

RAILWAY INVIGORATION SOCIETY

for the retention and modernisation of railway services

39 MARSHAM COURT, MARSHAM STREET, LONDON S.W.1. (Tel. 01-834 1335)

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PROGRESS REPORT No. 78

MARCH 1969

CLOSURES AND SUBSIDIES

✓x The costing procedure, used by the Ministry of Transport in connection with closures and subsidies, continues to engage a great deal of our attention. Unless this matter can be put right, not only is the future of lines at present up for closure extremely bleak, but the prospect of renewal of subsidies granted to other services, which, in the majority of cases, are for only one year, is greatly reduced.

The crux of the matter is that, when the Ministry considers whether a service should be granted a subsidy, instead of paying British Rail just sufficient to make good the actual saving that they would achieve from closure, a much larger sum is involved; this is based on a total cost formula supplied by Ministry consultants. The difference between the two methods of costing is enormous. Thus, for example, the King's Lynn-Hunstanton line, which it is understood British Rail consider could in reality be run with little or no loss, has been approved for closure because the Ministry cost formula requires a subsidy of £60,000 per annum for its retention, a sum which the taxpayer cannot afford. x

If allowed to continue, this disastrous policy will doubtless lead to many more unjustified closures. In fact, in a year from now, a major closure programme of Beeching proportions could well be upon us again, on the pretext that the nation cannot afford to continue the financial support now granted to unprofitable services under the new Transport Act.

✓x The Government appears to be extremely sensitive about this cost formula and has refused to publish details of it. The matter cannot officially be considered by Transport Users' Consultative Committees. All efforts to introduce legislation to widen the scope of closure hearings to allow this to be discussed are firmly resisted. x Just what is going on behind the closed doors of the Ministry? If they have nothing to hide, why the secrecy?

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TWO IMPORTANT MATTERS FOR YOUR ATTENTION!

(1) ANNUAL GENERAL MEETING, Saturday, 26th April - see separate notice enclosed.

(2) HAVE YOU PAID YOUR 1969 SUBSCRIPTION? see page 4.

✓ The Society's Chairman, Dr. Caton, has recently had several discussions on this subject with Mr. Alan Lee Williams, MP for Hornchurch. ✓ Through the efforts of Mr. Williams, a group of five government MPs held a meeting in the House of Commons on 21st January at which Dr. Caton was the guest speaker. The meeting passed the following resolution (which has subsequently been signed by over fifty MPs): "That this House, bearing in mind the importance of a railway network adequate to the social and economic needs of the country, calls on Her Majesty's Government to make public the financial formula used by the Ministry of Transport to justify the closure of railway lines and to evaluate social subsidies where granted." ✓ Mr. Williams is asking for a debate in the Commons on rail closures.

Meanwhile, the Society has issued a national press release explaining the situation and calling on the public to ignore the official figures published to justify closures. We are continuing to publish our own costings whenever a closure takes place. ✓

Our members can help us greatly here by taking up the matter in a private capacity with their own local MPs, asking them to press the Minister on these issues. ✓

CONSENT TO CLOSE LINE RUNNING AT A PROFIT

✓ The criminal decision to consent to the closure of the King's Lynn-Hunstanton line was given by the Minister of Transport on 23rd December, 1968. The RIS, in a statement issued six weeks earlier to local authorities, MPs and the Minister of Transport, gave the following figures: -

✓ British Rail Figures: Costs £60,300; earnings £22,000. (Per year in each case)

<u>RIS figures:</u>	£ per year
Track maintenance and renewal (15½ miles at £650 per mile; single track)	9,910
Crews, fuel, maintenance of one DMU (2 car)	15,000
2 manned level crossings	3,000
Management	700
	<u>28,610</u>

On the earnings side, the RIS understands that this line's contributory revenue is - £20,000, which, when included with British Rail's earnings figure, gives total revenue of - £42,000 per annum. Thus, on the RIS costings and the total earnings figure, this line would show a profit of £13,390 per annum. ✓

It can be seen, therefore, that the Minister of Transport has consented to the closure of a line which is operating at a profit and has been misled by his advisers at the Ministry. ✓

BRISTOL TEMPLE MEADS - BATH SPA LOCAL SERVICES

✓ As stated in our last report, British Rail has published a proposal to withdraw passenger services from the four intermediate stations on the line between Bristol Temple Meads and Bath Spa. The Society has issued a memorandum on the finances of this line and has sent copies to local BEYOND OUR CONTROL: The editors very much regret the delay in the production and distribution of this issue. This is owing to various causes beyond their control. Opportunity has, however, been taken to include several items of late news.

MPs, local authorities and members of the TUCC.

British Rail claims that this line's movement costs are £20,900, terminal costs are £18,500 and revenue is £10,700 per annum.

The Society's figures, with movement costs based on those contained in the Beeching Report, total £16,758 per annum for the present service provided by a 3 car DMU. The total for a modified service provided by a 2 car DMU, with all stations unstaffed, is £9,172.

On British Rail's alleged financial information, this service is losing £28,700 per year. If one bases the costs on those compiled by the Society and takes British Rail's alleged revenue figure, the deficit on providing the present service would be only £6,058. However, if a modified service were introduced, with no reduction in the number of trains and still accepting British Rail's revenue figure, the result would be a profit of £1,528 annually. ✕

CLOSURE WILL INCREASE RAILWAY DEFICIT

✕ It was reported in the Kent and Sussex Courier of 15th November, 1968, that the East Sussex Travellers' Association claims that British Rail will lose £24,000 a year, instead of saving money, if the Uckfield-Lewes line closes. The Association says that the reconstruction of the Hamsey loop line, which would join the Uckfield line with the Haywards Heath line just outside Lewes - thus disposing of the problems which have arisen because of the Lewes relief road - would strictly be a charge against the Road Fund. However, the Association's estimate of the cost of reinstating the Hamsey loop, prepared by an independent engineering consultant, is £120,000 and it claims that interest and depreciation charges would amount to £11,000 per annum. Thus, even if one charges the cost of reconstructing the Hamsey loop to the railway, it would still be uneconomic to close it. ✕

REVIVAL OF PASSENGER TRAIN ACTIVITIES AND TRACK RESTORATION

British railways are today conducting a tug of war with themselves. Whilst certain management staff are slavishly following the treatment recommended by Dr. Beeching, others are planning new service patterns, re-opening of stations, installation of new junctions and restoration of track.

Despite the destruction of station and the institution of unstaffed halts, it has been found that many facilities are still virtually intact. There are many wasted route miles (now trackless, but still owned by British Rail) which could be restored, utilising track from the sections now being converted from quadruple to double and double to single line. Consideration has been given to reopening facilities in many parts of the country.

It is evident that British Rail staff are not satisfied that the Reshaping Plan was the only possible course of action for the future.

Members are encouraged to let us know where there are residential housing developments (remember the new halt provided at Garston on the Watford Junction - St. Alban's Abbey line), new industries and recreational centres which offer possibilities for rail traffic development.

LOST FREIGHT REVENUE

✓✗ Despite the wish of a former Minister of Transport that British Rail should convey more freight, there are indications that freight revenue is still declining. As well as losing traffic to improved and new roads, British Rail fail to move satisfactorily that which is still consigned to its care.

Inter-regional services detailed in "Modern Railways" and many other freight trains fail to run, owing to non-provision of any locomotive. Traffic may move no further than the local marshalling yard 24 hours after wagons have been despatched.

The Beeching Plan has resulted in circuitous re-routing. Combined with a reduction in train workings, which minimum service may fail to run, this produces bad service.

Although the management is well aware that it is responsible for failure to provide sufficient locomotives in working order for scheduled services, it has informed the staff that, unless improvement is made in reliability, there is a danger of loss of even trainload traffics to road transport. ✗

PASSENGER TRANSPORT AUTHORITIES

✓✗ Britain's first four passenger transport authorities will be set up in April. The areas have been designated as South-East Lancashire and North-East Cheshire (SELNEC), Tyneside, West Midlands, and Merseyside. ✗

THE SAFEST FORM OF ROAD IS RAIL

"The safest form of road is rail", says Nicholas Faith in a booklet published by The Economist. He points out that road transport may be cheaper in economic terms until "social costs" are brought into the equation. This excellent little book is essential reading for all concerned with the transport problem. 127,000 people were killed on the roads in 1966 in Europe and the United States alone. Let us hope that The Economist publishes another booklet to show how rail services may be run cheaper by modern methods. Then they will be cheaper in economic terms before "social costs" are counted.

Road Safety (Economist brief no. 9) is published by The Economist at 2s. 6d., including postage, from 25, St. James's Street, London, S.W.1.

Robin Hay.

SUBSCRIPTIONS

Members who have not yet renewed their subscriptions to the Society are urged to do so without further delay. We need support in many ways, not least financial.

The name and address of the Membership Secretary is on the back page of this issue. He will be very pleased to send details of our organisation to anyone who is not already a member.

REPRESENTATION TO THE MINISTRY

In making private representations to the Ministry of Transport, members of the Society are urged to send these through their Member of Parliament and not to the Ministry direct. We have found by experience that this is by far the most effective way of ensuring that letters actually reach those officials within the Ministry for whom they are intended and in the case of the Minister himself this method of communicating with him is essential.

CORPORATE MEMBERS

The Society welcomes the following new corporate member: -

Aireborough Urban District Council (Yorkshire - West Riding)

LETTERS TO THE EDITOR

(For conditions of acceptance, see September, 1968, issue)

Road/Railway buses

The report in your last issue, on the Tucc enquiry into the Barnstaple Junction - Ilfracombe line refers to bus delays of up to 1½ hours in the summer due to traffic congestion, preventing reliable rail connections, and to the serious effect of additional buses replacing trains. The same problem applies to the Taunton-Minehead line mentioned in the same issue.

As I have seen no reference in any of the Society's publications to the road/rail bus which has been developed recently in the USA, I mention it here.

If there were a demand justifying manufacture under licence in this country, it would enable buses in this case to collect passengers in Barnstaple, transfer to rail where convenient, continue on rail to Ilfracombe station yard high above the town, return to road and deposit passengers in the town centre without any changing. In contrast to previous road/rail vehicles, no time and labour are involved in changing from road to rail wheels. The gauge of the road wheels is 4 feet 8½ inches and, on transferring to rail, on filled-in track, all that is involved is the lowering of guide wheels at each end of the bus by hydraulic operation controlled from the cab. Those at the front lift the road wheels just clear of the rail and those at the rear take a portion only of the weight, driving and braking still being through the road wheels. Only a very short stop is necessary for this purpose and, on returning from rail to road, it is not even necessary to bring the bus to a stop while the guide wheels are lifted clear.

Surely this is the logical development of the basic railway concept, not only in holiday areas like this, with peak traffic in summer but, even more, for the year-round daily peaks of commuter traffic in the large conurbation, where, under the new Transport Act, 75% capital gains and up to 90% operating grants are available to all public transport schemes. Only in this way can the fixed track railways draw passengers effectively from the continually developing surrounding areas.

J. R. Harding, B.Sc.(Eng.), C.Eng., F.I.E.E.,
38, Station Road, Wyld Green, Sutton Coldfield, Warwickshire.

Filthy trains

I am absolutely appalled by the filthy trains I have been on recently, filthy through not being cleaned efficiently - possibly only daubed with a wet mop on a dirty floor and the windows "orange" with filthy grime. And I have noticed dirty people, namely, the guard and the driver. As I sat on the diesel train between here and Cambridge a week or so ago, I did not know which scruffy seat to sit on. I could hardly see out of the windows. My feet skidded on the slimy floors. I tried to avert my eyes elsewhere, but had to finally close them, as the crumpled suit and bedraggled appearance of the guard sitting nearby, coupled with the dandruff on the jacket of the driver in front of me, were too much! I could not change my seat, as I was in the only non-smoking compartment. I experienced the same disgusting state a few weeks earlier and now travel to Cambridge by bus. What foreigners must feel, heaven only knows! I must add, though, that my husband finds the mainline trains between Audley End and London clean.

R. Clarkson (Mrs.)

13, St. Martin's Close, Exning,
Newmarket, Suffolk.

REPORTS FROM BRANCHES and AREA REPRESENTATIVES

Readers seeking further information on particular items should write to the appropriate representatives.

BRANCHES

London and Home Counties

Chairman:

Mr. R. V. Banks, 121, Ashford Road,
Bearsted, Maidstone, Kent.

✓x The Branch Chairman represented the Society at the Tucc inquiry into the proposed closure to passenger traffic of Wembley Stadium station. The main point of our objection was the impossibility of meeting the transport needs of soccer fans by means of existing services. A lady on the Tucc suggested that the advice of the police should be sought, so Mr. Banks has written to New Scotland Yard about this matter.

Some minor alterations are to be made to St. Albans-Watford line connections following suggestions from the Branch. In reply to a suggestion from the Branch that Bletchley-Bedford trains should run into Midland Road station, and not St. Johns, at Bedford, BR have said that this would be too expensive.

A public meeting to protest against the proposed closure of the Romford-Upminster line was held on 16th December, 1968. Nearly 200 people attended. Among the speakers was Dr. Caton, Chairman of the RIS. It was revealed that, as usual, BR had produced false figures to justify the closure.

Recent passenger closure proposals in the area relate to the High Wycombe-Bourne End line and Westenhanger station (Ashford-Folkestone line). x

East Suffolk/East Norfolk

Secretary:

Mrs. O. E. Awty, 28, Field Stile Road,
Southwold, Suffolk.

✓ As was only to be expected by those in the area, the result of the TUCC inquiry was that hardship would occur if the passenger service between Yarmouth Southtown and Lowestoft Central were withdrawn. The suggestion that yet more traffic could go by road to relieve this would be amusing only if the suggestion was not in earnest. The reply from the Minister is still awaited.

Several lines in the area have been recommended to be subsidised by grants under the Transport Act, 1968. ✕

Merseyside Branch

Secretary:

Mr. P. T. Byrne, 13-15, Kilmorey Park,
Hoole, Chester, CH2 3QS

✓ British Rail has received grants of £60,000 each from the Ministry of Transport and Liverpool Corporation towards the cost of carrying on the passenger service on the Liverpool Central-Gateacre line for a further year. ✕

✓ The Minister has consented to the withdrawal of the Manchester Exchange-Liverpool Lime Street (via Tyldesley and via Patricroft) stopping passenger services, also to the closure of Chester Northgate Station and of the line to Mickie Trafford. ✕

Northern England

Secretary:

Mr. R. K. Mains, 114, Manor House Road,
Jesmond, Newcastle-upon-Tyne, NE2 2LY.

✓ An impressive article by Mr. F. Cawkill, Branch Publicity Officer, was published in the Northern Echo on 7th January. It outlined the Branch's proposals for electrification on the route between Newcastle, Leeds, Manchester and Liverpool via Sunderland, Ripon, Huddersfield and St. Helens, with extensions to Middlesbrough, Bradford and Halifax. Apart from the direct benefits to be gained from such a scheme, it would also link up with the London-Manchester and London-Liverpool electrified system. ✕

The Branch has made representations to various quarters against British Rail's intention to withdraw the direct trains linking Sunderland, Hartlepool and Stockton with London.

✓ The Transport Users' Consultative Committee have now submitted their report to the Minister of Transport concerning the hardship likely to be suffered if the Hull-Bridlington-Scarborough passenger services were withdrawn. The Committee stated that withdrawal would cause hardship, which would be particularly serious as far as Cottingham, Beverley, Driffield and Bridlington are concerned. Conditions would be even worse regarding the withdrawal of services during the summer, which are especially important to Filey and Bridlington. Whilst the

report appears to be more favourable than was originally expected, Tuccs have, in the past, tended to be ineffective on many occasions. Nevertheless, it is hoped that common sense will prevail by the Minister's refusing closure. Such a decision would be the first step towards a determined policy of development. ✕

The Ministerial reprieve of Morley Low, Batley and Ravensthorpe stations is most welcome. It is hoped that this will lead to improvements on the Leeds-Huddersfield-Manchester route, on which services were drastically cut last October.

✕ In addition to the Carlisle, Skipton, Keighley and Bradford (Forster Square) local services (mentioned in the last progress report), the Branch is also pressing for the retention and development of the services between Skipton and Colne (understood proposed for closure - Ed.) and Ilkley, Bradford and Leeds. ✕

Difficulties have arisen at Stocksfield, one of the stations on the Newcastle-Carlisle line, now that it is unstaffed. The trouble concerns the withdrawal of the portable steps which used to be positioned by a porter when passengers wished to alight or board a train. The platforms at this station are nearly $2\frac{1}{2}$ feet below the carriage floor level. British Rail consider it dangerous to leave the steps at an unstaffed station and declined to carry steps aboard all the train sets serving the station.

Complaints have been made in the Alston area that railborne parcels have to be delivered or called for 24 miles away at Hexham now that staff have been withdrawn from stations.

The Northern England Branch issued its own local reports in both January and February. Copies may be obtained from the Branch Secretary.

AREAS

Devon and Cornwall

Representative:

Mr. A. E. Wilkinson, 13, Richmond Green,
Appledore, Bideford, Devon,
(N.B. Change of address)

Western Region heralded the New Year with the announcement that they are to charge an extra ten shillings on all single, and £1 on all return, fares between Paddington and the South-West for journeys made on Saturdays between 14th June and 6th September. The prices will include a seat reservation and children's price increases will be half those for adults.

This latest move is stated to be part of British Rail's new market-pricing policy and it is considered necessary because of the increased rolling stock and staff needed to carry extra passengers on the busiest summer Saturdays.

Needless to say, this proposal has met with unanimous opposition throughout the area, not only from a commercial angle but also from those people concerned with road safety. Anyone who has experience of summer Saturday road travel in the West will understand that road traffic must be decreased, not increased as would be the likely result of further rises in rail fares.

A pleasant contrast to the foregoing news was the initiative shown by an Exeter guard, M. W. Hutchings, who hired a special train from British Rail and ran his own shopping excursion to London during the week before Christmas. He charged thirty shillings return fare, as compared with British Rail's sixty shillings for a cheap day return ticket. The result was that the eleven coach train was completely filled. It is not possible to do better than quote Mr. Hutchings' own words: "I wanted to prove the point that, if you provided a train which was fast enough and cheap enough, people would use it."

✓ As forecast in progress report No. 77, closure proposals have been published for the Paignton-Kingswear line. An objection has been lodged on behalf of the Society.

The latest closure in the area is for the services between Exeter and Okehampton, for which an annual loss of £150,000 is claimed by British Rail. This figure is immediately suspect, as the only section of track actually being closed is the 15 odd miles between Okehampton and Coleford Junction (Yeoford). Between the latter point and Exeter, the Okehampton trains use the same tracks as the north Devon trains, but they run independently of them as they did in Southern Railway days.

Okehampton has been the railhead for north Cornwall since other lines in that area were closed. The line is also used by the ballast and stone-carrying trains from the recently threatened Meldon Quarry. An objection against closure of the passenger service on the Okehampton line has been lodged on behalf of the Society.

A new freightliner terminal has opened at Plymouth in addition to the one previously opened at Par (Cornwall). It is pleasing to note a steady increase of business for the new venture. ✓

Isle of Wight

Representative:	Mr. R. E. Burroughs, Spring Vale, The Grove, Ventnor, Isle of Wight. (N.B. Change of address)
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✓ As predicted in the Society's publication, "The great Isle of Wight train robbery", the Ryde pier trams have been withdrawn from service. The electric trains are running an additional shuttle service to replace them, but this means the summer Saturday service of five trains an hour to Sandown and Shanklin will be reduced to four. High seas breaking over Ryde pier have several times shorted the live rail, resulting in the electric trains being suspended; without the alternative tram service, passengers to and from the boats will have to walk half-a-mile down the pier in rough weather every time this occurs in the future.

The final decision as to whether the line from Shanklin to Ventnor will be reopened has been put off once again until the spring. The reason for this further delay is said to be British Rail's inability to supply certain figures requested by the County Council. Three years ago the cost of reopening was given as £80,000 in the House of Commons; the perpetual delays are leading many to believe that BR are trying to inflate this figure to deliberately deter the Minister from agreeing to a reopening. ✓

Mid-Hampshire

Representative:

Mr. M. F. Lockyer, 55, Lipscombe Rise,
Alton, Hampshire.

✓ The Alton-Winchester line has been given a grant under the Transport Act, 1968, for a twelve months period. Prior to the announcement of this grant, the Minister had given consent to a new census being taken on the line following a question in the House of Commons by the Winchester MP, Rear Admiral Morgan Giles.

During January, the Deputy Clerk of Winchester RDC, Mr. John Taylor, and a RIS member, Mr. F. Clifton Sherriff of the Alresford Chamber of Trade, went to London for discussions with Mr. D. G. Fagan, assistant secretary at the Ministry of Transport.

In a lengthy press statement issued jointly by the RDC and the Chamber of Trade after this meeting the following points were of special interest: -

- (a) The Carrington formula adopted by railway accountants in connection with rail closure proposals was understood to operate particularly harshly against through routes such as the Mid-Hants. Substantial contributory revenue flowing from and accruing to such routes was not revealed in the figures presented at the TUCC inquiry. Among other figures not revealed were so-called "terminal expenses", which, at nearly £15,000 per annum, seemed unrealistic in relation to a line with three unstaffed stations.
- (b) Even under the Carrington formula, the apparent deficit was relatively small. Indeed, alternative methods of calculation could eliminate it altogether. (Alternative methods of operation certainly would!)
- (c) The heavy "estimated renewals expenditure" followed a period of minimal maintenance (part of the "run-down"). Much of the permanent-way work envisaged would be making good the wear and tear caused by the passage of many heavy through trains which did not themselves contribute to the revenue of the line in the figures presented to the public.

An alternative winter Sunday timetable suggested by the users' representatives to obviate the recently introduced 45-minute wait at Alton would effect a substantial saving in operational costs. Although this was accepted by the Divisional Management as practicable, it was rejected out-of-hand by Waterloo, but was tried out on a recent Sunday and found to work perfectly. It is now understood that if the line is reprieved, a revised service substantially on the lines suggested will be introduced next winter. ✕

Somerset, Dorset and Western Hampshire.

Representative:

The Rev. W. Martin Andrew,
30, Richmond Wood Road,
Bournemouth, BH8 9DH.

What remained of the freight service at Blandford (Somerset and Dorset line) has been withdrawn.

Among the services to receive a Government grant are three of local interest: -

Bournemouth-Weymouth; Basingstoke-Salisbury; Basingstoke-Reading. The latter is particularly important as it provides the link for the last through train between Bournemouth and the North.

✓ The Minister has consented to closure of the Wareham-Swanage branch, subject to the granting of a licence by the traffic commissioners for a greatly increased summer bus service. He has noted the intention of the Railways Board to introduce an arrangement whereby passengers travelling to and from Swanage on summer Saturdays, and reserving their seats on main line trains, would also be guaranteed a seat on the connecting bus service at the inclusive fee of 3s. Missing from the Minister's statement is any reference to the undoubted serious effects of the closure on the tourist industry at Swanage.

Upon receipt of a letter announcing the Minister's decision, Swanage UDC at once met and passed a strong resolution urging that the matter be reconsidered. This was sent to the Ministry with a detailed statement which urged, among other things, that the four councils concerned should investigate and comment upon the operational costs of the line and pressed that a deputation should be received. The Society has written to the Ministry strongly supporting the action taken by Swanage UDC. ✕

Bedminster, Parson Street and Weston Milton stations and Nailsea and Backwell and Brent Knoll halts (all in north Somerset) are now unstaffed.

(We apologise to our representative for incorrectly stating his name in our last issue. Ed.)

Three Counties

Representative: Mr. W. H. Parker, M. B. E., Well Meadow,
Pontshill, Ross-on-Wye,
Herefordshire.

British Rail has published proposals to withdraw the following passenger services: - Hartlebury-Kidderminster (via Stourport-on-Severn and Bewdley), Lydney and Caldicot stations (Newport-Gloucester line). The following stations have been unstaffed: - Lawrence Hill, Filton, Patchway and Pilning (all in the Bristol area); Ledbury and Colwall (Worcester-Hereford line).

OTHER NEWS

The Manx Parliament has voted £22,500 to keep the steam railway on the Isle of Man running for another three years. It is hoped to recommence operations on Whit Sunday, 25th May.

British Rail has abandoned plans for amalgamating King's Cross and St. Pancras stations on the grounds that insufficient financial return would be obtained from the development of the St. Pancras site.

A Stour Valley Railway Preservation Society has been formed with the object of purchasing that section of the line between Sudbury and Shelford. The Honorary Secretary is Mr. W. H. Banks, of 27, MacDonald Avenue, Hornchurch, Essex.

Reduced to unstaffed halts: all intermediate stations on the Nottingham Midland-Grantham line; Caemarvon station.

Passenger service closures: -

- ✓x (a) Effected. From 6th January: Edinburgh-Hawick-Carlisle. ✕
- (b) Approved by the Minister. Ayr-Kilmarnock; Garstang and Catterall station (between Preston and Lancaster Castle);
- (c) Proposed. Edinburgh-Drem-North Berwick; Cowdenbeath-Hilton Junction; Bridgend-Treherbert; Bangor-Caemarvon *; Newport-Gloucester (stopping service); Newport-Hereford (stopping service); Colchester-Sudbury; High Wycombe-Bourne End; Cambridge-St. Ives; Doncaster-Retford (stopping service); Kirkham-Fleetwood.

* objection sent to the TUCC by the Merseyside Branch.

Closure of two of the principal stations in Manchester - Exchange and Central - has been announced for 5th May.

EDITORIAL ANNOUNCEMENT

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(responsible for branch and area reports).

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(responsible for news of other lines).

Material for the next issue (to be published in June) should be sent to the appropriate editor by 1st May.

PUBLISHED by the RAILWAY INVIGORATION SOCIETY

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Assistant Secretary: Mr. J. M. Stanley, 11, Berkeley Court, Tulse Hill, London, S.W. 2.

Membership Secretary: Mr. D. J. Bradbury, 59, Dore Road, Dore, Sheffield.
