

A better railway for the Cotswolds



June 2011 update

A major milestone for the Cotswold line upgrade was passed at the beginning of June, as trains began running on new double track between Charlbury and Ascott-under-Wychwood.

Network Rail engineers and their contractors worked non-stop for nine days to complete the first new section of double track for the Cotswold line.

The work saw new platforms brought into service at Charlbury and Ascott stations,

together with track work, changes to signalling systems and upgrades for level crossings.

Network Rail project manager Ross Mahoney praised the teamwork that saw the railway reopen on time:

"Teamwork has been the secret of our success on the Cotswold line. The project has benefitted from strong relationships with First Great Western, local councils and our contractors Amey and AmeyColas. This has got us into a great position to put the finishing touches to the job.

It's gratifying to see how important our work is to local people. The double track we're laying on the Cotswold line will mean more reliable journeys and better stations for residents and business along the length of the route."

Ross Mahoney,
Network Rail Project Manager



Why redouble?

The Cotswold line is a single track railway along much of its length.

This means minor delays can escalate to affect other trains, and there's not enough capacity to respond to increased demand for train services.

We're converting 20 miles of the Cotswold line to double track railway, making it easier for trains to pass each other and freeing up capacity on the line.

What happens next?

The redoubling of the Cotswold line will be completed between 6-22 August, when the final 15 miles of new track between Moreton-in-Marsh and Evesham will be brought into service.

During this period, bus services will replace trains as follows:

- Saturday 6 Aug – Sunday 14 Aug between Charlbury and Worcester Shrub Hill
- Monday 15 Aug – Sunday 21 Aug between Moreton-in-Marsh and Worcester Shrub Hill



Getting there

Getting everyone where they need to go when the trains aren't running is a huge task. First Great Western ran both express and stopping bus services during the engineering works to make sure that customers could still complete their journeys. Mike Horry, one of First Great Western's bus coordinators, was on hand to help people at Charlbury station:

"There has been a huge effort made to plan the bus services, the aim being to provide a seamless connection with the trains at

either end. The work to publicise the closures has allowed customers to plan holidays and amend journey plans, and the system has coped very well. A few people have been a bit confused by all the work, but there have been coordinators at each station, buses have run to time and connections have been maintained."

*Mike Horry
First Great Western bus coordinator*



Mike Horry, First Great Western bus coordinator

Behind the scenes

Jonathan Kelway is a project management assistant, working as part of Network Rail's Cotswold line project team. The Cotswold line redoubling is the first project he's worked on for Network Rail.

"When I joined the Cotswold project back in October, it seemed like a great time to be coming on board. With the contracts in place and the plethora of design documents flooding in, the project had already begun taking shape.

Local residents' pride in their railway line and the political pressure attached makes

this an exciting and rewarding project to be a part of. This project has already had its fair share of challenges, whether that's from severe weather conditions or protected wildlife. Fortunately this has given the project team opportunities to show how ready and able they are to find ways of overcoming these obstacles.

Work on the project is progressing apace and I truly am excited to see the final result!"

*Jonathan Kelway,
Project Management Assistant*



Jonathan Kelway, Network Rail project management assistant

Summer 2009

Double track laid in Chipping Campden Tunnel

Summer 2010

Preparatory work on track

Autumn 2010

Honeybourne bridge replaced

Dec 2010 – May 2011

New double track laid, work carried out at night to minimise disruption

28 May – 6 June

Stage 1 complete – Charlbury to Ascott-under-Wychwood

6 – 22 August

Stage 2 complete – Moreton-in-Marsh to Evesham

Contact Details

For more information on our plans for the Cotswolds visit: networkrail.co.uk/cotswolds

For more information on how your trains are affected visit: firstgreatwestern.co.uk/northcotswolds

You can call the Network Rail helpline 24/7 on 08457 11 41 41