



“Much, Much More Than a Mere Transport Project!”

That COP26 Summit – “A Mountain to Climb!?”

IT'S SURE TO Be Chaos Soon in Glasgow.

The first twelve days of November will be given over to the much-anticipated COP26 Summit, that much talked-of “last chance to ‘fix’ our planet”. We wish the gathering of many of the world’s leaders well but, at first glance, it doesn’t seem to be going well.

In mid-October, no less than three industrial disputes were brewing. and a programme of roadworks and closures were being arranged, any of which posed

a risk of disruption to the Summit. Quite apart from a strike by bin-lorry operatives, there were threats of further industrial action by employees of the rail and bus networks in and around Glasgow. With public transport set to grind to a halt and prompting more people to take to cars instead, as well as lengthy diversions and hold-ups — all contributing to even more energy use — this is not exactly the image that Glasgow will want the world to witness next month.

Here’s hoping there’ll be agreement all round in resolving the industrial issues. Here’s also hoping that, aside from still having to guard against ‘Covid-19’, there will be plenty that’s agreed on, and signed up to, at the COP26 Summit on Climate Change ... but, for an event that’s being called a “Summit”, it looks like everyone faces a ‘mountain to climb’ just getting there.

“Just Nine Years From Now...”

Here, in Scotland, a “Climate-Change Emergency” was declared early in 2019 (as LMRC News for June that year noted), with pledges to set targets to reduce destructive greenhouse gases to nothing by 2045. The United Nations stated that “we have only ‘til 2030 - just nine years from now - to avert the “catastrophe” of a non-reversible descent into an uncontrollable future of climate change”, and all that it might mean to us all.

The phrase “Climate Emergency” was quickly adopted by the younger generation and many environmental campaigners, especially after many calls on governments to make changes, including setting a target of ‘net-zero’ carbon emissions before 2050. For a start, all diesel-powered trains are set to disappear by 2040.

According to the **United Nations’ Climate Change Conference Website**, (on Sunday, 17th. October), a great deal of things will be discussed among the many world leaders, dignitaries and others who will be doing the talking. The Summit will, in fact, also be building-up throughout the last week of October, and, clearly, we hope, a great many issues will ultimately be resolved.

Among the things the delegates will be hoping for is a *Glasgow Declaration...*, “for a Decade of Climate Action in the Tourism Industry”. This will have a bearing on the new Levenmouth Rail Link, which, of course, we are hoping, will bring in a great many tourists to this area ... and this means there shouldn’t be any diesel trains coming here. It is already proposed anyway to electrify the new line, and have battery back-up until everything is set up fully.

There are also many businesses here; small, medium and “Diageo-sized” (i.e., very large)...., and now *Harland & Wolff*, too...., and all of them will be preparing for whatever the Summit means to them all in future, in terms of “Net Zero” [carbon] emissions – and to take care to stick to any new, stringent targets.



Above: Members of LMRC, and backers, are seen at the railway span of Bawbee Bridge at Leven on 17th. May, 2019 — the day of the second LMRC “Walk-The-Line” event — with a “Climate Emergency” banner made by local students.

LMRC’s Next On-Line Meetings...

**Tuesday, 26th. October, and
Tuesday, 30th. November,
- Both at 6.30 p.m..**

Please See Back Page for Information and Campaign Contacts - LMRC members are sent codes to allow them to access On-line Video-Meetings.

Coronavirus Caution!

Despite the U.K.'s hugely-successful Vaccination campaign, 'Covid-19' remains a serious threat. ...

Remember Your **Mask!** ... and the **"F.A.C.T.S."** !!

- ★ **FACE COVERINGS** are **Still Required** in Enclosed Spaces* ;
- ★ **AVOID** Crowded Places; ★ **CLEAN** Hands & Surfaces Often;
- ★ **TWO-METRE** (6ft.) Distancing; ★ **SELF-ISOLATE ... Still!**
- * Face Coverings Required on Public Transport, in Shops, etc.

[* From Official N.H.S. Guide Website.]

Current Crises Could "Benefit" The Railways

(... Strikes Aside)

A **SHORTAGE** of **Truck Drivers**, and the many, vital things they all bring to our shops and other places, could ultimately benefit railways, as, along with the many initiatives that ought to come from the *COP26* conference at Glasgow, they may well tempt people, and freight, to go by rail - strikes such as those planned to coincide with *COP26* permitting.

For many weeks there have been delays in the supply of many goods and, *at one stage, fuel*, because there are a lot less heavy-goods vehicle drivers in Britain — driven away, it's often said, by the Coronavirus and *Brexit*. Several things are being tried out to resolve the problems, but some of these have been met with less-than-ideal results. With many in the haulage industry suggesting that there may be a shortage of **100,000 truckers** in the United Kingdom, the Government at *Westminster* introduced a three-month visa scheme to attract 5,000 more. Critics said this was too few, and the time period too short ... and only two- or three-hundred ever applied.

The scheme was soon extended to six months, and, as we heard from one news programme, that this, along with higher wages and the temporary lifting of limits on the amount of loads they can take while they're on our shores, may well be attracting more now.

Here, then, is just one reason why the *LMRC* are calling for high-capacity freight facilities for Levenmouth. ...

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www.facebook.com/LevenmouthRail

IMPORTANT PASSENGER ANNOUNCEMENT :

The Next Train from **LEVEN**
to **EDINBURGH**

(and Other Destinations),

Calling at **CAMERON BRIDGE**, is

Now Due : 2023 !

An Optimistic New Age ... ?!

— as *Harland & Wolff* take on *BiFab's*

Former
Methil
Yard



Above — A Big Job: The sheer size of this project can perhaps best be shown from the size of the two workers' cabins in the right-foreground - and, especially, the one that's been erected within the structure of the platform seen under construction. The photo was taken on Friday, 15th. October, and also features two drilling-rigs out in the Firth of Forth.

LMRC News Image.

Harland & Wolff's New Yard at Methil

Story Details: *Harland & Wolff Website*, Friday, 15th. October;
Imperial Measurements from *Online Conversion Website*..

SHIPBUILDING and

Marine Infrastructure Engineers Harland & Wolff, the company who recently took on the Methil yard once owned by *BiFab*, have been very busy..., and, above, it certainly shows! The Belfast-based business, famed for the huge "gantry" cranes in that city, are, doubtless, well-equipped here, too.

The yard extends 542,258 square-metres (134 acres), with just under half consisting of covered and open assembly areas, 7,500m² (1.85 acres) of covered fabrication area and 6,800m². (1.68 acres) of covered storage area. Cranes capable of lifting up to 60 tonnes are in the three *Fabrication Shops*, and the site also features two 'load out' quays each with 20,000 tonnes capacity. Two construction spaces, one of which is seen above, extend over open areas of 69,000m². and 17,000m². (17 and 4¼ acres), respectively.

"Changing Places"

More Families would be Happy to Come to Area if Suitable Facilities Exist at or Next to Station ...

THERE ARE "Changing Places" Rooms, specifically intended for use by people with disabilities, in Leven already — but these are in places that may be awkward to reach for someone who's been waiting for potentially hours, to get *off* a train without suitable facilities, to "go somewhere" — and that is why we, at *LMRC News* at least, believe that such a facility ought to be provided at the new Leven railway station.

These are dedicated, spacy "wet-rooms", kitted-out with hoists and other machinery that assist in tasks such as transferring wheel-chair-users between chair, raised bath or toilet.

As a former care-assistant, editor Alistair Aynsough realises that, for some people, the need to use bathing, dressing or toileting facilities that are readily and easily-accessible can make all the difference in how they and their families (or carers) plan day-trips and holidays. Having a Changing Place at the station - which would also, by rights, be looked out for by station staff or CCTV cameras - would be much appreciated.

Be Patient..., or -

Preparatory Work is Now Underway on the Long-Awaited ...

Levenmouth Rail Link

The Public are advised to Stay Away from the Railway Trackbed while these Works are in Progress. Heavy Machinery will be in Use – and there will be many other Hazards on the whole Line.

Better Late for a Train than, Well..., **"LATE"**!



Poster Imagery by Alistair Aynscough / LMRC News.

New Area Services Manager for Levenmouth

In Comes David Paterson, as Mike Drever Moves On Again

"IT's NICE to feel wanted" ... that's probably how Michael Drever feels now. After several months' keen searching, *Fife Council* had not been able to find the ideal candidate for the new role of Programme Manager for the 'Levenmouth Reconnected Blueprint' initiative. Even *LMRC News* recreated their newspaper and internet advertisement in February, last year, as some (perceived!) way of offering assistance. Finally, the following month, Michael Drever was selected from within the authority. They 'seconded' him to the new role after proving unable to find anyone else with the skills needed for the new job – he'd effectively been 'head-hunted' but, though very surprised at the new offer, was surely very happy to take it on. ... little knowing how much it would be affected by the onset of *The Scourge* that is "Covid-19"..., and how much home-working would be needed. Few *LMRC* folk ever met Michael in person and he only really teamed-up with the whole group at the 'video-conferencing' ["Zoom"] meetings that replaced regular meetings due to the coronavirus.

Eventually, it was decided that Michael's services were needed elsewhere, and he was enticed with another new role. In his place, as the new Area Services Manager for Levenmouth, is David Paterson, one of whose first roles for the *LMRC* was to attend a meeting at the *Fife Renewables Innovation Centre*, at Methil Docks, to plan an *LMRC* Calendar for 2023, among other things. Since then, he has already proved himself invaluable ... and, indeed, *wanted!* ... by us, when he was successful in landing a full, £1,000-plus, grant for its publication!

Well done to David, then — and Good Luck for him, too, for the future.

OTHER LOCAL CAMPAIGNS

StARLink: Hopes Raised for Glasgow - Dunfermline - St. Andrews Link

Story: Jane Ann Liston, *St. Andrews Rail Link Campaign Website ('StARLink')*; also Iain Smith, *Alloa Advertiser Website (Newsquest)*, both Wed., 7th. October, 2020.

HOPES of Restoring Passenger Services between Alloa and Dunfermline were raised recently — and the long-lamented St. Andrews connection could be included, too.

Campaigners shared their joy when news that the Clackmannanshire-Fife rail link could be reinstated after six decades in the dark, with this speculation coming amidst proposals to electrify the Alloa-to-Longannet route, and then to continue the line through West Fife.

Jane Ann Liston, the Secretary of *RailFuture Scotland*, said: "*RailFuture Scotland* backs a direct line from Glasgow to Dunfermline, via Alloa, which would clearly benefit travellers at both ends of the journey by cutting out the extra time spent going in and out of Edinburgh - and taking passengers away from the very busy lines through Edinburgh Waverley [and] Haymarket would be a great advantage. It would also benefit the towns of Clackmannan and Kincardine by restoring the rail services that they have not enjoyed since 1930."

Network Rail engineers have, we are informed, been carrying out survey work to see if it might be possible to enhance the former freight line and build new stations for Clackmannan, Kincardine and Longannet. ... and Ms. Linton hopes that such a project would also lead to the restoration of a direct link between Glasgow and St. Andrews.

She added: "*RailFuture Scotland* would like to see the line extended in time to St. Andrews, thus bringing about Glasgow-Stirling-Alloa-Dunfermline-Cupar-St. Andrews trains and better connection between three university towns – particularly now, as the direct bus between St. Andrews and Stirling [*Route 23*] has been taken off [the timetables]".

Mark Ruskell, the *Green Party* MSP for Mid Scotland and Fife, said he was "encouraged" to know that support continues to grow for this line; "Reconnecting Alloa-to-Dunfermline, with three new stations at Clackmannan, Kincardine, and Longannet would be transformative for the whole region, he added; "It would bring new opportunities for work, education and leisure. ... / **Cont. on Back Page.** ->

LMRC News is Produced by ALISTAIR AYNSCOUGH at Colinsburgh, Fife, Scotland, and Transmitted by Adobe PDF, and e-Mailed to the LevenMouth Rail Campaign



by the Creator of
'Brougham Hall News'

Founded in Penrith, Cumbria; 1 December 1986.

www.broughamhall.co.uk

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'REINSTATE THE LEVEN-EDINBURGH RAIL-LINK !'

Other Local Campaigns: Glasgow-St. Andrews?

◀ **Cont. from Page 3.** \ ... I've been backing this proposal for some time, and it's good to see the critical mass of support forming. I am very hopeful we are going to see some significant progress towards making the plans a reality."

Graeme Stewart is *Network Rail's* sponsor for the development work on these West-of-Fife enhancement proposals. — He stated: "While this is still at a very early phase, there are ambitious plans to expand the railway and develop transport options that improve connectivity between towns in Clackmannanshire and Fife."

Network Rail Scotland say ...

[Project Timeline'...] - "THE RE-INSTALEMENT of the Levenmouth Rail Link is part of wider improvements to Scotland's railway infrastructure, and will provide a major boost to economic sustainability and connectivity. "It will deliver opportunities for local people - unlocking access to education, culture, entertainment and employment options, as well as attracting new business and investment."

Stations and Infrastructure
- Winter 2020-2021

Planning and Consenting Process
for Stations - Summer 2021

Main Construction Works
Start on Site - 2022

Re-Opening Date *[Stated*
by Select Media Sources]. - 2023

LMRC NOT Meeting
Literally... , But *StiH*
Virtually! For Now?

LevenMouth Rail Campaign
are Sorry to Announce
that, due to Coronavirus,
their usual Monthly 'Action
Group' Meetings at the Fife
Renewables Innovation
Centre are Cancelled 'til
Further Notice ("For the
Duration"), but will Take
Place via "Zoom" Internet-
Based Video-Conferencing.

LMRC Contacts ...  
  

LMRC Action Group '*Virtual*' Meetings

The Next 'Zoom' Meetings for LMRC are as Planned:
All Meetings Start on Tuesdays at 6.30 p.m.



- Tuesday, 26th. Oct'r., 6.30 p.m.;
- Tuesday, 30th. Nov'r., 6.30 p.m.;
- Possible Dec'r. 'Zoom' Meet [TBC];
- Tue., 25th. Jan'y., '22, 6.30 p.m..

LMRC Don't Usually have Dec'r. Meets - but one may happen via 'Zoom'

CLEAR Buckhaven, 36 College St., Buckhaven,
KY8 1JY. - [Opposite Library and Council Offices]

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Website: www.levenmouth.co.uk

Facebook: www.facebook.com/LevenmouthRail

Twitter: www.twitter.com/LevenmouthRail

CAMPAIGN CALL

"LOBBY YOUR MSP!" SAY LMRC

ALTHOUGH, of Course, we now welcome the fact that the Levenmouth Rail Link is now being restored, the LMRC will remain active and continue to follow its progress. ... If you have concerns at any stage, you should still write to your MSP, MP or Local Councillor.

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Railway "Revivals" in Your Thoughts ... ?

Keep the Ball in Their Court !!!

CAMPAIGN CALLING ...

LOBBY YOUR MSP

... .. **Say LMRC,**

Please Keep This 'Ball' Rolling !