Transition Marlborough is working to improve public transport. We believe that the land opposite Marlborough's business park could offer much better terminus facilities for the electrified London Paddington service than would be possible at Bedwyn.

The proposed electrification of the Great Western Railway up to Bedwyn offers the exciting possibility of extending this service all the way to Marlborough. This could be done by restoring the old Marlborough Railway line. Our report 'A railway line to Marlborough – an outline case' suggests that the project could be eligible for government funding. The report can be down-loaded from the bottom our Transport Page.

See the map overleaf.

We need your support to make this exciting proposal a reality please visit our website.

http://www.transitionmarlborough.org/

or the Transition Town Marlborough Facebook page.

Click the “I SUPPORT THE MARLBOROUGH RAIL LINK” button

Then tell us what a new railway station in Marlborough would mean to you and your business.

Your views will be passed on to Claire Perry MP and we will keep you up-to-date with developments.

Marlborough
Rail Link

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**Marlborough Rail Link**

- **GWR electrification - capital funding opportunity**
- **New station built in conjunction with Salisbury Road development**
- **Traffic problems at Bedwyn relieved**
- **Logical route along disused line**

**History**

- The first line from Savernake to Marlborough opened in 1864.
- In 1881, the Swindon, Marlborough and Andover Railway opened and was absorbed by the Midland and South Western Junction Railway in 1884.
- By 1923, both lines had been absorbed by the Great Western Railway.
- Marlborough (GWR) station closed in 1933 and passenger services were re-routed to the former M&SWJR station. The GWR became part of British Railways in 1948.
- Passenger services to Marlborough were withdrawn in 1961 and goods services in 1964.