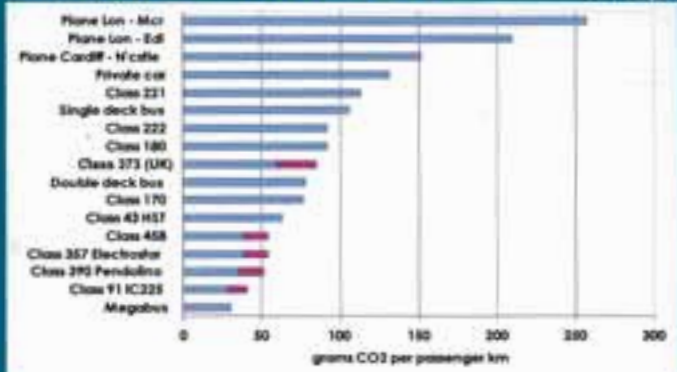


Carbon - It's looking good for rail...

Department for Transport



LOCAL ACTION

Devon & Cornwall

By Gerard Duddridge
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Exeter to Waterloo developments

At long last it appears that a new passing loop will be built on the Exeter to Salisbury line. The track through Axminster station will be doubled together with restoration of the up platform. This work will allow an hourly service from the December 2009 timetable change.

The new timetable will make allowance for the new station at Cranbrook, which is planned for the future new settlement between Whimble and Pinhoe. Trains will pass each other at Axminster and Pinhoe, but alternate trains will omit Feniton, Whimble and Pinhoe. This is because Axminster to Pinhoe takes about 26 minutes without these stations, but 34 minutes with them.

The faster Exeter to Waterloo trains will take around three hours 19 minutes each way, and the slower trains three hours 26 minutes up to Waterloo and three hours 30 minutes down to Exeter. These times indicate that down trains will wait around eight minutes in the Tisbury loop, rather than up trains as at present.

South West Trains has promised to send us a copy of the new timetable as it is further developed. We will also comment more fully on the new timetable when we have discussed matters further with our colleagues in Railfuture Severnside and Wessex.

Rolling stock downgrade



Passengers have not welcomed the arrival of Class 142 Pacer trains to Devon. The poor ride quality of these four-wheeled trains, plus the troublesome and draughty doors, has attracted the adverse attention of local television reports.

The class 142 trains have been operating services on the Barnstaple, Exmouth and Paignton lines. Railfuture Devon & Cornwall would like to see Barnstaple to Waterloo trains operated by air-conditioned class 158/159 rolling stock so this is definitely a retrograde step. Picture: Transport Week

Campaign for SW to NW CrossCountry trains

At the time of writing in January there has been only a small response to our campaign to restore some through trains from the South West to Glasgow via Preston. However, we did gain coverage in the *Lancashire Evening Post* on 4 January. We note that the South Coast has a similar problem and would welcome further comments on the effect this is having on the Bournemouth-North West route, other than Manchester journeys.

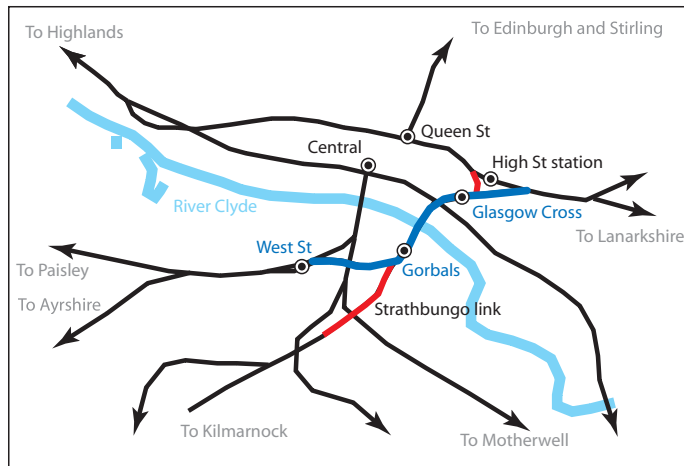
Website campaigning

If you wish to support us please visit the website at Railfuture-sw.co.uk/sw-nw.htm and email your message to d&c@railfuture-sw.co.uk.

Correction

Please note that the title of the right hand map in *Railwatch* 114 on page 7 should have read 'from December 2008' (i.e. the timetable for most of 2009).

How Crossrail can work its magic for Glasgow



Crossrail route

Three new stations: Glasgow Cross, Gorbals and West St

Four million people would use Glasgow Crossrail – the scheme for which Railfuture Scotland has been campaigning for at least 40 years.

A new consultants' study shows that it would provide benefits to the economy of more than £1 billion over 60 years.

The Faber Maunsell report has prompted rail campaigners to make Crossrail a priority. A feasibility study in 2005 has already

shown that the scheme which links the rail networks north and south of the Clyde, is technically possible. The cost is estimated at between £115million and £190million. John Halliday of Strathclyde Passenger Transport said: "Crossrail provides an opportunity to create a significant increase in cross-Glasgow capacity, at the same time serving key regeneration areas at relatively modest cost."

■ See also *Your Letters* on page 8

Curve cure

Rail campaigners in east London are also campaigning for a small piece of infrastructure to be reinstated. Chingford Line rail users say putting Hall Farm chord back in would allow them to travel to Stratford, as well as to Liverpool Street via Hackney. They say the chord would also allow large numbers of people access by rail to the 2012 Olympics.

