



Campaigning by the Devon and
Cornwall Branch of Railfuture

Railfuture National Conference

Salisbury

Saturday 5th July 2008

Gerard Duddridge
(Branch Chairman)



www.railfuture.org.uk/branches

www.railfuture.org.uk/Devon+and+Cornwall+Branch

Falmouth Branch News

- A passing loop is set to be built at Penryn to allow two trains per hour between Falmouth and Truro.
- £7.8 million cash injection will come mainly from the EU, Cornwall County Council and Network Rail.
- Work should begin in October 2008 and improved services from May 2009.

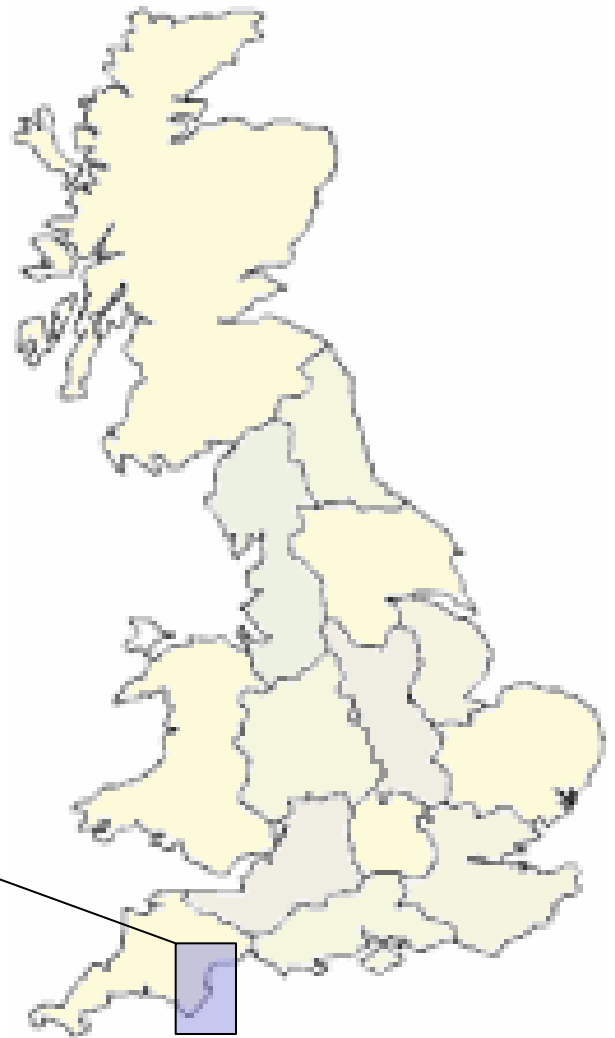
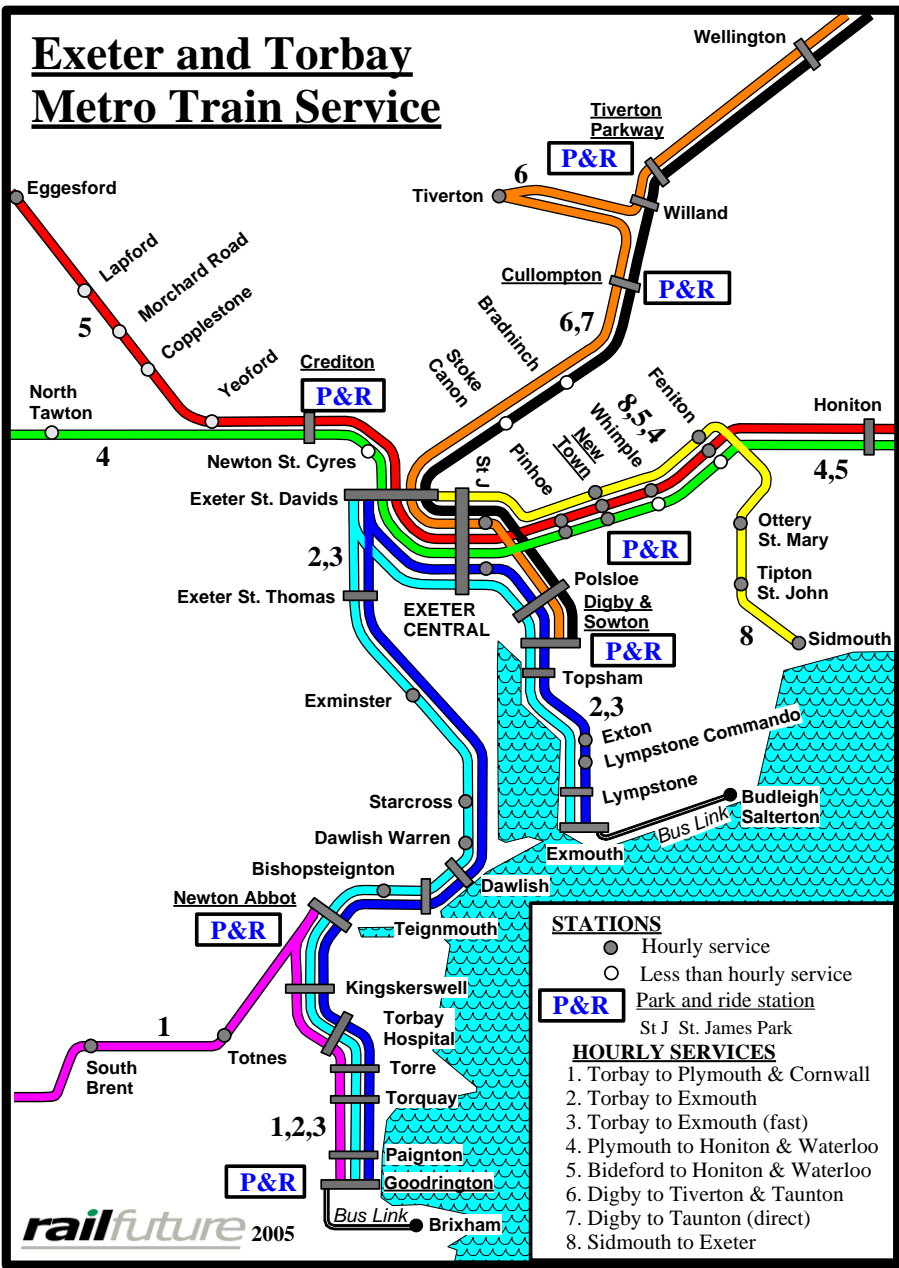
Exeter-Tavistock-Plymouth

- *Railfuture* Devon & Cornwall branch is campaigning for the whole 92km route, not just Tavistock to Bere Alston and Plymouth, as proposed by developers, to be reopened
- Only 33 km of restored track is needed to link Meldon near Okehampton to Bere Alston.
- It would provide both a local rail service via Okehampton and Tavistock and a diversionary route for the Exeter-Totnes-Plymouth line.
- The line via Totnes is susceptible to closure due to rough seas around Dawlish, especially during the winter, and frequently affected by weekend engineering works.

Local Issues

- Local business community and district councillors are worried that the line through Dawlish would be downgraded or even closed if the Okehampton rail route was reopened
- *Railfuture's* Exeter Metro proposal is for more local trains to serve Dawlish, Teignmouth and Torbay.
- The Dawlish line is close to maximum capacity and the Tavistock line is, *Railfuture* believes, the least expensive option for additional tracks between Exeter and Plymouth.

Exeter and Torbay Metro Train Service



Railfuture's branches

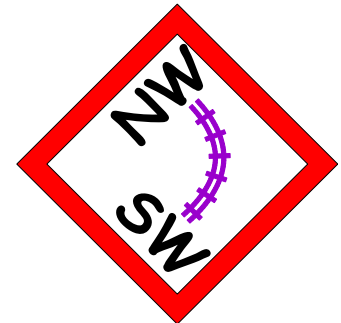
Exeter to Salisbury

- The long-awaited hourly service will go ahead, with a new loop built at Axminster. But Railfuture's campaign must go on as:
- Long stops in the Tisbury loop will continue.
- Two trains per hour Axminster to Exeter still awaited.
- No extra capacity for diverted Paddington trains.
- Through services west of Exeter to be cut.

Campaign for SW to NW CrossCountry Trains

- Devon and Cornwall have lost their direct trains to Glasgow via Crewe and Preston.
- Railfuture D&C wants at least two trains restored.
- We suggest the Hereford route between Bristol and Crewe.
- Please support our campaign at:

www.railfuture.org.uk/Devon+and+Cornwall+Branch





railfuture

Proposed Penzance,
Hereford, Glasgow
Route (in Black) 604.5
miles.

Key connections in
Purple.

The Long Way Round
(in Red) 703.75 miles
and up to 2 hours
longer than via Crewe.

Join RAILFUTURE online at www.railfuture.org.uk/join