

GLASGOW SUBWAY NEWS

A visit in late February 2007 showed that all of the motor cars have now been re-liveried using Vinyl cladding. The new livery is basically cream around the upper parts of the body around the windows and maroon around the lower parts of the body. The first four motor cars displayed these colours along the full length of the body including the doors which were therefore relatively inconspicuous to those with impaired vision. This problem was identified very quickly and the 29 motor cars subsequently given new cladding had the colours reversed on the doors so that they now stand out very clearly. The doors on the first four motor cars will be given new cladding to show the reverse colour pattern at an early date. The trailer cars are being sent one by one to Railcar at St Rollox Works for a half-life overhaul during which they will receive new vinyl cladding.

One of the old Subway cars, no 55, was kept at Govan Works under cover for many years after it was withdrawn from service but the space was required for other purposes and 55 had to go outside. The car has been deteriorating but it is likely that it will soon be accommodated at the railway museum at Bo'ness where full restoration will be a

long-term aim.

Mobile phone transmitters are to be installed at all fifteen stations on the Glasgow Subway. The broadcasting company Arqiva has been awarded a ten year contract and the equipment will provide Wi-Fi coverage and allow access to the internet. Although intended to operate in the stations it is probable that passengers on the trains will be able to receive a signal while travelling on the trains though there may be "holes" where no signal will be possible. Arqiva has installed a network of transmitters across the city centre and this extension into the Subway stations is seen as a natural development of their service to the city.

Two British Transport Police officers have been allocated to the Subway since 3rd January 2007. This was for an initial two month trial period but first impressions are that the officers have succeeded in improving security at the stations, on the trains, and at Broomloan Depot. Strathclyde Police will provide back-up if required.

I.D.O.F.

GLASGOW SUBWAY EXTENSION PROPOSED

The Glasgow Subway could be doubled in size by the construction of a circular route reaching out into the eastern suburbs to serve Dalmarnock and Celtic Park. The proposal is part of the city's bid to win the 2014 Commonwealth Games which would use new sports facilities in Dalmarnock and the Celtic football ground in Parkhead. The new line would serve Buchanan Street, St Enoch, and Bridge Street which would give interchange with stations on the existing line. Seven new stations would be provided: Gorbals, Newhall, Dalmarnock, Celtic Park, Duke Street, Onslow, and St Mungo's (close to the Cathedral). Interchange with existing suburban routes would exist at Dalmarnock and Duke Street. The new line would reuse some former railway rights of way in the Parkhead area. The existing line is 4'0" gauge (1,220mm) and has a very limited

loading gauge. The new route would be built to standard gauge and be able to be used by suburban trains. Alternative plans exist for extensions to Maryhill and the Exhibition Centre to the west although light rail alternatives are considered to be more attractive. A similar extension to the eastern suburbs was suggested by E.R.L. Fitzpayne in the 1930s but the possibility of hosting the Commonwealth Games in 2014 requiring the use of Celtic Park for many events has stimulated the new plans. Opponents to the scheme say that it is too costly and that a light rail alternative or the reopening of the heavy rail route between Bridgeton and Parkhead as a branch from the Argyle Line is more realistic.

Transit