

Trans-Clyde

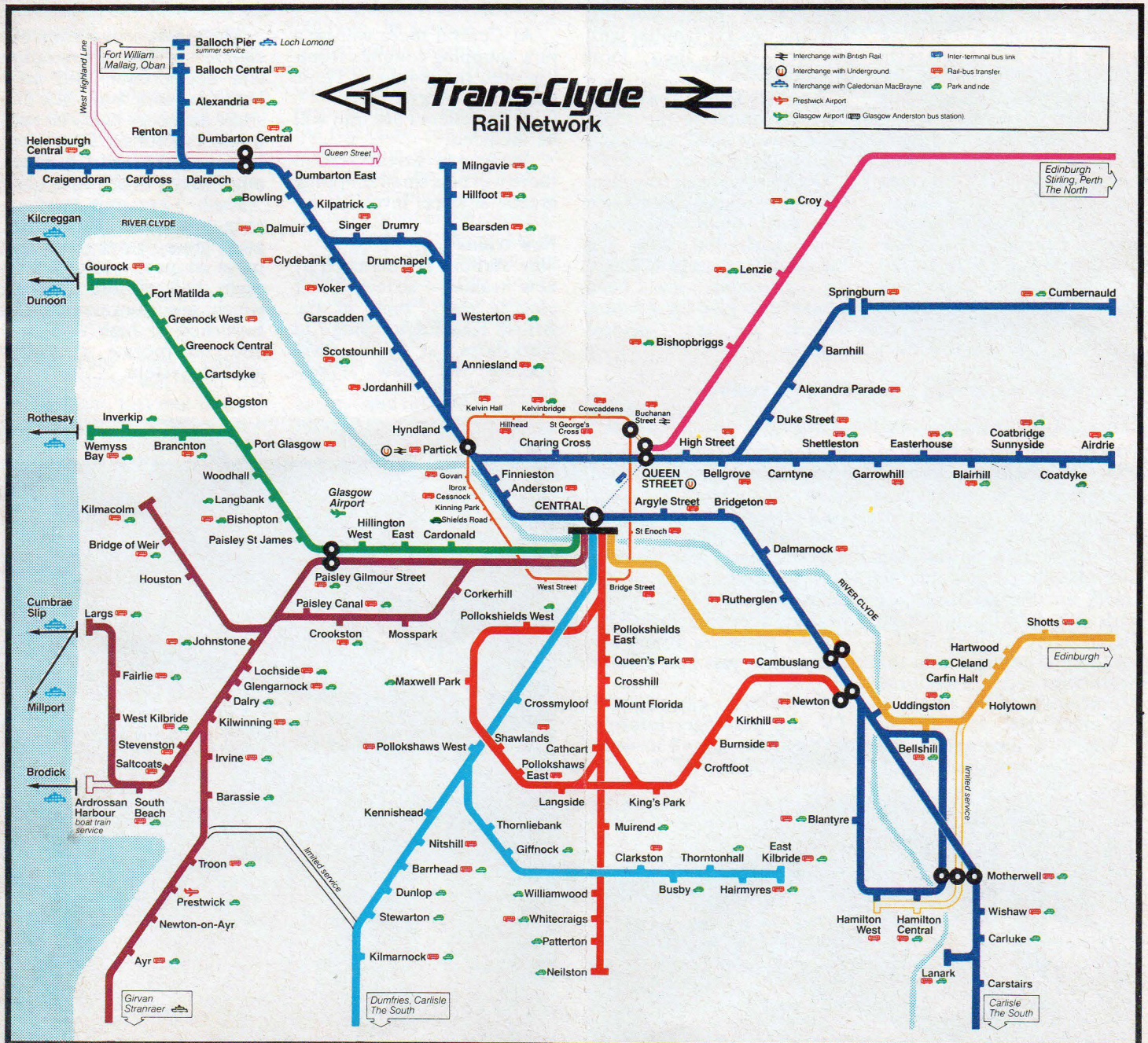


Greater Glasgow PTE

Trans-Clyde News No. 3

FAR REACHING BENEFITS FOR CENTRAL GLASGOW START NOVEMBER 5

DETAILS ON BACK PAGE



ARGYLE LINE

“This scheme is part of a grand design which will bring easier travel to the citizens of Strathclyde. And this symbolic gesture is a shining tribute to the men who transformed a closed railway line and derelict stations and tunnels into facilities fit for today and the future.”

So said Sir Peter Parker, Chairman of the British Railways Board, when earlier this summer he formally switched on the 25,000 volts power to the overhead wires of British Rail's Argyle Line.

The Grand Design

From Rutherglen to Kelvinhaugh, near Partick on the Airdrie to Helensburgh route, the new 4 $\frac{3}{4}$ -mile Argyle line follows the route of the former Central Low Level line. It links for the first time Glasgow's north and south electric suburban networks.

Three major interchanges will help provide Glasgow and Strathclyde with one of the most modern integrated rail networks in Europe. At the new Partick station, there will be a link between Argyle Line services, Airdrie to Helensburgh services and the new Underground.

At Queen Street Station a moving pavement will link rail passengers directly with Buchanan Street Underground. At Central Station, Argyle Line services at the Low Level will be connected by escalator to the High Level station – for local services south of the Clyde and Inter City trains. Under cover all the way from Helensburgh to London Euston.

When the line opens, 80 to 90% of work places and 90 to 95% of shops in central Glasgow will be within five minutes' walk of a rail or underground station.

With the new north-south link it will be possible to travel on through trains, or with easy interchange, from Helensburgh, Balloch, Dumbarton and Milngavie in the north-west to Hamilton, Motherwell and Lanark in the south-east.

The new timetable – the result of several years of col-

laboration between BR and the PTE – is a complete recast of the existing Glasgow North, Hamilton Circle and Lanark timetables.

The timetable team, starting from scratch, considered various options. The final choice was a timetable based on interchange at the new Partick station – from where the basic pattern will be alternate services via Queen Street and the Argyle Line – and a regular pattern service to enable passengers to become quickly familiar with services from their local stations.

Another major consideration in compiling the timetable was to make maximum use of rolling stock.

Obviously not all travellers will get exactly the service they want at exactly the time they want. But with the Partick interchange as a hub, the timetable has been designed to give the greatest benefit to the greatest number.

Modern facilities

Five stations – Dalmarnock, Bridgeton, Anderston, Finnieston (formerly Stobcross), Central Low Level – have all been completely rebuilt; Rutherglen and Partick (now a new interchange) are brand new stations at more convenient locations; and in the heart of one of the City's busiest shopping precincts, Argyle Street, a brand-new station lies just below street level.

Escalators, closed-circuit TV and passenger information systems are all incorporated.

Main off-peak weekday services

Via Queen Street

	Services per hour in each direction
Helensburgh – Airdrie (non-stop)	2
Dalmuir – Hyndland)	2
Balloch – Springburn (via Singer)	2
Dalmuir – High Street (via Yoker)	2
Milngavie – Airdrie	2

Via Argyle Line

Dumbarton Cen. – Hamilton Circle (via Singer)*	2
Dalmuir – Hamilton Circle (via Singer)*	2
Dalmuir – Hamilton Circle (via Yoker)*	2
Milngavie – Lanark	1

*One each via Bellshill and Blantyre.

In addition there will be extra morning and evening peak period services on the following routes:– **Morning** – Airdrie – Charing Cross; Airdrie – Dalmuir; Carstairs – Anderston; Lanark – Anderston; Helensburgh – Argyle Street (express); and Milngavie – High Street. **Evening** – Partick – Airdrie; Charing Cross – Airdrie; Anderston – Lanark; Argyle Street – Helensburgh (express); Airdrie – Milngavie; and High Street – Milngavie.

At Central there will be a new shopping complex fronting onto the corner of Hope Street and Argyle Street.

A Travellers Fare unit will be included.

At Argyle Street station there will be a small shopping arcade at street level.

New trains

New stations are matched by new trains – sixteen 3-car electric units, built in the British Rail Engineering Ltd workshops at York, will operate the 'new' Trans-Clyde services.

These distinctive trains are capable of fast acceleration and deceleration and have been purpose built for the short distances between suburban stations. They can, however, maintain a maximum speed of 75 mph.

Each 3-car unit comfortably seats 212 passengers, and gives extra standing room at peak periods. Passages link all the coaches, which are fluorescently lit, furnished to high standards and incorporate a public address system.



New 314 unit



Low level Argyle Street station

NEW UNDERGROUND ALL SET TO GO

Every Glaswegian loved the City's unique, antique little subway. It was like a favourite toy. But now Glasgow's Underground is poised for a new future. A £43 million modernisation has transformed it – into a vital, ultra-modern part of a public transport system for all Strathclyde.

Your new Underground uses the very latest technology giving passengers a more efficient (and more comfortable!) journey round the City. The 33 new coaches – built by Metro Cammel in Birmingham – will travel along continuous welded rail, on a new concrete track. The Underground is designed to operate on a three-minute frequency, with the capacity for a two-minute frequency in peak periods. To begin with, the service will operate at a lower frequency and gradually build up.

The new trains call at new stations, all designed with the same skill and attention-to-detail as the trains. The new stations are bright, attractive, convenient places. Deeper ones have escalators to speed passengers to street level.

At Buchanan Street, St Enoch, Ibrox (formerly Copland Road), Govan, Partick (formerly Merkland Street) and Hillhead, extra platforms have been provided to cater for the large numbers of passengers using these stations.

On your new Underground there will be a flat fare system, just one fare for any length of journey, and

automatic machines will issue you a ticket to save you queuing at the ticket office. These tickets will be magnetically coded to operate the automatic barriers which control access to the system.

Down at platform level too, the very latest in technology is being used to ensure efficiency. Closed circuit television cameras will scan platforms and passageways to keep the central control room at Broomloan in touch with the operation. Public address systems at stations and on trains will allow information to be passed to passengers in the event of any delay in the service.

The trains themselves will be automatically controlled with an "electronic brain", responding to signals from the trackside, controlling the acceleration and braking to ensure that the train runs at the correct speed and stops at the right point in the stations.

All parts of the controls have "fail-safe" mechanism which ensures your safety throughout the entire system.

Glasgow's subway has cast aside its air of age and decline. Now it is ready to carry you round your City again – and into the 21st century!



Control room at Broomloan Depot



Underground train at Ibrox station



Automatic ticket barriers



Shields Road station

TRANS-CLYDE INAUGURATION BY HER MAJESTY

The endeavour which has gone into producing Strathclyde's two major public transport projects will be rewarded by a Royal presence on the Inauguration Day, Thursday 1st November.

Her Majesty The Queen has graciously consented to inaugurate the service.

After three years of hard work for planners, engineers and architects, bricklayers, electricians and joiners, in addition to the many staff of both British Rail and the Passenger Transport Executive, the new Argyle Line and the Underground are ready to face their public and to show their paces.

Both schemes have borrowed heavily from an engineering legacy – the original tunnels. They were given to us by engineers who helped make Glasgow a great city when our present Queen's great, great grandmother – Queen Victoria – ruled the Empire. The two sections of original tunnel, the old subway and the former central low level line, have found a new purpose, a new life, as the focal point of the new Trans-Clyde rail network.

These new sections of railway will serve as tributes to our engineering heritage, to the Victorian pioneers and their modern-day successors.

The Queen will visit stations on both the Underground and the Argyle Line, and will travel in both types of new rolling stock. At one station on each project Her Majesty will unveil a plaque to commemorate the Inauguration of the Trans-Clyde system.



Underground train at Broomloan Depot



THE QUEEN 1st NOVEMBER 1979



Shields Road underground station



New Ticket issuing machine



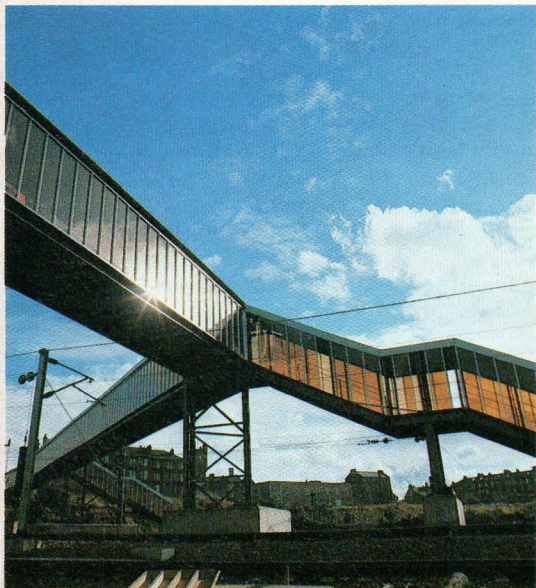
CONVENER'S MESSAGE

As Convener of Strathclyde Regional Council, I am delighted that Her Majesty The Queen has accepted an invitation from the Council to inaugurate the new Trans-Clyde system – the system which will bring together the Glasgow Underground, the Region's buses and the Argyle Line to provide links to cover much of Strathclyde.

The Regional Council has set as a major objective the promotion of co-ordinated public transport within Strathclyde. This great new venture is the foundation stone upon which this policy will be built. Indeed, the Council, as the responsible authority for transport, is working with public transport operators and the Passenger Transport Executive not only to make public transport more convenient, flexible and efficient, but also to harness new technology to make services more reliable, vehicles more comfortable and travel much easier.

This is your system, please use it to the full.

**Councillor
Charles E. O'Halloran JP**



Footbridge at Rutherglen station



Underground driver in training



TRANS-CLYDE TICKETS

A vital element of any Integrated System is the ability to switch easily from one service to another. The construction work of the past few years has gone a long way towards achieving this, with purpose-built interchanges like Partick, St. Enoch, Govan, Drumchapel and the one planned for Lanark.

Now the Transcard and Linkcard facilities give you the freedom of Trans-Clyde. These weekly and four-weekly season tickets allow unlimited use of bus and rail services within a defined area. Only some areas will be covered to start with, but this will be extended.

For further details on your own area, see page 8.

How the new tickets work

The Trans-Clyde system will offer six different tickets. This brief outline should help you choose which one is best for you. The first three are based on the popular, long-established Transcard.

Transcard now covers the area of the old Glasgow Transcard – and more. From

Whitecraigs in the south-west to Bishopbriggs in the north-east. From Cambuslang in the east to Duntocher in the north-west. It now takes you city-wide.

Inner Transcard covers the city centre area only, at a lower cost.

Local Transcard is available in some areas outside

the City, and covers local services only.

The other three cards – Link Cards – are designed for commuters between the outer areas of Greater Glasgow and the City. Link Cards combine Transcard facilities with season ticket travel to and from the City.

Easilink gives the facility of

a Local Transcard, plus rail or bus travel to and from Glasgow.

Rail-link gives travel from your local station into and out of Glasgow, plus the facility of an Inner Transcard.

Superlink gives the facilities of both Inner and Local Transcards, plus rail or bus travel to and from Glasgow.

What your ticket will cost

Glasgow Transcard	4 weekly	£12
	weekly	£4
Inner Transcard	4 weekly	£9
	weekly	£3

Easilink, Superlink and Local Transcards (weekly) available in these areas

	Easilink	Superlink	Local Transcards
East Kilbride	£6.20	£7.70	£2.50
Johnstone	£6.30	£7.80	£2.50
Dumbarton/Vale of Leven	£8.25	£9.75	£2.50
Cumbernauld	£7.00	£8.50	£2.40
Bishopton/Erskine	£7.00	£8.50	2.00
Milngavie	£5.25	£6.75	2.00
Helensburgh	£8.75	£10.25	TBA
Lanark	£10.50	£12.00	TBA

Rail-link – Prices available at your local station.

ART COMPETITION WINNERS

Doctor Who on a magic carpet, Buck Rogers space cruisers, school hoverbuses and even horse-drawn mobile homes! Just some of the ideas dreamed up by entrants – ages 4 to 16 – responding to our request for paintings to illustrate public transport a century from now.

The winners were chosen by Mr. Malcolm Thwaite, a principal lecturer at Glasgow School of Art. They are:

Under 7: Bruce Peter, Airdrie. Meran Leck, Mount Vernon. David Sharp, Thornliebank.

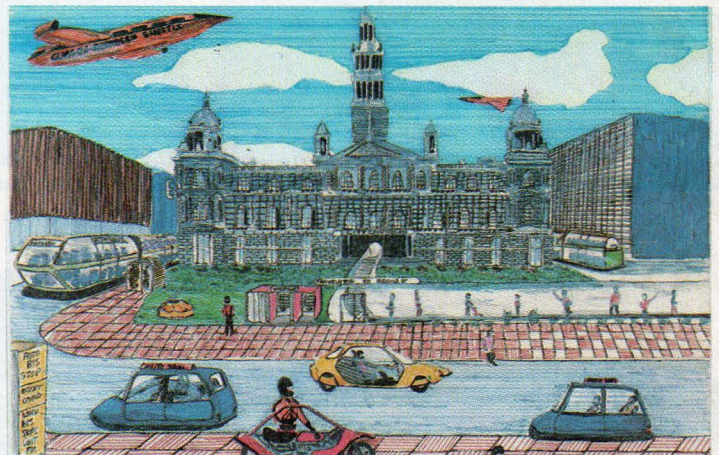
7 to 12: Eleanor Kane, Motherwell. Carolyn Martin, Baillieston. Danny Browne, East Kilbride.

12 to 16: Mark Price, Cumbernauld. Paul McNeill, Rutherglen. Patrick Macklin, Clarkston.

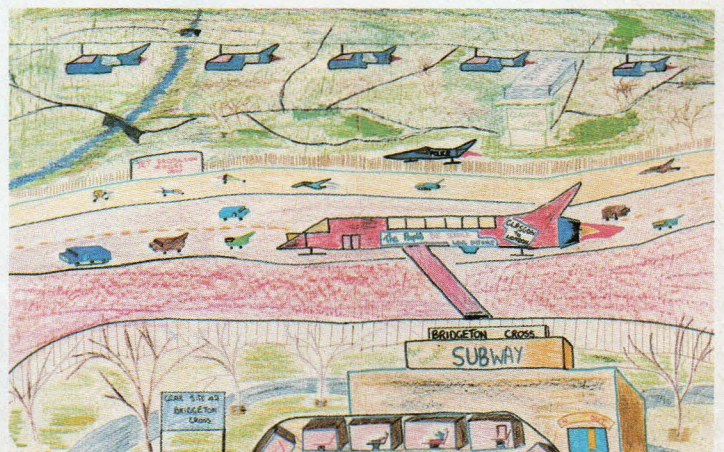
Special prize: Gillian Crawford, Shawlands.



Back row: Mr. R. Boyd of British Rail, Councillor Malcolm Waugh the Vice Chairman of Highways and Transportation Committee, Paul McNeill, Patrick Macklin, Mark Price. Centre: Eleanor Kane, Danny Browne, Gillian Crawford, Councillor John Reid the Chairman of Strathclyde Region's Highways and Transportation Committee. Front: Meran Leck, Bruce Peter, Carolyn Martin, David Sharp.



Mark Price's winning entry



Paul McNeill's winning entry

CENTRAL AREA INTERCHANGE— KEY TO STRATHCLYDE TRAVEL

The key to Strathclyde's whole Integrated Transport System lies in the centre of Glasgow. The Argyle Line and the Underground pull together the two parts of the rail network, and provide links to bus services and car parking.

Both Underground and British Rail systems meet at Partick, and at Buchanan Street and Queen Street, where a moving pavement links one with the other. At Central Station you can change from High Level to Low Level. High Level services involve Inter City, Gourock/Wemyss Bay, Ayrshire, Barrhead, East Kilbride, Shotts and South Side Electric Services. Low Level services take in Hamilton, Motherwell, Lanark, Helensburgh, Balloch and Milngavie.

At Govan, St. Enoch, Kelvinbridge, Anderston, Buchanan Street, Queen Street and Argyle Street stations there is easy access to

bus services operated by the PTE and the Scottish Bus Group.

Don't forget the City Rail Link Bus between Central and Queen Street stations. And there is the new Airport Service, linking Abbotsinch to the four mainline termini and the Underground. This service calls at Buchanan Bus Station. Queen Street/Buchanan Street Station, Central Station and Anderston Cross Bus Station.

If you want to drive your car part of the way – that's easy too. Just look for the green car symbol on the Trans-Clyde Rail Map. Park your car, then ride in comfort to town. And at most stations parking is free!



City Rail Link bus at Queen Street station



Western SMT Airport bus link



Drumchapel Interchange



New train at Partick station

NOW CENTRAL GLASGOW LINKS-UP WITH ALL STRATHCLYDE

If you live anywhere in or around the centre of Glasgow welcome to the ultra-modern Trans-Clyde transport system!

Your home lies near the hub of the whole Trans-Clyde public transport network. Vital interchanges like Queen Street station, Central station, Anderston Bus Station and Argyle Street all put you only minutes from fast links to any corner of Strathclyde.

And remember – you live right on top of the brand-new Underground. It has bright, fresh stations, quick escalators, interchanges with all the other public transport systems. It makes getting round town so much easier.

For every regular passenger
A new Glasgow Transcard now serves a wider-than-ever area of the City. From Whitecraigs in the south-west to Bearsden in the north. From Cambuslang in the east to Duntocher in the north-west. It covers PTE buses and the Underground, SBG buses and BR services – users changing as often as they like.

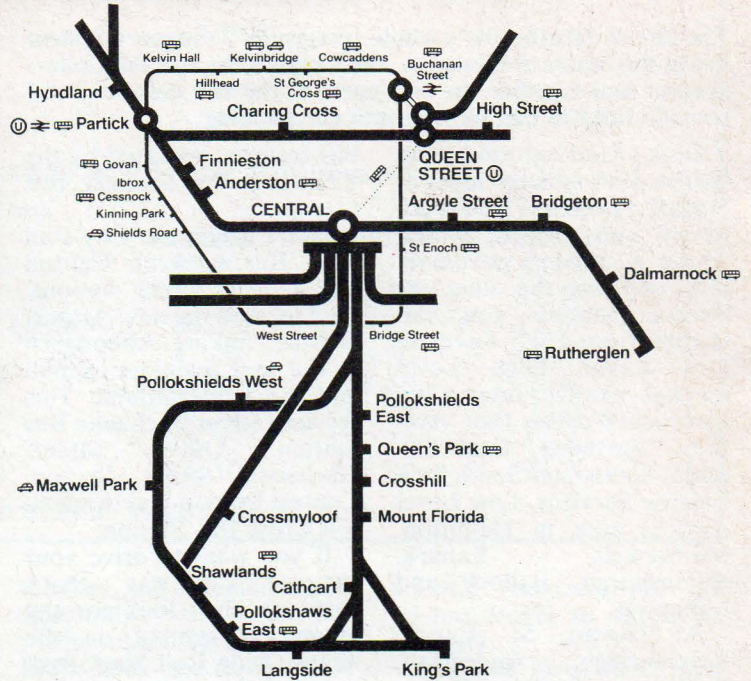
Then there's the new Inner Transcard. This card gives unlimited travel by bus, train and Underground within the inner area of the City – from Cathcart to Springburn, from Rutherglen to Partick.

These are only two of the excellent tickets recently made available. Details of all the others – and the opportunities they open up are indicated on page 6 of this paper, or ask at your local rail or underground station, or the Travel Centre in St. Enoch Square.

For Underground users:
There are fast interchanges with British Rail at Buchanan Street and Partick and with buses at Govan and St. Enoch. At these last named stations there will be purpose-built bus terminals, to make interchanges even swifter. In addition bus services operate conveniently for almost every Underground station.

A flat-fare will operate on the subway, with reductions for juveniles and senior citizens. And "Park & Ride" facilities – car parking for passengers – will be available at both Shields Road and Kelvinbridge.

For bus users: new buses, coaches and midi-buses. A new "Fast Fare" system will operate on some routes, to speed journeys. A special City Rail Link directly connects Queen Street and Cen-



tral stations. A special bus link operates to Abbotsinch Airport from Buchanan Bus Station, calling at Queen Street station, Central station and Anderston Cross Bus station.

For train users: the new Argyle line will weld all British Rail suburban routes into one system. There will be important new interchange points at Central

Station – now high and low level – Partick, Queen Street, which is now linked by passenger conveyor to Buchanan Street Underground station.

This page can give only an outline of the many services available in a city centre as busy as Glasgow's. For full details, news of new tickets and handy timetables, call at your local railway station or bus terminal.

Ticket talk

