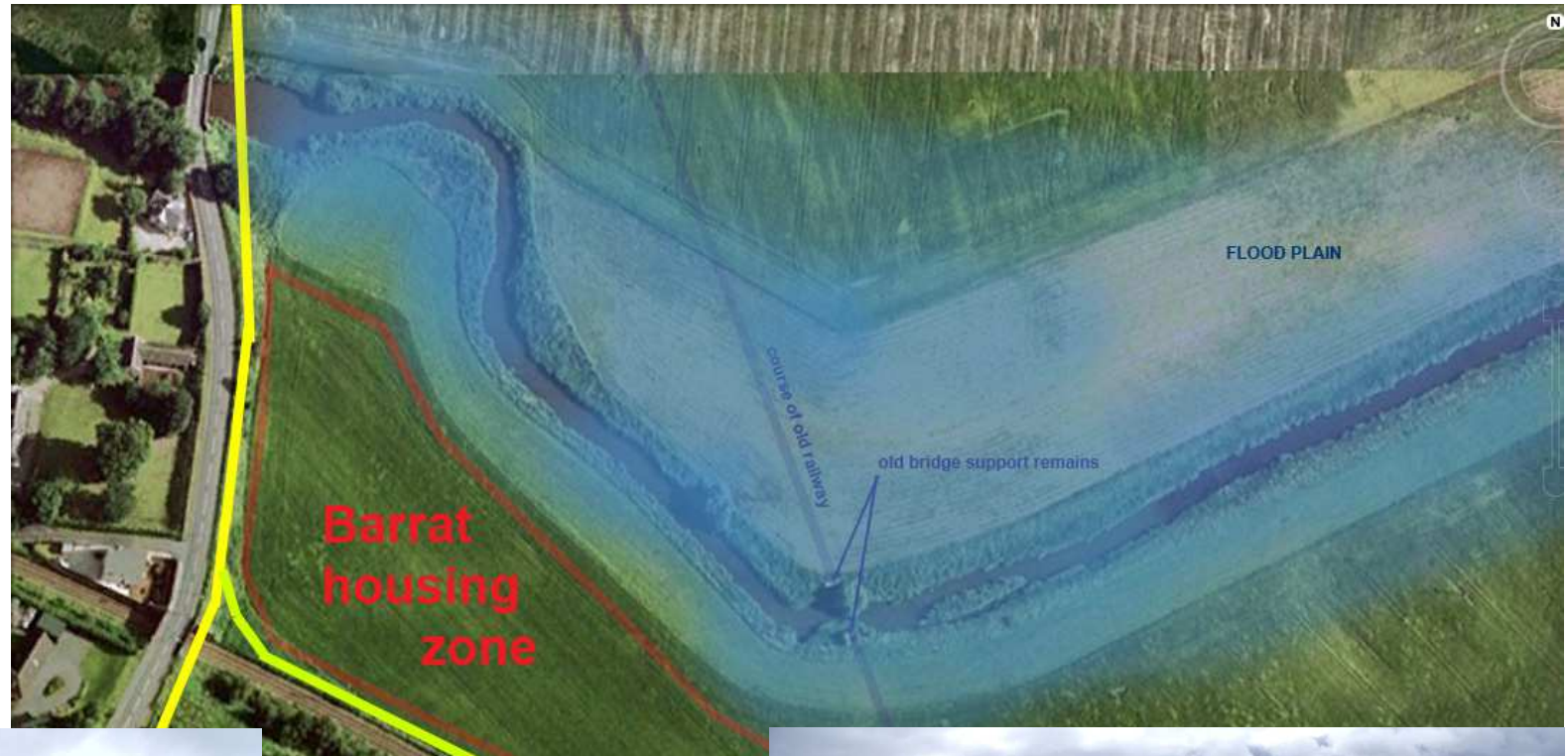


As the proposed cycle and walkway enters Inverurie via the rail bridge, a sensible option would be to ensure provision is made for a direct link to the train platform in Inverurie.

The proposed route of this commuter cycle rail link is in bright lime yellow on the map.

As the old rail bridge parapet is damaged on the east side and flooding occurs to a depth of around 1.3 metres around the landward side of the parapet, it is not feasible to use this old route of the railway. Cropping also occurs.



Left the old bridge supports from the north west.

Right from on top of the west bridge support, showing at least 20m away from the old bridge, on the course of the old railway, flooding occurs.





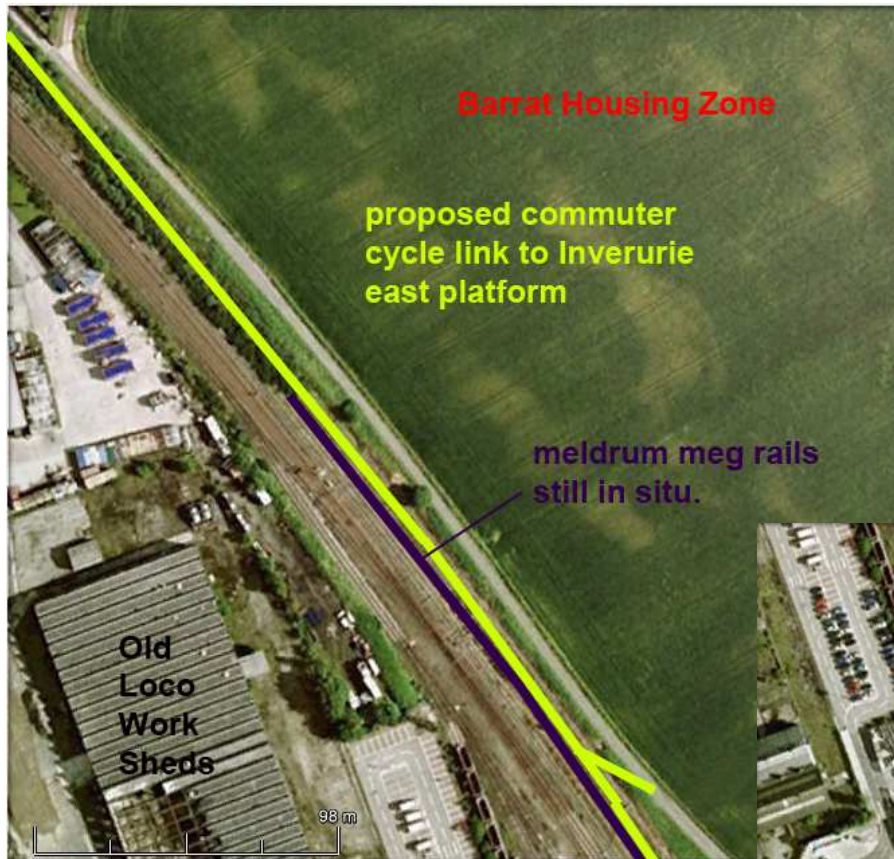
The proposed route would follow the side of the Network Rail border fence until it met the wide area of rough ground that was once occupied by the actual Meldrum Meg railway.

Here it then goes in a fenced off corridor separating it from the railway to the signal box, and then to the east platform at Inverurie train station in a direct line near enough.

Looking at the aerial photographs, remains of a circular embankment the shape of a bronze age cattle enclosure (possibly) appears. Having grown up on a farm named after one of these, it appears to be the correct size and shape and in the right type of location by a river where the cattle could drink. They are commonly found all around the country.



Above looking north over rough ground to the old bridge parapet.



The last few map sections shows the proposed commuter cycleway link arriving at Inverurie Train Station.

With the Uriebank Housing development planned, such a link cycle path would be a sensible planning gain condition, Network rail being agreeable.

Increased rail commuter traffic is sure to come with some encouragement. That could be ample carriage space for cycles on trains so that the commute can be carried on at the other end of their journey into Dyce, Aberdeen or Altens on Sustrans Route 1 and other cycle lanes.

The new retail complex is shown and could have an opening in off the track in front of Currys.



With a speed restriction on the Oldmeldrum to Tarves road, and maybe local vehicular traffic only allowed, a day out cycling from Aberdeen could involve a train trip to Inverurie, then onto the Meldrum Meg Way stopping to watch the ospreys at Lochter and get some refreshments there or in the village centre of Oldmeldrum or Tarves.

Then onto the Buchan and Formartine line back into Aberdeen along Sustrans Route 1.



Above the white signal box (hidden) on left, the platforms and station with the rough ground where the course of the commuter link could be. Fenced off from the railway for safety.

Left are the actual rails last used in the 1960s when the Meldrum Meg Way was still an operational railway. A nostalgic piece of history, worth preserving somewhere perhaps.

Time now to look forward into time and act now to reduce our carbon footprint by making steps or cycling along the Meldrum Meg Way.