

Branchliner

- ▶ Railing with the flows
- ▶ Frank Roach HITRANS 14.06.16



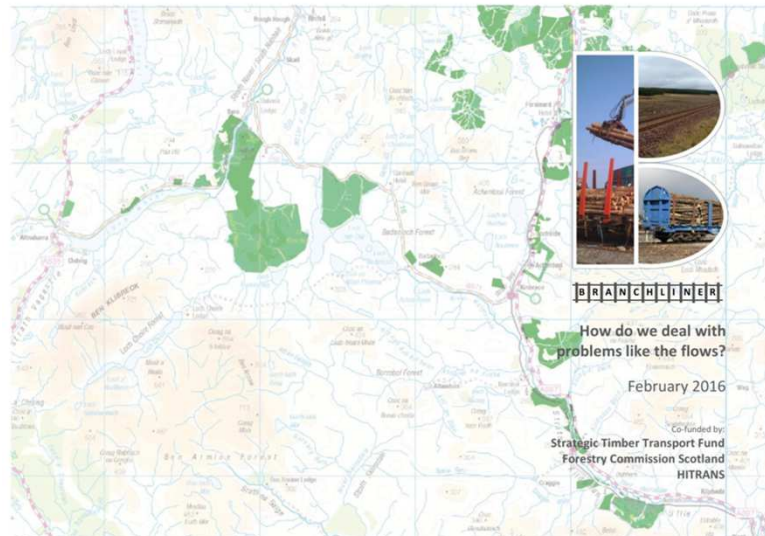
Branchliner-background

- ▶ Flow Country timber is a problem for the local road network
- ▶ Strong demand-Norbord expansion (500-850ktpa) and rail aspiration
- ▶ Weight restrictions are being discussed by Highland Council
- ▶ Kinbrace lineside loading 2001-3 but time to retest rail options
 - Lineside loading, NICS and fixed connections considered
 - Signalling, capacity key
 - Establish environmental and economic benefits
 - HITRANS with support from Confor, UKFPA, FCS and HTTG put together Branchliner engaging specialist consultants to establish the viability of rail haulage of Flow Country timber from Kinbrace terminal to the market.



Terminal

- ▶ 1. A connection facing the south (Down) direction of traffic located on an existing straight or potentially the transition out of a right hand curve heading north. Two sidings of circa 440 metres would be provided, with a run round and headshunt facility.
- ▶ 2. As option 1 with a single siding of 440 metres.
- ▶ 3. Lineside loading with no siding

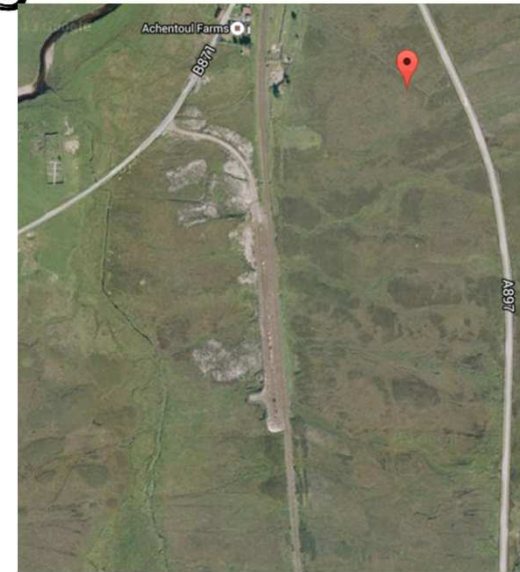
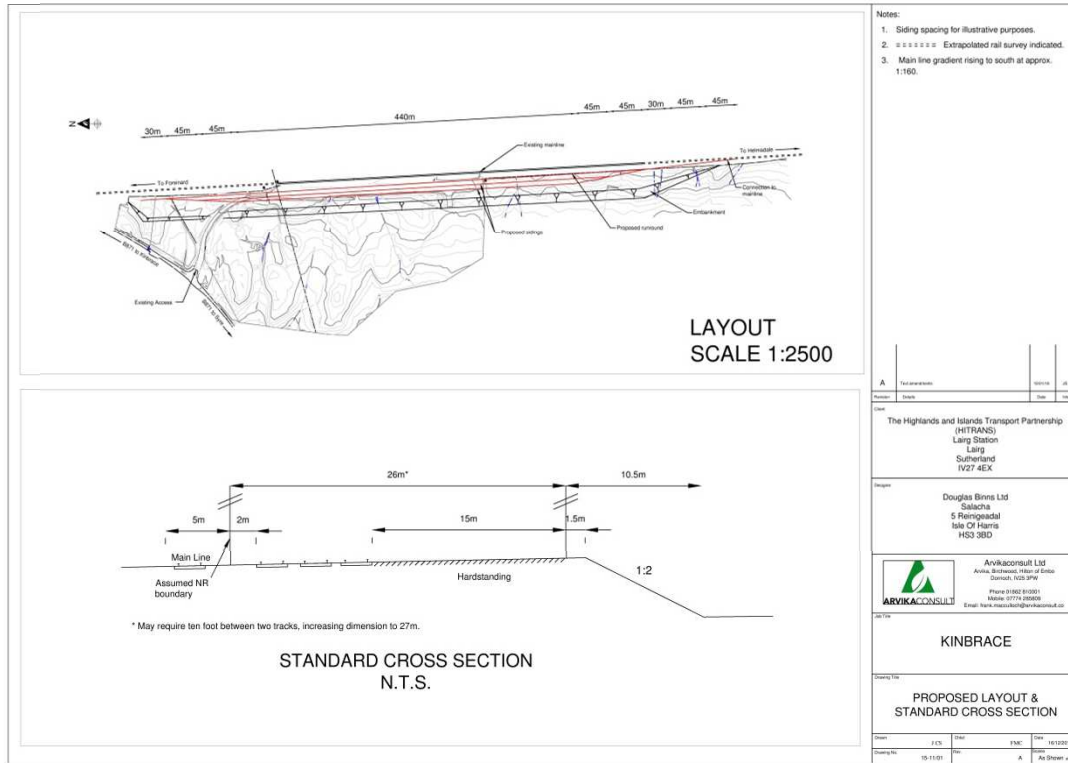


Rail operations

Generic wagon type	Conventional		Intermodal
Wagon model	'KFA'	'KSA'	'IKA Megafret twin'
Timber payload per wagon	c.40t	c.45t	c.52t
Maximum no. of wagons within 1,230t GTL	18	16	12
Total train length (excl. loco)	374m	368m	437m
TOTAL TRAIN PAYLOAD	c.720t	c.720t	c.624t
ANNUAL THROUGHPUT (4 trains pw, 40 weeks pa)	c.115,200t	c.115,200t	c.99,840t



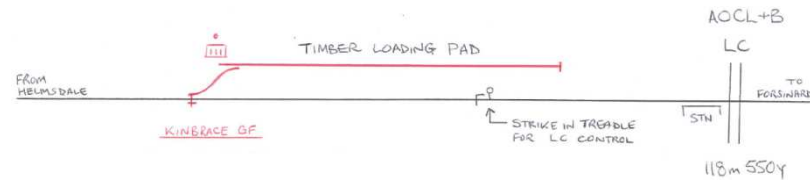
Civil engineering: terminal design



Item	Cost (£k)
P. Way	870
Culverts	70
Earthworks	2660
Fencing	20
Total	3620

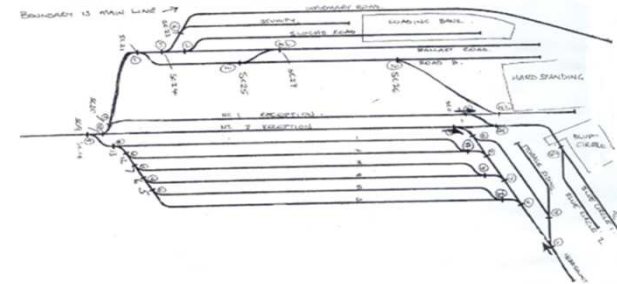
Signalling

- ▶ RETB system
- ▶ Helmsdale–Forsinard Section
- ▶ 3 Lever Ground Frame
- ▶ Single Connection with Facing Point Lock
- ▶ TPWS
- ▶ Software change



Rail operations

- ▶ Trucks load rail wagons stabled in sidings at Kinbrace terminal
- ▶ Train of empties arrives
- ▶ Train departs with loaded wagons
- ▶ No stockpiling no double handling
- ▶ Wagons off loaded at Inverness
- ▶ (Norbord direct?)



Summary

- ▶ HITRANS as public sector has spent time and resource on the problem
- ▶ Rail can deliver a solution
- ▶ Do you want to get on track or remain in a siding?
- ▶ Branchliner Reports soon on www.hitrans.org.uk

