

RETURN TO CRICKLADE

SWINDON & CRICKLADE
RAILWAY

YOU CAN
HELP US GET THERE!

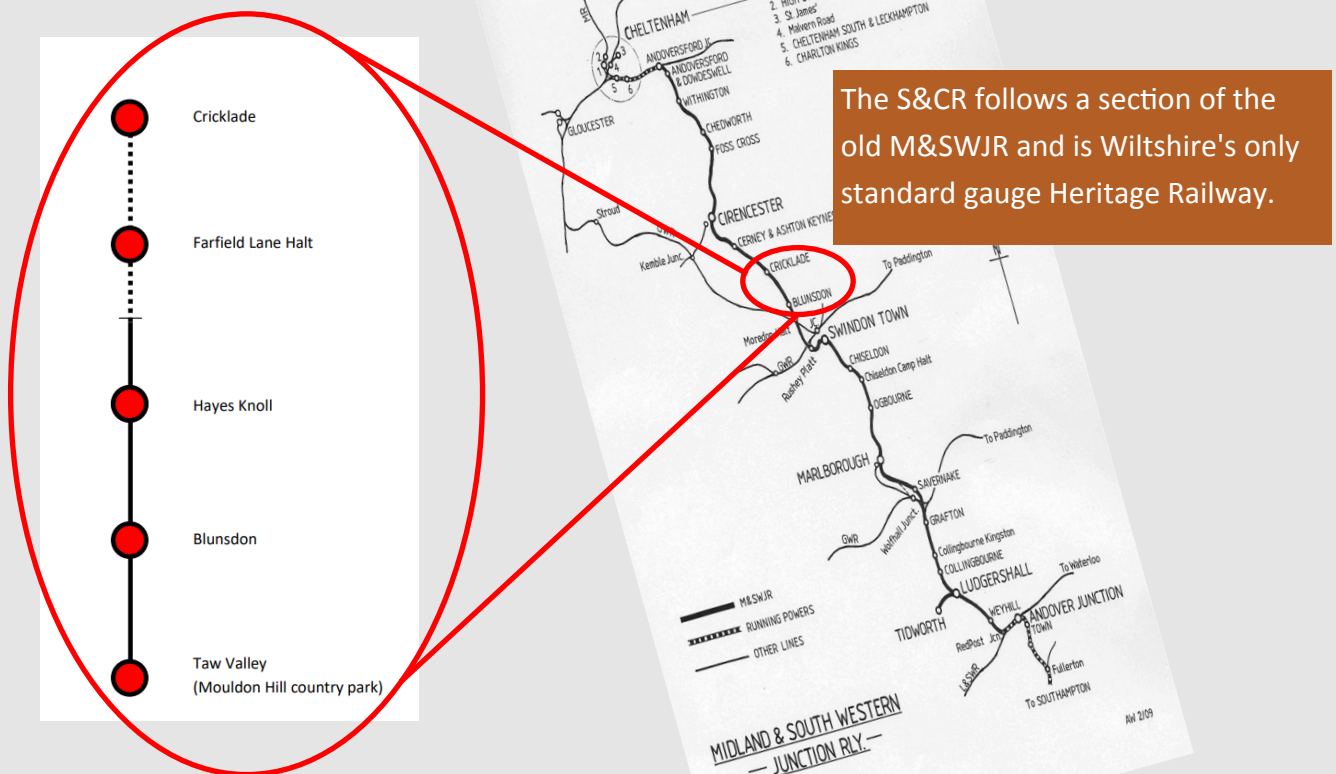
DONATE TODAY

Prospectus

Return to Cricklade

A 40 year ambition set to come to fruition

For many years, it has been the long-term aim of the Swindon & Cricklade Railway (S&CR) to complete the connection between the current southern terminus at Mouldon Hill Country Park and the town of Cricklade. Over the past 40 years, hundreds of volunteers have committed their time and effort into establishing the S&CR as the heritage railway you see today.



Our present route is 2.5 miles long and extends from Taw Valley Halt in the South, to a point out in open country at South Meadow Lane in the North.

This is a viable length of line over which to run passenger trains for the benefit of visitors, but we need to complete the last 1.25 miles of track that runs from South Meadow Lane towards Cricklade.

When complete, the final route will provide a much longer and more complete experience for tourists in the area, allowing visitors to travel between the Mouldon Hill Country Park outside Swindon and the picturesque town of Cricklade.

To achieve the full extension all the way to Cricklade will require considerable funding, some significant engineering works, a large effort from our own volunteers, and the acquisition of large quantities of materials.

**With your help, we can push northward to complete the vision
and secure the future of the S&CR for decades to come.**

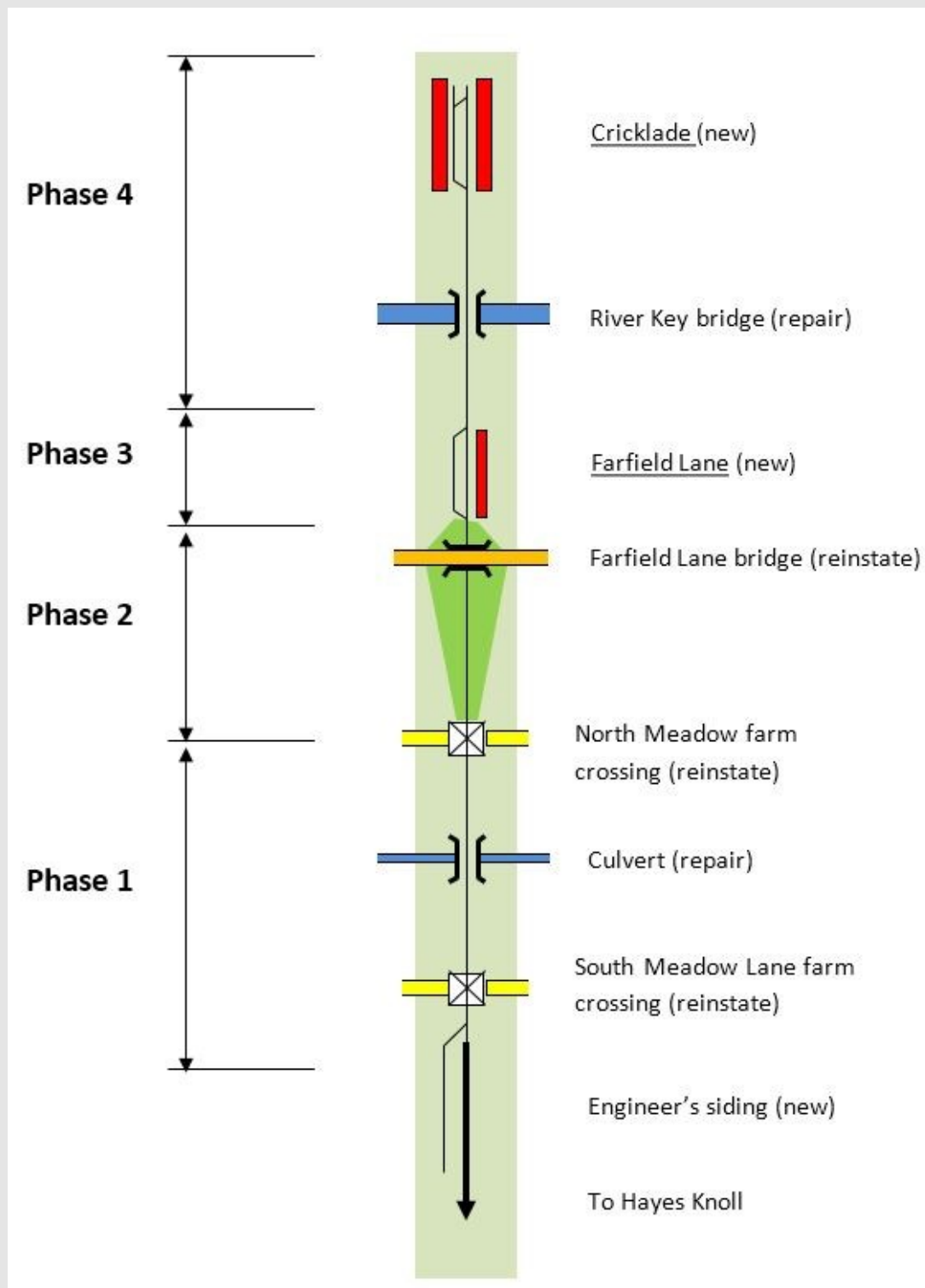
Taking a Phased Approach

We have developed plans to break the overall project down into four distinct phases.

This prospectus outlines this phased approach and itemises our funding requirements for the first phase.

The four phases are as follows:

- Phase 1: South Meadow Lane to North Meadow farm crossing
- Phase 2: Farfield Lane Bridge and cutting
- Phase 3: Farfield Lane station
- Phase 4: Farfield Lane station to Cricklade



We Have the Track!

We'll not quite all of it! However, the track is one of the major expenses in our venture.

We already have sufficient sleepers to reach Farfield Lane but the one acquisition that has really brought this venture forward is the recent recovery of rail from the former Didcot A Power Station site in Oxfordshire. This was through the generous contribution of owners Graftongate and the development managers Clowes Group.



The P-way team at Didcot in early 2018, dismantling lengths of track. The cooling towers in the background were demolished in August 2019.

We now have sufficient rail to reach Cricklade, so only require sleepers from Farfield Lane to Cricklade, various track fittings and, the largest of the track expenses: ballast.



2138 "Swordfish" departing south from Blunsdon. A scene we wish to re-create at Cricklade

Phase 1 North Towards Farfield Lane



Looking north from South Meadow Lane over the cleared track-bed towards Farfield Lane. The sleepers cover the former permissive cycle route from Farfield Lane, which will eventually be reinstated.

The first phase will show demonstrable track-laying progress and gain momentum for planning and seeking funding for the next phases. This also gives us a longer passenger run, pending completion of phases two and three.



Phase 1 has been split into two parts, but can be addressed in parallel and we seek funding for both together. The activities for each part of this phase are as follows:-

Phase 1a Current Railhead to South Meadow Lane (SML) Crossing

At present the line finishes around 100 yards south of SML crossing. We need to extend the track through the crossing and install an engineering siding at SML itself, together with associated pointwork.

Activities required:

- Align and grade existing track from Hayes Oak crossing to SML.
- Address fencing and drainage issues between Hayes Oak and SML.
- Grade the track-bed through SML crossing, siding and points [a]
- Lay sub-base material for the siding and base ballast for the siding and track.
- Lay the siding, points and the track through SML crossing (using existing rail, sleepers and fitments).
- Install SML crossing itself.

Most of this work should be achievable with in-house labour (and possibly with visiting volunteer groups) but funds will be required, primarily for ballast purchase.

Note: [a] this will in fact be carried out all the way to North Meadow Crossing.

Phase 1b South Meadow Lane Crossing to North Meadow Crossing

This takes the line track up to the start of Farfield Lane cutting. The distance is only 600 yards but there are a number of associated tasks:

- Substantial tree surgery.
- Drainage repair/reinstatement and re-fencing along the East side.
- Repair a culvert
- Grading of track bed (part of [a] in phase 1a)
- Purchase and lay base ballast.
- Lay track from SML to NMC (using existing rail, sleepers and fitments)

Phase 1 Funding Requirement

Phase 1 requires around £100,000 to complete. This is made up of the following elements- -

- Base Ballast - £70,000
- Boundary Fencing - £10,000
- Lineside Clearance and Drainage - £15,000
- Trackbed preparation and grading - £5,000



North Meadow Crossing is at the site of the stacked sleepers on the left. The green embankment in the middle distance is at the north end of Farfield Lane cutting, and is where a road bridge needs to be reinstated.

PHASE 1

Progress so far:

Our volunteer working parties have started preparation works around South Meadow Lane.

We are now looking to attract funds to enable us to engage with contractors, material suppliers and to progress with Phase 1.

Phase 2 North Meadow Crossing to Farfield Lane

Arguably this is the single most important phase of the whole project. It needs to be resolved to unlock the route of the railway going northwards.

At the north end of Farfield Lane cutting is an embankment that carries the present Farfield Lane over the original railway formation, effectively blocking our progress northwards.

The original bridge was demolished shortly after the line was closed, and now substantial works will be required to re-instate this key piece of infrastructure.

As this will require specialist contractors and considerable capital investment, grant funding will be sought to rebuild this bridge and to address the drainage issues through Farfield Lane cutting.



Looking south from Farfield Lane into the cutting. Here is where a road bridge needs to be reinstated.

Phase 3 Farfield Lane Halt

Phase 3 will involve the construction of a new railway halt at Farfield Lane and laying track to link the station to North Meadow crossing.

Though only a short added distance in travel terms, this will provide more flexible operations for our trains, but most importantly a passenger interchange between the railway and an existing footpath to Cricklade.

Some track materials have already been acquired for this phase, but further grant funding and direct appeals will be required.

Phase 4 Farfield Lane Halt to Cricklade

Phase 4 will tackle the final 0.6 miles of track to a new station at Cricklade. Final plans have yet to be developed for this phase, but will need to include these major activities -

- Clear the trackbed of vegetation
- Refurbish the River Key bridge
- Lay track to the outskirts of Cricklade
- Build terminus station at Cricklade

How You Can Help Phase 1 Now

By donating to Phase 1 of this project you will help us to purchase the necessary ballast and material to get to Farfield Lane.

A tonne of Ballast costs approximately £25, so every donation, large or small will help us lay another yard of track.

There are **FOUR** simple ways to help and **TWO** major opportunities to sponsor us.

1

Via our BigGive page:

theBigGive.org.uk



Direct Link: <https://www.thebiggive.org.uk/s/campaign?cld=a051r00001FSf43AAD>

Click the link on our website: **www.swindon-cricklade-railway.org**

Or use the QR code alongside:

2

Use an Appeal Envelope: Donate cash in an envelope to our café, shop or the green donation postbox at Blunsdon Station. Special Appeal Envelopes are available at Blunsdon, and around the railway.



3

Make a one-off donation to our bank account (Sort code 23-05-80 Account no. 33168918, and quoting RTC as the Reference).

If you are a UK taxpayer, as a registered charity we can collect an additional sum of 25% as a contribution from the Inland Revenue under the Gift Aid Scheme. A gift aid form is available on the S&CR website.

4

Become a regular supporter of our Return to Cricklade Campaign. In return for making a regular donation through a Standing Order with your bank, you will receive:

- An opportunity to travel on one of the first trains through Farfield Lane cutting and also eventually into Cricklade.
- An invitation to view progress, on dedicated supporter days.
- Your name inscribed on a plaque to be installed within Cricklade station building.

Please make your standing order payable to our bank: Sort code 23-05-80 Account no. 33168918 and quoting RTC as the Reference.

If you are a UK taxpayer, as a registered charity we can collect an additional sum of 25% as a contribution from the Inland Revenue under the Gift Aid Scheme.

A gift aid form is available on the S&CR website.

Sponsorship Opportunities

Named Individual Sponsorship

For individuals who would prefer to give a larger single donation, why not consider our Named Individual Sponsorship scheme.

For a minimum donation £100. (equivalent to 4 tonnes of ballast) an individual could have their name on the board. For additional amounts the benefits would increment as follows:

£200 = Name on board + 2 adult tickets

£500 = Name on board + 4 adult tickets + 2 S&CR Mugs or a polo shirt

£1000 = Name on board + 6 adult tickets + 2 S&CR Mugs or a polo shirt, and a Diesel Driver taster.

£2000 = Name on board + 6 tickets + 2 S&CR Mugs or a polo shirt and a Steam Driver taster.

This would also be an ideal way to remember loved ones and make a bequest to the railway.

Corporate Sponsorship

For companies, this is a chance to use your brand to help secure the future of Wiltshire's only standard gauge heritage railway. As a corporate sponsor, your logo and name will take pride of place on our "Sponsors Board" and your staff would benefit from discounted standard fare tickets. Please contact the S&CR to discuss.

If you can help in other ways with offers of service or wish to make a donation, no matter how small, we appreciate your involvement in our Return to Cricklade project.

DONATE TODAY

Thank You

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