

Newton Stewart  
Wigtownshire  
DG8  
4<sup>th</sup> November 2006

Network Rail  
40 Melton Street  
London  
NW1 2EE

RUS Scotland document concerning Stranraer

Dear Sirs,

I notice in your RUS for Scotland that you appear to be proposing that passengers such as myself wishing to travel from Stranraer to Glasgow will have to change at Ayr for all journeys. I imagine this will add 20 minutes to direct services such as the 0709 up or the 1142 down.

I suppose that the reason for this is because of the difficulty of pathing the Stranraer trains between the existing Ayr services on a very busy route. Might I suggest an alternative, if somewhat more expensive solution? Why not ask the Scottish Executive for permission and funding to extend the electrification from Ayr south to Stranraer? Instead of trying to fit through trains between the Ayr services, you could simply extend those Ayr trains that run at roughly the right time of day all the way down to Stranraer and start at Stranraer those that head North at roughly the right time. This way you could get all the services to be through trains using fewer paths.

You might also consider using the opportunity to improve alignment of the trackbed, where possible, in the same way that was done when Ayr was electrified and line speeds raised by about 20mph.

In any event I imagine the greater horsepower available would make the climb up from Girvan to Pinmore a little easier and allow slightly shorter journey times.

The hard part would be persuading the Executive to part with the money, but I imagine they might be persuaded that it would be a much more politically popular move than your existing proposal which will be seen as a downgrading of services on a route which is already perceived as unduly slow and tortuous, especially south of Girvan.

Your sincerely,

Bruce Warren

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