the plate.

“We've seen task forces formed in the past few months for Tullis-Russell and Longannet, and major new transport investment for 'less-deserving' projects elsewhere in Scotland.

“We understand the Scottish Transport Minister cannot even be induced to make a visit to LevenMouth to discuss the case for rail - although he seems ready enough to travel elsewhere.

“The Leven Rail Link is the *Litmus-test* of official neglect and oversight of LevenMouth”, Mr. MacLagan states; “... We cannot believe any party or government has the slightest concern for our plight!”

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— by 2 March 2016

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www.networkrail.co.uk/long-term-planning-process/scotland-route-study

"You Can't Buy That Here...!"

Some Items – Especially Clothes – are Unavailable in Leven ... Prompting Those Lengthy Bus Treks, as Town Languishes

THE LMRC News Editor has just returned home after another trip to Leven for some shopping ... little suspecting that he would actually end up at Kirkcaldy, or even Dunfermline!

When seeking items ranging from food to fashion, from hardware to bike parts, there have been several times when Alistair Aynsough, and, almost certainly, many others, have had to travel further afield -- the tangible evidence of a town surely suffering from a depressed economy, the closure of key shops, and the lack of decent transport.

These just happen to be the kinds of things that can be relieved by the bold decision to reinstate the Leven-Mouth Rail Link – something that would boost the area's wellbeing and local commerce in any number of ways.

The railway would help bring in more tourists, attract business, and offer better travel opportunities.

The main shops tend to be short of certain items, and on several occasions, the editor has had to get on buses, at extra expense on top of what he was buying, such as clothes from Kirkcaldy or Dunfermline; and also has to go to Glenrothes for cycle service or repair, or even farther afield for certain hard-to-get items. His is just one story among many, with calls growing for a new rail link here.



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'How Much Will it Cost?'

Answers

THE Scale of investment is estimated at £76.6 million (at 2016 prices) – a conservative figure primarily for signalling, stations, clearing vegetation and upgrading – considerably higher than the usual rule-of-thumb estimate, which is £10 million per mile. [That figure has since been seen as too high, anyway, by many people]. In terms of comparable recent transport projects in Scotland, this is a relatively-modest sum; (compare the new Borders Railway* and Airdrie-Bathgate - both £300 million; Edinburgh Trams - £1 billion; New Forth Crossing - £3.5 billion)."

"How Can I Get Involved?"

YOU CAN SIGN our On-Line Petition to show your support to our Campaign **Below**, but, also, contact us in a number of ways - Please see our **Contacts** at the foot of this page.

* With well over 500,000 passengers in six months, the cost of the Borders Railway may now be justified – but its success only goes to show the new popularity of trains ... !

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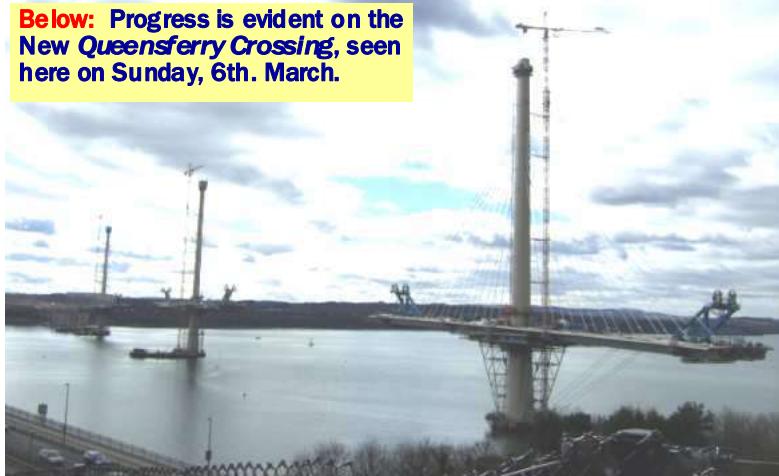


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Bridge The Forth Gap ...

Below: Progress is evident on the New Queensferry Crossing, seen here on Sunday, 6th. March.



Then Fill Void Between Thornton and Leven . . . !

WORK ON The New Queensferry Crossing is progressing well, with the towers pretty much complete, and the road decks and cables clear to see - ahead of its proposed opening eight months away.

In fact, things there have reportedly gone so well that the project is set to cost £1Bn. less than originally estimated.

The news, welcome as it is anyway, has prompted the *LevenMouth Rail Campaign*, among other like-minded groups, to call for some of the money saved from the new Forth crossing to be spent on reinstating long-lost railways such as the one between Thornton and Leven.

The LMRC group secretary, Dr. Allen Armstrong, was one of many who have written letters to Fife local newspapers in recent weeks on the Queensferry Crossing, poor rail and road provision, and the LevenMouth Rail Link in particular.

In his letter to *The Courier* on Monday, 7th. March, he wrote: "The report in Thursday's *Courier* that the final cost of the replacement Forth bridge, the Queensferry Crossing, is coming in at £1Bn. below the initial estimate surely offers a unique opportunity for the Scottish Government to invest in several long-overdue rail improvements in Fife.

"Reinstating the five-mile [8km.] stretch of railway to Leven providing direct, hourly *Fife Circle* services to Edinburgh would require no more than 5% of this £1Bn..

"The technical reports and strong,

positive case are already completed so we are just waiting for a decision. Investing in other connections, such as the Forth Rail Link (Dunfermline to Stirling), Newburgh Station and even the St. Andrews link would be justified, all of which would improve access for sizeable communities presently excluded, and, above all, reduce congestion on the existing road network.

"What are Transport Scotland and the Scottish Government still waiting for...?"

SENSATIONAL SUCCESS OF BORDERS RAILWAY BOOSTS OTHER CAMPAIGNERS

IT'S STILL Only Seven Months since the new Borders Railway - the northern section of the famed Waverley Line - reopened, but its truly-sensational success so far has emboldened campaigners to call for it to be extended back down the old track-bed to Hawick, and even its former southern limit, Carlisle, as soon as possible. With 500,000 passenger journeys after four months, and the millionth surely very soon, the railway's progress has already led to ScotRail promoting a direct link between Galashiels and Fife – and, logically, calls from LMRC to make it possible to get there from Leven.

The Borders Railway story has also already prompted calls for the little-used railway serving the now-closed Longannet Power Station, near Kincardine, to become a passenger line, while Leven's case also featured on *BBC Reporting Scotland*.

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'UNEQUALLED!'

New "Equality" Report Out - But LevenMouth's University Hopefuls Already at Disadvantage

A REPORT Published last month, aimed at tackling access equality to Scottish universities, has set out a series of targets — including the provision of coveted places for pupils "from the 20% most-deprived areas".

The Commission on Widening Access, set up by First Minister Nicola Sturgeon herself two years ago, "sets out 34 recommendations aimed at getting more pupils from deprived backgrounds into higher education in Scotland", the **BBC News website** stated on Monday, 14th. March.

However, with LevenMouth surely being one of those greatly-deprived places, and with it being the largest community in this country not to have a working rail-link, together with its poor road links and inadequate bus services in many parts of the district, it certainly appears that, around here, these targets will be widely missed.

"Four Times Less of a Chance of a University Place"

The final report says that this provision of university places to pupils from the likes of LevenMouth should be achievable by 2030 — but we simply cannot wait 'til then for better rail transport links, or any other real benefits.

While there are also calls for a "Commissioner for Fair Access" to resolve the problem of university access, it is noted by UCAS - the *Universities and Colleges Admissions Service* - that 18-year-olds from deprived communities have four times less of a chance of a university place than those from more-affluent areas. There are similar problems at schools, with younger students from deprived areas more likely to fair poorly at examinations compared with their better-off classmates. That alone could well leave them at a disadvantage when they take on less-rewarding jobs afflicted by poor commuting.

Dame Ruth Silver, who chaired the Commission, said her report "offered clear and tangible actions that can be taken" - but warned that "public debate around fair access was often unhelpfully simplistic". Certainly, with a rail link short, LevenMouth's young need extra help

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Answers

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"How Can I Help LMRC?"

You Can Help This Campaign in Many Ways:

Sign The Petition [Paper or on-Line] and Join in Activities to sign-up people where you live, work, study or shop.

Visit the LMRC Website or otherwise Contact Us, **Below**.

Attend an LMRC Meeting - Look out for our notices, especially in the **East Fife Mail**, issued each Wednesday.

Join in other LMRC Activities to spread the message and garner support: talk, promotion/publicity, fundraising.

Write to your Councillors, MSPs, MPs - or direct to the Minister of Transport (Derek Mackay) - repeatedly.

Write your Views and Support for Levenmouth Rail Campaign to local or national Newspapers [Letter to the Editor].

Suggest new Ways to Campaign for this Worthy Cause.

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Leven "Ghost Train" is Still Running!



[Courtesy A.F. Microsoft Clip Art Library.]

Employment Agency Asks Jobseekers: "Can't You Get a Train at Leven?"

THIS IS NO LONGER 1970, and "I'm no Dean of Guild Traynor", yet these minor details did not prevent a repeat of an episode from just 4 months after the LevenMouth Rail Link closed ... only this time involving LMRC News editor Alistair Aynsough.

Jobseekers back in 1970 were asked the same, and now history repeats itself. In his continuing search for employment, Alistair was recently asked by staff at one employment agency: "Can't you catch a train at Leven?"

In February, 1970, the ***East Fife Mail*** reported that Dean of Guild Francis Traynor, a local dignitary, was involved in a row with the *Nursery Nurses Examination Board* over his travel expenses.

The Dean was a voluntary member of the Board, and had gone to Glasgow to attend a meeting in January 1970.

However, his claim was refused and the chairman asked him why he'd gone by car when he "could leave Leven by train at 10 a.m."

Services ended in October '69.

We haven't discovered if the Dean ever got his money, after a threat to resign from the Board ... and Alistair continues jobhunting.

'PESTER' POWER?!

LMRC Intensify Call on Public to Approach Election Candidates as 5th. May Holyrood Election Nears



Above: Leven Town Centre - In The Doldrums ...

WITH JUST Days To Go before the Holyrood General Election, on Thursday, 5th. May, members of the ***LevenMouth Rail Campaign*** have called on the people of Levenmouth and the East Neuk of Fife to go all-out and step-up their campaign to let visiting candidates and politicians of all parties know just how much this area really needs a renewed rail-link.

Virtually all MSP candidates have voiced support for the rail-link, and some have appeared at photo-shoots at the site of Leven's railway station.

However, only the Scottish Greens have included a concrete manifesto commitment to reconnecting Leven and Methil to the national network.

It is extremely disappointing that other party manifestoes identified other specific rail initiatives across Scotland – but failed to mention Leven.

"Regardless", LMRC campaigners state"; We will support, work with and hold accountable whoever is elected to fulfil their individual pledges over the next five years of the Parliament." →

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"Nearly There...!"

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REINSTATE THE THORNTON-LEVEN RAIL-LINK NOW!

'PESTER' POWER?! / Continued ...

► Several of the current MSP's, and MP's, have stated their support for the reinstatement of the rail link, and have either regularly attended campaign meetings or activities, or appeared at a "press day" on the tracks under Bawbee Bridge, Leven, in September – or done both.

Call on The Younger Generations

By using that well-known phrase, 'Pester Power', LMRC News itself also calls on the younger generations to get their parents involved in this vital campaign to bring trains back to the Levenmouth community.

It might be a while before they may vote in elections, but they should know that a newly-opened line to Leven will be their link to the future – *literally!* – surely bringing with it the prospects of work, leisure and prosperity.

The campaign would also welcome more members, perhaps younger, members or backers, to help them get the essential message out, and, of course, bid to improve their own futures by campaigning for the rail link's rebirth.

As things stand today, we fear the lowly Leven town centre, along with the Levenmouth area in general, will just decay further, putting off potential new investors, and risking a terminal decline. We have heard, on many occasions, that the population of Levenmouth and the East Neuk as a whole is growing, despite the area's problems, and for that reason alone, this rail link is truly imperative.

So — once again — the LevenMouth Rail Campaign call on the people of Levenmouth and the East Neuk of Fife to step-up their campaign to let visiting candidates and politicians of all parties know full well just how much this area really needs a renewed rail-link ... !!



"Seeing a Way Through!?"

MEET US ... AND SUPPORT US!

We will be taking our message to local Shows again in 2016 ...

LMRC at Buckhaven May Day Open Day — Sun., 1st. May.
LMRC Action Committee — Wed., 25th. May, 6.30 pm., at
Fife Renewables Innovation Centre, Methil Docks, Leven.
LMRC at Methilhill Gala — Saturday, 4th. June.
LMRC at Leven Rose Queen Gala — Saturday, 11th. June.
LMRC at Kennoway Gala — Sunday, 12th. June.
LMRC at Methil Gala — Saturday, 18th. June.
LMRC at East Wemyss Gala — Saturday, 2nd. July.

For Further Event Details, please see Contacts, Below ...

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Write your Views and Support for Levenmouth Rail Campaign to local or national Newspapers [Letter to the Editor].

Suggest new Ways to Campaign for this Worthy Cause.

PLEASE SIGN OUR ON-LINE PETITION !

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CAMPAIGN CALL

..... Thanks!

Below: Holyrood Parliament Building in Edinburgh.



"LOBBY YOUR MSP!" SAY LMRC

THE LMRC are Appealing for anyone who wants the Levenmouth Rail Link back to write to their MSP, MP and Councillor right away. The more they do, the more chance there will be for this important matter to be discussed where it matters, at the **Scottish Parliament** itself ... !

From The Creator of
'Brougham Hall News'



The Levenmouth Rail Campaign Newsletter

Campaign Update 18 • June 2016

Meet Us At The Methilhill Gala

... and Other Summer Shows as Campaign Aims for Critical 10,000th. Signature !

ON SUNDAY, 4th. June, the Levenmouth Rail Campaign embark on their second season of visits to Fêtes, Galas and other shows in the district to spread their vital message — that it is imperative to restore the Levenmouth Rail Link, between Thornton and the town of Leven itself, and reconnect Scotland's largest rail-deprived community to the national network.

The first of these gatherings will be the ever-popular Methilhill Gala, on that first Sunday of Summer proper, and members of the campaign group will hoist their main sail - or sail flags - and set their stall out with posters, leaflets, stickers and the all-important petition sheets, to entice visitors to the Gala to sign on the dotted line to support the bid to get the tracks back. The petition is now up around 9,000 — and a determined push towards the landmark ten-thousand will certainly send out a loud message to Holyrood, as well as Transport Scotland and Network Rail.

Apart from Methilhill, the Campaign will have stalls at Leven Rose Queen Gala on Saturday, 11th. June, Kennoway Gala the next day, Methil Gala on Saturday, 18th, and East Wemyss Gala on Sat., 2nd. July.

Below: The LMRC stall at the *Vintage Vehicle Show* at Leven on 28th. June last year.



Above: Making an appearance at Wemyss Gala last August, LMRC collected several hundred signatures from keen supporters.

Derek Mackay Moves On; Now It's Time to "Welcome Aboard" New Transport Minister Humza Yousaf ...

HUMZA YOUSAF, the S.N.P. M.S.P. for Glasgow Pollok, was appointed the new Transport Minister in the Scottish Government after the Holyrood General Election of 6th. May. He takes over from Derek Mackay, with Mr. Mackay moving on to become the new Finance Minister.

Mr. Yousaf therefore becomes the new man "at the top" to impress, as far as the LMRC are concerned, with the sheer importance of having the Levenmouth Rail Link reinstated. His new role means he is sure to be invited to attend a meeting of the Campaign group in Leven, as his predecessor was. Indeed, March's LMRC News depicted Mr. Mackay being invited on board a "train to Leven" after one letter-writing campaigner had accused him of 'staying away' ... Over to you, now, Mr. Yousaf, and, by the way, Welcome Aboard !

The CREDIBLE Journey

10,000 Names

"It's Even Closer!"

Important Service Announcement

Would All Prospective Passengers for the Next Trains due to Depart from Leven and Cameronbridge please await further announcements from LMRC

... and, Oh! Please Remember, you can still help our Campaign by contacting LMRC (Details on Page 2) and lobbying your MSP, MP or Councillor ...

Our advancing Train shows that we have already gathered **8,969** of our target of 10,000 signatures on our Petition ! — by 27th. May, 2016
(See Back Page)

Campaign Progress

REINSTATE THE THORNTON-LEVEN RAIL-LINK NOW!

Stop - and Think

"This Much Has Been Done For Us" ! – Now We Must Campaign For The Rest ...



... to
Open The
Gates for the Rest of the Way to Leven!

Waukmill Railway Walk

USING Back-Lanes and little-used footpaths near the Rail Link's junction with the main line at Waukmill, near Coaltown of Balgonie, LMRC News' editor Alistair Aynscoough was able to get these rarely-seen views of the former railway to Leven in seemingly-perfect condition — with no intention of trespass! Here is the still-used section from the main line to Earleseat, where it serves a local quarry. This is how the first mile or so of the track-bed appears. This bit has effectively been done for us - and the all-important junction is still operational. If we already see this, we must campaign for the rest, too !



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From The Creator of
'Brougham Hall News'



The Levenmouth Rail Campaign Newsletter

Campaign Update 19 • July 2016

We're Not Asking — Or Even The Earth *(dare we say ...)* **EUROPE!**

Just Link Up Leven!

THE Members of the LevenMouth Rail Campaign — now so close to achieving the magical target of 10,000 signatures that they set themselves for their Petition — are hoping that the truly convulsive shock of last month's referendum vote for Britain to leave the European Union, whatever was decided here in Scotland, will not affect their ambitions of seeing the reinstatement of the LevenMouth Rail Link.

The fact that just 4,500 or so signed the petition set up by a previous rail-link push in 2008 only emboldens the current group as so many more have given their backing to the drive to get the trains back into Leven.

LMRC folks have been attending several local Summer shows, galas and rallies in recent weeks, and have been very busy collecting more names as they near the 10,000 — and they now hope that their message is being heard much more clearly and more enthusiastically than from either side in the 23 June referendum.

We are not asking for the earth - or even Europe - but just for the powers that be, at either Holyrood or Network Rail, to have the courage to give the go-ahead for this rail link.



Leven Classic Vehicle Rally, 26 June

Aiming For **10,000** Target

LEVENMOUTH Rail Campaign folks have been busy getting signatures in support of the rail link's revival, edging towards their "target" of **10,000**, and attending various local Summer shows.

Methilhill Gala, 4 June



Leven Rose Queen Gala, 11 June



Kennoway Gala, 12 June



Methil Gala, 18 June



(Photo: Ken Haig.)

"Any Chance of some
more-MODERN Transport Options...?"

The CREDIBLE Journey

10,000 Signatures!

**"It's Even Closer
Still to The
10,000**

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Campaign Progress

REINSTATE THE THORNTON-LEVEN RAIL-LINK NOW!

Levenmouth's Case is Heard at Holyrood

— and Then in National Newspapers

"IT WAS Encouraging to hear the Levenmouth rail-link was raised in an Environment debate early in the new Scottish Parliament on Tuesday, 31st. May, by MSPs Claire Baker [Labour] and Mark Ruskell [Green Party]", Allen Armstrong, the LMRC Secretary, wrote via e-Mail to fellow campaigners last month.

"Following a recent meeting of LMRC members with new Mid-Fife and Glenrothes MSP Jenny Gilruth, [S.N.P.], we were informed that the area's MSPs and MPs would be holding a meeting with the new Transport Minister Humza Yousaf in late-June", Mr. Armstrong added.

This invaluable bit of attention to our worthy social, industrial and communal cause was followed soon after by coverage in two national newspapers six days apart in June, firstly in the **Sunday Express**, and then the **Scotsman**, both of which highlighted the area's problems including isolation and lack of work and commerce.

LMRC members attended a conference of *RailFuture* at Newtongrange, now part of the new Borders Railway.

Right : "Disconnected"
— LevenMouth appears at the top of this list of rail-deprived towns and communities, which has appeared on the LMRC website, and in its e-Mails, in recent weeks.



Unlucky for some – 13 Scottish towns over 10,000 with no rail link

Settlement	Population	Distance/nearest station
1. Levenmouth	36,745	5.9 miles Markinch
2. Bonnybridge area	24,730	2.8 miles Larbert
3. Renfrew	21,584	1.6 miles Hillington West
4. Kirkintilloch	20,140	1.4 miles Lenzie
5. Peterhead	18,537	32.7 miles Aberdeen
6. St Andrews	18,421	5.5 miles Leuchars
7. Grangemouth	17,373	2.2 miles Falkirk Grahamston
8. Penicuik	15,926	6.2 miles Wester Hailes
9. Broxburn	15,375	3.7 miles Uphall
10. Forfar	14,020	12.1 miles Carnoustie
11. Hawick	14,294	17.4 miles from Tweedbank
12. Fraserburgh	13,170	41.8 miles Aberdeen
13. Whitburn	11,020	3.5 miles Bathgate

MEET US ... AND SUPPORT US!

We are taking our message to local Shows again in 2016 and will also hold our regular Action Committee Meetings :

LMRC at East Wemyss Gala — Saturday, 2nd. July.

LMRC Action Committee — Wed., 27th. July, 6.30 pm., at Fife Renewables Innovation Centre, Methil Docks, Leven.

Likely Stall at Silverburn Festival, Leven, Sat., 13th. August.

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From The Creator of
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The Levenmouth Rail Campaign Newsletter

Campaign Update 20 • August 2016



*The Even More
CREDIBLE*

The Great Fife Rail Vision

RailFuture Scotland See LevenMouth Rail Link as Part of Future Expansion

A NATIONAL and Very Influential rail campaign group have unveiled a bold scheme to rejuvenate - and restore parts of - the Fife rail network ... and the LevenMouth Rail Link figures in their plans.

RailFuture Scotland whose chair Allison Cosgrove gave a well-received speech at the annual general meeting of the LevenMouth Rail Campaign last year, represents train users across Scotland.

Their new idea for the Fife rail network, in particular, would "greatly enhance the opportunities for fast, frequent and environmentally friendly travel within the area and further afield", they told *The Courier*.

"Not only is expansion of the network proposed", they say; "... but the frequency of most services is at least doubled."

Roderick McDougall, the vice-chair of RailFuture Scotland, who is the author of the enhanced network, stated that "the time for action is now.

"Whereas it is Network Rail's job to look after and maintain the existing network and Scotrail's job to operate passenger

trains on it in accordance with their franchise, there appears to be no-one charged with looking at extending and improving the network," he said; "This is a Government responsibility which they are shirking by passing it on to cash-strapped regional transport authorities and local councils without giving them either the authority or the financial ability to fulfil it".

Besides LevenMouth, other restorable routes that are proposed include Cowdenbeath-Perth; Crieff and Comrie; Dundee to Forfar and Aberdeen; and St. Andrews.

Right: RailFuture Scotland's Allison Cosgrove meets up with LMRC's Eugene Clarke during the annual general meeting of the Levenmouth group last year.



REINSTATE THE THORNTON-LEVEN RAIL-LINK NOW!

“Dreaming On” . . . and Ever So Hopeful !

THE LEVENMOUTH Rail Campaign made some very welcome, national news in mid-June, but this was rather ‘Trumped’ by a certain fellow from Across The Pond, who was featured on the same page in the *Sunday Express*.

Can we then dare to dream that this very same, golf-mad character – who visited Scotland in late-June – happens to have some business interest in one or more East Neuk hotels or golf courses ... and suddenly wants some decent railways for his guests or customers? It was recently stated that if a business requested a railway to be reopened, the Government were obliged to act. An hotel or a golf course somewhere around Anstruther or Crail would, perhaps, be rather ‘useful’... !

[Gdf Imag: APASummer2011]



10,413
Supporters!
— Now “It’s Over to You
... at Holyrood,
Network Rail,
Transport Scotland,
et al !” Please:
... Bring The Trains Here !!

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- over our target of 10,000 signatures on our Petition !
— by 9th. July, 2016
(See Back Page)

Campaign Progress

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We are taking our message to local Shows again in 2016 ... but also have meetings at the *Fife Renewables Innovation Centre* at Leven. ...

Likely Stall at Silverburn Festival, Leven, Sat., 13th. August.
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Target Reached - But Let's Hope Our Dreams aren't Dashed to Pieces !!!

THE TRAIN on our front page has at last broken through the 10,000 "Buffers" - but now we must keep on campaigning to keep our dream to re-connect Leven to the rail network from being dashed to pieces.



On the Strathspey Railway, Aviemore, A.P.A., May'94.



NOT at All Interested in 'spotting' trains, but more intrigued with their history (and that of the railways), LMRC News' editor Alistair Aynsough nevertheless decided to check out last month's BBC-4 "Trainspotting Live" shows ... yet the challenges that Peter Snow and the team set for viewers would surely have left many Levenmouth viewers..., well..., 'steaming'!

We were, then, asked to seek and 'spot' trains in our area and send images in to the show – there's only thing missing around here ... *the chance to spot a train at all!*

The first of the three shows did, however, include one helpful, hopeful comment from Bob Gwynne, a curator at the *National Railway Museum* in York. He commented on the fact some Scottish railways are being reinstated – and said that, if the track had been left in place on routes closed by Dr. Beeching in the 1960's, they "would have been much easier to open around fifteen years later".

Are we missing something here ?

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The Levenmouth Rail Campaign Newsletter

*The Even More
CREDIBLE
Journey
Continues ...*

Campaign Update 21 • September 2016

L.M.R.C's
Campaign
Progress

10,675

Supporters
- So Far - on
our Petition

Over Our Original Target
of 10,000 Signatures
on our Petition — —
Up to 31 August 2016 !
(See Back Page)

Getting Diageo on Board ... and Off The Roads!



Potential:
Diageo's Cameron Bridge Distillery - close to the site of the rail station - in the sunshine of mid-August.

'Whisky Heritage Centre': LMRC Bid to Woo Britain's Top Distiller as Industry Attracts a Record 1.6M. Visitors in 2015; £50M. is Spent

DESPITE Diageo's £63m. Investment in Scotland's largest distillery, in 2013, to make it "the most environmentally sustainable in the world", all freight movements here and at the nearby Banbeath bottling plant in Leven paradoxically travel on inadequate roads, and this adds to delays and congestion for the wider population — and for their own shipments. This is despite the presence of the mothballed rail-line that runs through the distillery.

Although Diageo is reported to be supportive of reopening the Leven line, which would provide an alternative mode of freight transport, not to mention offer commuting options to its own workers, the company has remained largely on the sidelines during the current campaign to re-instate the five-mile (8-kilometre) rail link.

Since former Transport Minister Derek Mackay stated that, if major businesses asked to reinstate freight services, Network Rail would be "obliged" to consider this, this non-committal has proved slightly frustrating.

Wanting to take a more-positive approach to the lack of communications, LMRC News' editor Alistair Aynsough made his move, seeing the potential for Diageo to develop a major visitor attraction such as a "Whisky Heritage Centre" at Cameron Bridge. He suggested this directly in letters to Chief Executive Ivan Menezes and

Chair Dr. Franz Humer, as well as three other senior executives, and the positive suggestions were then carried in *The Courier* and the *East Fife Mail*.

A reply was received from Ian Smith, Head of Corporate Relations at Diageo Scotland, indicating the specific proposal of a whisky heritage centre, or visitor centre, at Cameron Bridge, was not under consideration, but wishing the LevenMouth Rail Campaign well — and this message was also forwarded to the local Press.

HUGE BOOST FOR SCOTLAND'S WHISKY VISITOR CENTRES

TOTAL Spend at Scotland's Distillery Visitor Centres last year was about £50M. - nearly double the figure for 2010 — new figures from the Scotch Whisky Association show. The whisky distilleries welcomed 1,600,000 visitors in 2015 alone, an industry record, and the Association said this was 7% up on 2014, and up by over 20% - an impressive fifth - on 2010. Around half of Scotland's 118 whisky distilleries welcome the general public.

Julie Hesketh-Laird, the deputy chief executive of the Scotch Whisky Association, said: "Scotch whisky distilleries offer high-quality and unique opportunities to visit the homes of some of Scotland's most-famous brands".

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“FIX THE TRACKS TOO!”

LMRC Call after First Minister Pledges £100m. for Scotland’s ‘Post-Brexit’ Infrastructure

FIRST MINISTER Nicola Sturgeon announced £100m of funding last month, in order to boost Scotland’s economy, and to support businesses following the United Kingdom’s vote to leave the *European Union* – but her move has prompted the *LevenMouth Rail Campaign*, and others in the district, to call on the Government to put more pressure on *Transport Scotland*, *Network Rail* and other rail authorities to re-instate the critical rail connection.

Only then, many campaigners believe, would Ms. Sturgeon’s new strategy be of benefit to LevenMouth folks. There are also calls for her to offer other direct help, too.

An extra £100m will be made available in the current financial year to speed up delivery of health and other infrastructure projects which are currently in the pipeline.

Ms. Sturgeon announced an expansion of her Government’s existing infrastructure investment plan, along with new arrangements to engage with businesses to shape policy and provide up-to-date information and advice. Details of other projects likely to benefit from funds will be announced in due course, and work is continuing in the selection of projects that they believe will return a significant economic benefit, and can be delivered this year.

The LMRC are wondering if the area’s inactive rail-link will ever be named among these projects.

The Scottish Government stated they intend to bring forward support for job-creating projects and arrangements to help businesses deal with the uncertainty left behind after the tumultuous referendum in June.

The funding added to the 2016-’17 financial year comes from an under-spend from previous budgets”, the *BBC Reporting Scotland website* reported in early-August.

AUGUST 1971 – A VERY EARLY ONSET OF LEVEN’S CURRENT PROBLEMS...? !

The archives page of the *East Fife Mail* on 10th. August mentions a shortage of shop tenants and empty shops 45 years ago – and less than two years after passenger trains stopped coming. Leven’s town centre was “losing its attraction” to traders, the *Mail* reported back in 1971.

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From The Creator of
‘Brougham Hall News’



Top Railway Engineer David Shirres Says ... Leven Rail Link Proposal “Ticks All The Boxes”

Gives Revealing Talk to LMRC at Methil Docks

RENNED and Influential Rail Engineer David Shirres came to give a talk to members of the *LevenMouth Rail Campaign* at the *Fife Renewables Innovation Centre* at Methil Docks, Leven, on Monday, 12th. September — and rounded things off by declaring that, when it comes to good reasons for re-opening missing rail links, the LevenMouth Rail Link proposal “ticks all the boxes”.

Transport projects that need public funding are assessed for many things, Mr. Shirres stated, and one of these is the *Benefit-Cost Ratio* that surveyors and economists — and all other interested parties — use to decide if a new route will be viable. The LevenMouth Rail Link's rating has been put at 1-to-15. It would generate £1.50 for the local economy for every £1 spent on restoration of the rail-link. He now quotes the cost of re-instating the

route at £48M., meaning a return of £24M., which the local LevenMouth economy stands to fully benefit from ... and how the local LevenMouth economy needs this!

The starting £48M. would be spent by *Network Rail*.

High-Level Objectives

One of David Shirres' Powerpoint pages tells its own story. The *Scottish National Transport Policy* calls for several standards in rail revivals. ‘High-level objectives’ include the ability to promote economic growth and social inclusions, protecting the environment and improving health, and also improving integration and the safety of journeys. ‘Key strategic outcomes’ for the renewed rail link would be to improve journey times and connections, and to reduce emissions, and also to improve the quality, accessibility and affordability [of journeys].

In all eight of these objectives, the *Levenmouth Rail Link* would be viable. It does tick all these eight boxes.

In conclusion, then, Mr. Shirres writes: “Rail infrastructure is an expensive business but the right project brings great benefits. LevenMouth is the right project as it ticks all the boxes.”

An Apt Gift ...

Eugene Clarke, of the *LevenMouth Rail Campaign*, on the right in this image, presented David Shirres with that most-appropriate of gifts for his talk and show last month - a bottle of *Diageo's "Cameron Brig" Whisky* !

The LMRC contacted *Diageo* this summer, after months of no communication between the two, with the creation of a “Whisky Heritage Centre” being suggested for Cameron Bridge, near Leven. *Diageo* stated they wouldn't currently consider this idea — although they did send the campaign group their “best wishes”.



The CREDIBLE Journey Continues...

L.M.R.C.'s
Campaign
Progress

10,802

Supporters
- So Far - on
our Petition

Over Our Original Target
of 10,000 Signatures
on our Petition -- -- --
Up to 23rd. Sept., 2016 !
(See Back Page)

REINSTATE THE THORNTON-LEVEN RAIL-LINK NOW!

MEET US ... AND SUPPORT US!

We are taking our message to local Shows again in 2016 ... but also have meetings at the *Fife Renewables Innovation Centre* at Leven. ...

LMRC Action Committee Meetings - Wednesdays, 28th. September, 26th. October, and 30th. November, 6.30 p.m., *Fife Renewables Innovation Centre*, Methil Docks, Leven.

For Further Event Details, please see Contacts, Below ...

LevenMouth Contains Some of Nation's Most-Deprived Areas

LEVENMOUTH has been labelled as one of the most deprived parts of Scotland - but could be improved by access to rail services, the *Levenmouth Rail Campaign* say. Official figures, released in August, reveal that "23 of the 50 data-zones across Levenmouth are ranked within the 20% most-deprived communities in Scotland", the *Fife Courier* newspaper reported.

Buckhaven, on the south-west fringe of Levenmouth, is the most-deprived area in Fife, the figures, released by the Scottish Government show. Methil is also high-up on the national list.

An LMRC spokesman told the *Courier*: "Direct rail connections offering job and study opportunities in Edinburgh and boosting private housing may well have been a leading contributory factor. It is high time Levenmouth enjoyed access to similar opportunities.

"This is no longer a local but a strategic issue."

Areas were ranked by how the residents fared for health, employment, income, education, housing and access to services.

The Buckhaven, Denbeath and Muiredge data zone was the 27th. most-deprived in Scotland — and the most deprived in Fife. Methil was ranked 93rd. in Scotland.

From the very start, the LMRC has argued that a rail service for Levenmouth, with stations at Leven and Cameron Bridge, would improve the area's economic fortunes.

Right: A Lowly High Street?

Long-closed, shuttered and vandalised shop and department store in Lower Methil - barely a mile from the proposed site of a new Leven Station.



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Answers

FAQ

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CAMPAIGN CALL

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From The Creator of
'Brougham Hall News'



The Levenmouth Rail Campaign Newsletter

Campaign
Update 23
November
2016

'Goods to Go?'

BiFab's Hopes of New Work to Boost Railway's Hopes Too

Case for Goods Trains to Methil Park?

Original Story Courtesy: *Fife Courier Business Pages ...*

SUPPLYING Materials to Another of LevenMouth's Top Companies — this time *BiFab*, at their huge construction yard on the *Fife Energy Park* between Leven and Buckhaven — could well prove a good reason for a reinstated LevenMouth Rail Link that is able to support freight trains, and become an even greater hope for the local economy.

This is highlighted at LMRC News as steel fabricator *BiFab*, based not so far away, at Burntisland, reports a fall in profits in early-October, but also announces that they have won a £100M. contract for sixteen 'jacket superstructures', or bases, for a large off-shore wind-turbine array in the Outer Moray Firth, in far North-East Scotland.

This news should embolden everybody, not just the LMRC, who believes the Rail Link would, and could, pay its way, and boost the area's much-deprived economy. Not only should it accommodate freight trains, it would also help bring much-needed jobs to the area, at *BiFab* or any company on the *Energy Park* ..., now..., and in the future.



Empty - For Now?! The *BiFab* Yard, at Methil, last month.

MEETING THE MINISTER - See Back Page

Virtually all of the railway track still remains, beyond the proposed site of the new Leven Station, and it goes from there past the Methil Docks and onwards, right up to the *Fife Energy Park* and the *BiFab* construction yard.

LMRC News cannot claim to know whether a railway to there could transport all or any of the steel *BiFab* needs, as opposed to ships, but surely such a Rail Link to this critical part of LevenMouth can only be for the good(—s!).

It was in 2001, only 15 years ago, that it was still providing the Methil power station with its last loads of coal.

Surely it's well worth the effort to re-instate the LevenMouth Rail Link — and make it the best that it can be! ...

LMRC Conference Well-Attended

Councillors, MP's and MSP's There to Hear Strong Case for Re-Opening of Rail Link

ON FRIDAY, 23rd. September, the *LevenMouth Rail Campaign* held their 'mini-conference' at their regular meeting place - *Fife Renewables Innovation Centre* at Methil Docks, Leven - and the event was well-attended by local MP's and MSP's, Councillors, rail industry specialists, and members of the public.

Several experts, including the top engineer David Shirres, who was here, on our side, just eleven days earlier, and *Fife Council* deputy leader Lesley Laird, put on shows to back the campaign, while politicians of all parties also stated their support for the reinstatement of the rail link.

Stories, of how people are personally affected, were also told.

Below: Fife Renewables Innovation Centre



The CREDIBLE Journey *

L.M.R.C.'s
Campaign
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11,057

Supporters
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our Petition

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on our Petition — — —
Up to 28th. Oct'r., '16 !
(See Back Page)**

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We'll be Taking our Message to Local Shows again in 2017... but we also have meetings at the *Fife Renewables Innovation Centre* at Leven ...

L.M.R.C. Action Committee Meetings – Wednesdays, 30th. November and 25th. January, at 6.30 pm., at *Fife Renewables Innovation Centre*, Methil Docks, Leven.

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LMRC Meeting With The Transport Minister

Humza Yousaf “Congratulated Campaign on Its Progress So Far” - Ross Bennett



Image: Microsoft Clip-Art Library.

Courtesy: *Fife Courier*.

MEMBERS of the *LevenMouth Rail Campaign* had their long-anticipated meeting with Scottish Transport Minister, Humza Yousaf, **Left**, on Thursday, 6th. October — and came away from Holyrood, rather “encouraged”.

At the home of the Scottish Parliament, they presented their case for the re-instated LevenMouth Rail Link with all the enthusiasm for the case they could muster — buoyed by the success of the “mini-conference” at Leven a fortnight or so earlier — and stated that they want to see the mothballed line from Leven connected to the main line at Thornton, and Glenrothes, and become an extension to the well-established *Fife Circle* services, saying this would “help the economy, tourism and the environment”.

“Compared to other projects”, the campaigners also told Mr. Yousaf; “... it would be easy to implement”.

Ross Bennett, one of the group members, said that they were given a ‘good and fair hearing’ by the Minister. “Mr. Yousaf was clearly already aware of our campaign, and, in fact, congratulated us on its progress so far.

“While of course he wouldn’t give any guarantees at this stage he did confirm he was interested and would be encouraging *Fife Council* to complete a robust business case. We were particularly pleased to hear that he had been made aware of concerns about the STAG [Scottish Transport Appraisal Guidance] process — something we have issues about.”

The *LevenMouth Rail Campaign*, and many others, say there is an unfair difference in how the consultants have calculated the benefits of reopening the Leven Rail Link compared to, for instance, the *Borders Railway*.

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The case for the *Borders Railway* included the sum of over £20,000,000, which was set aside for “wider economic benefits” — though no figure for such benefits was mentioned for Leven. Allen Armstrong, LMRC Secretary, said: “We cannot understand this discrepancy, and it is a serious one because it directly effects the calculations of the financial benefits of the project”.

Such a discrepancy could affect the “Benefit-to-Cost Ratio” used to ultimately decide whether a new - or revised - line is viable. Leven’s has been quoted at 1.5-to-1, meaning it would return £1.50 for every £1 spent on it.

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**CAMPAGN
CALL**

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From The Creator of
‘Brougham Hall News’



The Levenmouth Rail Campaign Newsletter

Campaign
Update 24
December
2016

'Improvement Plan' Boosts Hope of New Trains to Leven

Here's Dreaming That Government Report's Delay
was to Incorporate LevenMouth Rail Link...!

Original Story: BBC News Website:

SCOTLAND'S Transport Minister Humza Yousaf called for "immediate improvement" in the nation's rail services as his major *ScotRail* improvement plan was published.

He added that passengers "deserve better train services" - but insisted that "improvements are being made".

There has been much criticism of services since Dutch firm *A bellio* took on the *ScotRail* franchise last year. Phil Verster, their managing director, said he was "determined to deliver a railway of which Scotland can be proud".

The Scottish Government has been under pressure from opposition parties about levels of services, and this detailed report, officially titled the "Improvement Plan", which was published at the end of November.

It recommends plans to improve the punctuality and reliability of services through local and nationwide programmes, including infrastructure developments to "performance workshops" for railway managers and staff about running services on time.

The Report itself had been delayed for several weeks, with Opposition MSP's at Holyrood wasting no time in deriding the Minister. During those weeks, however, Mr. Yousaf met a delegation from the *LevenMouth Rail Campaign*, to discuss their case for a revived rail-link to LevenMouth - and we all love to dream that the delay was for this most-vital, much-needed, of routes to be included...!

Mr. Yousaf, who visited Edinburgh's Waverley Station for the announcement, before speaking at a rail conference in the city, said there was an "improving picture" in terms of performance. He promised that "commuters will benefit" from the rail-improvement plan. He also added: "Improvements are being made ... I want to see them continue to be made. ... What I am saying is there will be time to improve the situation. Passengers certainly deserve better than the standards they have recently experienced."

A Merry
Christmas to
You All !

Borders Rail Route Hits The Million — But Two-Way Woes Continue

IN LITTLE Over One Year, the new *Borders Railway* has successfully chalked-up 1,000,000 passenger trips. That very welcome fact, signalling that rail travel is back in vogue, was announced by Allan Maclean, chair of that railway's campaign group, at an *LMRC* meet last month.

The new, 35-mile (56-kilometre) line recreates the most-northerly one-third of the fabled *Waverley Railway* which once linked Edinburgh with Carlisle and gave the capital's rail-station its name. It has come on in leaps and bounds since Her Majesty the Queen rode on it in her special train on her own big day, 9th. September, last year.

As our very own Allen Armstrong writes: "The *Waverley Line* closed the same year as passenger services to Leven - 1969 - and reinstating the line presented much-greater challenges on every count. Yet they achieved it, and are now pushing for extension to Hawick and Carlisle".

However, there are still serious problems, with trains often being delayed waiting for each other on the much-criticised single track sections, while several bridges have been built for single-tracks - meaning costly conversion of the bridges whenever double-track and extensions come.

Right: A contentious, single-track bridge on the new *Borders Railway* at Heriot, near Stow, on 9th. April last year — rather ironically built alongside a river-bridge that might be more-suitable for a twin-track rail route.



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Up to 30. Nov'r., 2016 !
(See Back Page)

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CHANGE OF MEETING VENUE

UNFORTUNATELY, there has had to be a Change of Venue, and Meeting Day, for LMRC Meetings. We will try to find out more over the next few days. The next meet is due to be held on ...

MONDAY, 30th January, 2017, at 6.30 pm., at the FIRE STATION, METHILHAVEN ROAD, LEVEN, KY8 3HP.

For Further Information, Please see Contacts, Below ...

Make Us Your New Year's Resolution!



Please Support LMRC in their Bid to Have the LevenMouth Rail Link Reinstated — Petition and Contact Details Below ...

To Diageo — You May No Longer be Needing Your Stag. You Want Ours...?!

Story Courtesy: *Daily Express* Website :

THIS MONTH an arts auction is to be held at Christie's in London, with one of the lots being one of Scotland's most-iconic images — Sir. Edwin Landseer's 'Monarch of The Glen' — the wee Microsoft Clip-Art laddie on the Right here is clearly no' the same one! The majestic 1851 painting of a stag in a Highland landscape has been owned by distilling companies, including Diageo, for a century but now the company who, of course, have huge facilities at Leven and Cameron Bridge, are to sell it, saying it has "no link" with their current operations. ... In that case, then, can we interest you in our 'STAG' - the one for the LevenMouth Rail Link !?



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30 Years