

RAILWAY INVIGORATION SOCIETY

for the retention and modernisation of railway services

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PROGRESS REPORT No. 81.

DECEMBER 1969

THE END OF A DECADE

This is our last report of the 1960s and is perhaps a convenient point to take a look at the turn of events over the past ten years. In the early sixties, those of us who believe in railways were faced with our biggest challenge ever with the Marples-Beeching plan to close up to four-fifths of the then existing system. We severely criticised this policy at the time. Subsequent events have proved us right. The large number of closures have failed to reduce the railway deficit, which at the beginning of the present year was far greater than when the plan was launched. Moreover, we now know that Lord Beeching largely ignored what to even the most casual observer should have been obvious that losses on unprofitable services can be drastically cut by more economic operation as an alternative to closure.

Many of the closures planned, however, have not taken place. Maybe we can take some credit for this. Moreover, the operating economies which we have advocated for many years are now being introduced on most branch and secondary routes. The 1968 Transport Act has slowed down the closures and recognised the need for grant-aid for socially-necessary services. But the majority of grants are for one year only and some may be withdrawn within the next few months. Where do we go from here?

It is now becoming increasingly clear that, unless the motor-car explosion is rapidly controlled, many parts of Britain will cease to be civilised places to live in. The worsening road congestion of our cities is rapidly spreading to other places. For example, on a recent visit to a small Welsh seaside resort, typical of many others in popular holiday areas, it was almost impossible to move for cars and the massive areas of harbour and sea-front given over to car-parking almost gave the impression that beach and sea had receded into the background. Is this, and much worse to come, what people really want? Or is the desire for the one, two, or three car family so strong that we cannot stop ourselves?

A glaring example of what should not be done lies in the present policy of the Greater London Council. Adamant that London's railways should pay their way, the Council has forced fares to a level which cannot fail to drive more traffic on to the roads. On the other hand, it is planned to spend up to £2,000 million on road development, with little thought of recouping the cost from vehicle owners. Apart from being economic nonsense, these road developments will drive

thousands from their homes, and, with the noise and fumes inevitable from increasing traffic, render living unpleasant for thousands more.

Recently, President Nixon has called for a £4,167 million investment in public transport to provide an attractive alternative to the private car in America. Is it too much to ask the Greater London Council and other authorities in Britain to learn from this before it is too late? Road improvements are, of course, needed, but the fact remains that our much under-used rail network can be developed so as to carry more traffic at lower cost, without destroying our environment in the process.

A factor often overlooked is that rising incomes, whilst leading to increased car ownership, can also lead to greater use of railways by car owners. One hears frequently of families, who, having just managed to afford to run a car, find themselves using their vehicle for journeys which could be done more satisfactorily by train. This is because the marginal cost of using the car for the purpose is much less than the rail fare. As real incomes increase, it should be possible for car owners to afford to use each form of transport for the job it can do best and to leave their vehicle in the garage when rail is more suitable. Public response to rail improvements has shown that people will use railways when the services are good. It is up to our planners at local and national level to make this possible by investing in a comprehensive network of fast, reliable railways at a price the majority can afford to pay. Positive action along these lines must supersede the backward thinking which has dominated the sixties if the motor vehicle is not to wreck our country for this and succeeding generations.

THE NEW MINISTER

✓✗ Mr. R. V. Banks, the Society's Press Officer, sent the following telegram to The Rt. Hon. Frederick Mulley, M. P., the new Minister of Transport, as soon as his appointment was publicly announced. A copy was telephoned by him to the Press Association on the same day.

"The Railway Invigoration Society congratulates you on your appointment as Minister of Transport and earnestly requests you to develop our railway network for both freight and passengers, thereby helping the country's economy by a fuller use of an existing valuable national asset, and halting the destruction of so many of our living amenities by the disastrous increase in road traffic, particularly heavy lorries." ✗

THE GREAT ISLE OF WIGHT TRAIN ROBBERY

Sales of the second impression of the Society's book with the above title continue steadily. In October an order for two copies was received from Canada. Previously we have sent copies to Germany and the USA.

Are there still members who have not bought a copy or at least requested one from their local public library? Why not buy copies as Christmas presents?

ADVANCE NOTICE : The 1970 Annual General Meeting of the Society has been fixed for Saturday 25th April, at Caxton Hall, London, S. W. 1.

NOISE

Mr. Anthony Crosland, the new Parliamentary "overlord" for housing and transport, is a member of the Noise Abatement Society. Will he be using his influence to get heavy freight off the roads and back on to the railways, thereby saving people from the distress caused by noisy lorries? This can be so upsetting, especially in built-up areas and in residential streets which have been turned into main traffic routes following one-way schemes, etc.

LETTERS TO THE EDITOR

The editor will consider for publication letters on matters of general interest to members. Any opinions expressed, however, must not be taken as necessarily reflecting the official views and policies of the Society. The editor reserves the right to make "cuts". Letters should normally be signed by writers' real names. Only in exceptional circumstances, which must be clearly stated in a covering note, will a letter be accepted for publication under a nom de plume.

Public transport is the answer.

This tiny, overpopulated island once possessed the finest network of railways of any country in the world of its size. Had this network been retained and developed, instead of being destroyed, there would have been no need to build all these M roads, pull down countless houses and historic buildings, take valuable agricultural land and tear our cities and towns to pieces.

What it has cost, and is going to cost, for road building and maintenance, if put to retaining and developing the railways, would have ensured a cheap, efficient rail service all over the country. In fact, what is being spent on road building would have been more than sufficient to have kept every line, even the smallest branch, running (even if every passenger were carried free, but there would be no need for this.) The money would have provided a cheap, efficient service when the trains were needed, i.e., morning and evening rush hours would disappear, for no one in his right mind would take a car to work in the dark, fog, frost and snow of winter mornings if he could travel to work in the warmth and comfort of a railway train at a reasonable cost.

I have seen hundreds of lines closed, especially in North Wales, where I lived before coming to Worcestershire, and the closure procedure has always followed the same pattern. A line was written off for closure; take off the chief and most used trains, leaving just one or two at times when no one required a train; then, after a month or so, the usual excuse: "The line does not pay; close it and save (so much)". Of course, it could not pay, as there were no trains when required for the workers. This was followed by increases in fares, driving more and more on to the roads. Then came refusal of goods and coal traffic, as one saw goods yards closed and tracks torn up.

Now we are left with nothing but a handful of main lines, quite useless for the general public for travelling to work, with all country stations closed. Even those who dislike car travel are forced to buy one to get to work, as bus services, where there are any, are totally inadequate.

The answer to the terrible congestion on the roads is so simple. Public transport: buses

in rural districts where traffic is light or to connect with the nearest railway station, but trains where railways exist, or have existed, for the railway train can get through winter weather far and away better than any road transport.

Richard E. Rossler, 11, Court Street,
Upton-upon-Severn, Worcester.

Road tax on lorries

We are threatened with 44 ton lorries on our roads.

According to the Americans, the wear and tear on a road surface is proportional to the 4th power of the axle weight, so presumably if the present tax of £30 per annum on a 15 cwt. van (gross weight about 20 cwt. with load) is fair, then pro rata these new monstrosities (44 tons gross) should pay over one million pounds tax per year. What will they actually pay?

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

(Comments on this letter would be welcomed, particularly from the more mathematically-minded of our readers. Ed.)

REPORTS FROM BRANCHES AND AREA REPRESENTATIVES

BRANCHES

London and Home Counties

The annual general meeting of the Branch took place on 17th September, when Mr. R. V. Banks was re-elected Chairman and Mr. D. J. Martins was elected Secretary.

Meetings have been arranged for Monday, 5th January, 1970, when a member of the executive committee of ASLEF will speak on "The unions and the closure policy"; and for Monday, 2nd March, 1970. All members of the Society are welcome to attend London Branch meetings, which are held at Caxton Hall, Caxton Street, London, S. W. 1. (near St. James' Park underground station) at 18.30 hours.

Some members of the Branch Committee visited the South London line (Victoria-London Bridge) in August. The future of this line is somewhat doubtful, but British Rail has not yet issued any definite closure proposals.

✓✕ The Minister of Transport has given consent to the closure of the Ashford-Ore (Hastings) line, although it seems to have plenty of traffic, which is, if anything, increasing. Local authorities in the area are actively fighting this decision.

Although the Lewes-Uckfield line was closed from 5th May, the local passengers' association has taken the Minister's decision to the Ombudsman as a matter of maladministration. His report is awaited. ✕

✓✕ In its report to the Minister of Transport, the TUGC for London has concluded that the proposed closure of the Romford-Upminster line would, if implemented, amount to a degree of general hardship which could not be satisfactorily alleviated by any alternative bus service. The report points out that there has been no material change in the pattern of traffic over the line since the previous closure proposal in 1965 (when the line was reprieved), whilst road congestion and car-parking difficulties have tended to become worse. ✕

Mountfield halt (Hastings-Tunbridge line) was closed from 6th October, but the Minister has refused consent to the closure of Westenhanger station (Ashford-Folkestone line).

✓✕ The Branch will be watching closely for any policy changes that may follow the Greater London Council's takeover of London Transport in January, 1970. ✕

East Suffolk and East Norfolk

(The 1969 annual general meeting of the Branch has been held. Mrs. Awty has resigned as Branch Secretary; her successor is Mrs. Sharman. We hope to include a full report from the Branch in our next issue. Ed.)

Merseyside

✓✕ A modified service was introduced from 6th October on the reprieved Ormskirk-Preston line. ✕

The following stations have been closed to Passenger traffic: - Coppull and Balshaw Lane & Euxton (between Preston and Wigan); Lostock Hall (near Preston); Chester Northgate (services transferred to Chester General).

Northern England

The Branch regrets that its contribution to the last progress report was inadvertently delayed and was too late for publication. Most of the points submitted then are incorporated below.

✓✕ The Minister of Transport has refused to allow the withdrawal of passenger trains between Hull and Scarborough. These services are heavily used by commuters and holidaymakers. It is hoped that the Minister's decision will mark the beginning of a new policy of development for this line, which is essential for the economic and social life of east Yorkshire. ✕

The Minister has also refused to allow the closure of Pegswood station. Although nearby Widdington station was reprieved in September, 1967, a decision on Pegswood was deferred and the station's future has remained in doubt since that time. The Branch hopes that the decision will influence British Rail to make improvements to the local services on the east coast main line north of Newcastle.

With the industrial and residential expansion taking place at Cramlington, Killingworth and Newton Aycliffe, important new towns in the North-East, the Branch is investigating the feasibility of suitable rail communications, both passenger and freight, to serve these towns.

With regard to the future prospects of rail transport in the North-West, the Branch is hoping to hold discussions with representatives of the National Council on Inland Transport, the Railway Development Association and the Scottish RDA, who are also concerned about this subject.

Whilst the Branch does not wish to criticise British Rail for converting Seaton Carew and Greatham stations to unstaffed status, it is, however, concerned about the withdrawal of staff from some more important stations, from early October, between Newcastle and South Shields and between Newcastle and Middlesbrough. This latter move could hamper improvements in the future. These stations are not by any means of the "country branch" category; indeed, they serve large and well-populated areas that should generate enough traffic, both passenger and parcels, to justify some staff in attendance. For example, Gateshead East station has been reduced to a halt; serving a population of over 100,000, it deserves better treatment.

The possibility of North-Eastern stations in well built-up areas handling more traffic in the future is by no means remote. Already the Tees-side plan (a consultants' report commissioned by local authorities) forecasts the doubling of rail travel on Tees-side. Because of this, the Branch feels that rail services should be developed to play an expanding, rather than the present diminishing, role. On Tyneside and Wearside, a transportation study is at present being undertaken. It may well forecast an increase in rail traffic similar to that expected on Tees-side.

Disappointment has been expressed by the Branch over the decision of Mr. Marsh (until October the Minister of Transport) to approve the withdrawal of the through York-Sowerby Bridge-Manchester trains. Unfortunately, this service has hardly experienced any improvements during recent years. The Branch is of the opinion that a policy of development would benefit all concerned.

✓✕ The report of the West Yorkshire Transportation Study was published during the summer. The Branch is currently examining its implications so far as railways are concerned. It must, however, be noted that the amount of rail development recommended in the report is nowhere as great as the Branch would have wished to see. It would seem logical to make the best possible use of railway resources, especially in the Leeds area.

British Rail is planning to build a new station on the site of a nearby disused goods depot at Bradford Exchange. This would form part of a co-ordinated transport complex. However, while many would be glad of improved station facilities, considering the size of Bradford the quality of the city's rail services seem far from satisfactory. It is hoped that a new station will be accompanied by an improved train service. ✕

✓✕ Representations have recently been made by the Branch to the Ministry of Transport urging that a decision, in favour of retention and development, should be made as early as possible regarding the proposed withdrawal of the local rail passenger services between Skipton and Colne and Skipton and Carlisle and from Staveley and Burnside stations. Concerning the latter stations, which serve parts of the Lake District, the Branch feels that it would be feasible for them to become unstaffed halts. ✕

British Rail has recently announced its intention to accelerate, next year, the journey

times of Newcastle-London expresses from 3 hours 50 minutes to 3 hours 35 minutes. The Hull-London evening service will operate with a cut of 23 minutes in the travelling time. These announcements are certainly welcomed by the Branch.

Early advice is given of the third annual general meeting of the Branch. It will be held at the YMCA Building, Blackett Street, Newcastle-upon-Tyne, 1, at 10.00 hours on Saturday, 21st March, 1970.

The agenda will be:-

1. Apologies for absence.
2. Minutes of the 1969 annual general meeting.
3. Chairman's report.
4. Secretary's report.
5. Election of branch officials and committee for 1970-71.
6. Motions for the Railway Invigoration Society national annual general meeting.
7. Future policy.
8. Any other business.

Due to the increased activity of the Branch, there is a great need for an enlarged committee. Interested members are, therefore, urged to assist by offering themselves for election to the Branch Committee.

Any motion for placing before the meeting should be forwarded to the Branch Secretary not later than seven days before the date of the meeting.

It is hoped that this early notice of the meeting will ensure the largest possible attendance. Should there be any change in the above arrangements, members will be advised accordingly.

AREAS

Devon and Cornwall

✓x The TUC hearing for the Exeter-Okehampton line was held at Okehampton on 18th September. The local MP contended that there had been no encouragement whatever to obtain traffic to make the line pay and that, if the passenger services were withdrawn, there was the danger that the mineral traffic from Meldon Quarry would also be withdrawn, thus jeopardising the future of the quarry and the 90 or so men employed there. Other objectors referred to the traffic congestion on the A30 road and also the plight of passengers from Bude and west Devon who now used Okehampton as their railhead. x

The Committee reported to the Minister that they consider the majority of the hardship would be alleviated by the proposed bus services, although some people would have further to walk. In the Committee's view, some hardship would be suffered by passengers from the Bude area who now use Okehampton as their railhead, and road congestion might prevent proper rail connections being made at Exeter.

✓✗ The track between Okehampton and Bere Alston, closed last year, is being removed in spite of attempts to retain it as part of an alternative route between Exeter and Plymouth for use when storm damage closes the South Devon line in the Dawlish and Teignmouth areas. ✗

The construction of a new station at Falmouth is planned. The proposed site, in Avenue Road, is stated to be more convenient than the existing station.

✓✗ Since re-opening in April this year, between Buckfastleigh and Totnes, the Dart Valley Railway has had over 300,000 passenger journeys made over it. ✗

Isle of Wight

British Rail has announced that Shanklin, Sandown and Ryde St. Johns Road stations will be unstaffed in the winter and Brading station unstaffed all the year. Tickets will be issued on the trains for Island stations and thirty mainland stations. Passengers for other stations will have to book to Portsmouth and then re-book from there.

✓✗ The IOW County Council has officially agreed to lease the land of the Ryde to Cowes line to the Vectrail Society. This Society is applying for a light railway order and endeavouring to negotiate with British Rail for purchase of the track.

The County Council has stated that "it was of importance that no steps should be taken which irretrievably destroy the existing railway routes between Smallbrook and Cowes and Shanklin and Ventnor." This appeared under the heading "Planning towards the year 2,000", and indicates an enlightened official attitude to transport problems of the future. ✗

Greater Manchester

✓✗ Approval has been given for the closure to passengers of that part of the exGC Manchester-Sheffield route between Hadfield and Penistone as a result of the transfer of through inter-city services to the ex-Midland Hope Valley route running into Sheffield Midland. This will cause the closure of only one station, Dunford Bridge, which is very little used. The main sufferer will be Penistone which will be reduced to a DMU shuttle service to Sheffield and back. Guide Bridge, Dinting and Hadfield lose their through services to Sheffield and Guide Bridge loses its Manchester-Harwich boat train service. The suburban service will continue to operate between Manchester and Hadfield and Glossop. The date of implementation of these closures is expected to be 5th January, 1970. ✗

On 20th September the Manchester Division of British Rail ran a 25s. "mystery trip" to Scarborough from Manchester Piccadilly. On 25th October a similar trip was run to Bristol from Piccadilly, calling at Stockport and Macclesfield. The two trips, representing very good value for money, were well patronized. A fuller programme of similar trips is expected in 1970. The Manchester Division is publicising its main line services fairly well.

It remains to be seen what lies in store for the local service when the Passenger Transport Area gets into its stride.

Norfolk (North and West)

■ The following information has been supplied by Mr. D. W. Powley of Swaffham: -

The track of the Dereham-King's Lynn line, closed in September, 1968, is in the process of being removed.

The last passenger train between Dereham and Wymondham ran on 4th October. As reported in our last issue, there had previously been unsuccessful attempts by certain local authorities to persuade the traffic commissioners to refuse licences for replacement buses.

✓✕ The Minister has reprieved the Norwich-Cromer-Sheringham service, but it is subject to review from time to time. An application is being made for a grant-aid under section 39 (1) of the 1968 Transport Act. In the meantime, a transitional grant has been received pending the Minister's decision. Heavy passenger traffic during the summer, especially from Norwich to Wroxham (main centre for the Norfolk Broads) and a steady flow of commuters all the year has been reported. ✕

Additional news supplied by the editor: -

Mr. Cyril Shaw, prospective Parliamentary Labour candidate for South Norfolk, has devised a plan for re-opening the King's Lynn-Dereham-Norwich line to passenger traffic. He has said, "It seems absolutely ridiculous that in this day and age people who do not possess a car are imprisoned in their villages because the public transport system does not allow them to get out".

British Rail has assured Thetford Borough Council that there are no plans to reduce Thetford station to an unmanned halt. The intention is to improve and extend the services to the public, according to a rail spokesman.

The interim report of the Norwich area transport survey has recently been published. The survey was undertaken jointly by Norwich City Council and Norfolk County Council in the autumn of 1967. The report states that about half the 60,000 households in the Norwich urban area own cars and that this ratio of cars to people is above the national average. While car ownership is growing faster than in other parts of the country, public transport is declining. In speaking about the report at a Press conference, Mr. A. A. Wood, the City Planning Officer, stressed that a high level of car ownership combined with a low use of public transport confronts Norwich with "a potentially dangerous situation".

Somerset, Dorset and Western Hampshire

✓✕ The main interest in this area continues to be the Wareham-Swanage branch. Owing to an appeal by the local councils (other than Wareham Borough Council) against the granting of the licences for the additional bus services, the closure has been further postponed until 5th January, 1970, provisionally. All through trains have been discontinued and a revised service now operates over the branch.

At the last meeting of Swanage Urban District Council, reference was made to the figures

given to the Ombudsman by British Rail. According to the councillor who gave them, the figures were grossly inflated and this would indeed seem to be the case. It was stated that British Rail alleged that the wages cost alone of running the line increased from £65,000 to £79,000 because of pay awards. Comment would seem to be almost superfluous! Further, the figure for track maintenance was claimed to be over £30,000 a year - equal to about £3,000 per mile. As the branch has been virtually a "basic railway" for some time, this figure also seems to be much overloaded. The Council decided to write to British Rail, the Minister of Transport and the local MP., "informing them of the 'inconsistencies' in the figures in the Ombudsman's report". X

It is a matter for comment that Western Region has announced the withdrawal of first-class day returns to Waterloo from former Southern Region stations west of Salisbury.

The Hants. and Dorset Bus Company has announced the withdrawal (except during school terms) of service 130, which was provided as a condition for the closure of the line from Brockenhurst to Wimborne.

All stations between Dorchester and Castle Cary have been reduced to unstaffed halts and the station buildings have been demolished.

It has been announced that a consortium of farmers has purchased the track of the former Somerset and Dorset line from Blandford to the county (Dorset) boundary, comprising 65 acres of land, for the sum of £3,000.

Three Counties (Gloucestershire, Herefordshire, Worcestershire)

Mr. John Tate, a wealthy landowner, of Stanway (near Cheltenham), is prepared to give £150,000 towards attempts being made by the Stratford-upon-Avon Transport Action Committee to re-open the Stratford-upon-Avon to Cheltenham passenger service as a private venture.

North Wales

✓ X The Minister has consented to the withdrawal of the passenger service on the Bangor-Caernarvon line, subject to the running of a few more buses. X

OTHER NEWS

✓ X Reprieved !! The Central Wales line (Craven Arms & Stokesay - Llanelli); the North Berwick branch (East Lothian). X

Rest in peace

Passenger services ceased on the Thornton Junction-Leven branch (Fife) from 6th October.

A SCHOOLMASTER LOOKS BACK

by Alan C. Tarbat.

I live to-day in a desert, though mechanical life teems all around me. I could even, with justice, say murder surrounds me, for vehicles of ever-increasing weight, length and girth pour through this mediaeval city of Wells, with its narrow and tortuous streets. Recently a horrified American told me that such simply could not happen along the byways of the United States. And we are warned of even bigger things to come ... just to fit in mathematically with other countries in Europe.

Some time ago the oh-so-clever Dr. Beeching, thinking in terms of a sixpenny account book, decided that trains in our part of the world did not pay their way. So hell was let loose amongst us, and, if their guardian did not work overtime, I simply cannot think what would have happened to some of my pupils!

To take but one example. Wells possesses two enormous unsightly quarries. Once each had its railway sidings, and their limestone products were to be seen in trucks throughout England. Now they merely swell the general chaos on the roads.

So that I say that I live in a desert, for a city without a railway is a sorry travesty of its former self. Once we could rejoice at the jollity and gaiety of our trains, even if we indulged in affectionate jokes as one does in a family. Once, indeed, Wells possessed three stations, two Great Western and each a terminus till broad and narrow gauge could be linked, and a Somerset and Dorset which slipped itself in between and caused comical problems from time to time.

I had a particular affection for our S. and D. station. In winter one could sit by a roaring fire while waiting to board the little fellow that jerked on over the flat moors to the junction at Glastonbury. In summer I used to take parties of boys to Burnham-on-Sea (the proper station by the beach, not the present "sham" Burnham at Highbridge). Excursion tickets cost one-and-a-penny return for a child, two and two-pence for an adult. The woman booking-clerk was a great friend of mine, and we were both shocking mathematicians. When I arrived with my party, she used to produce pencil and paper, and we both endeavoured to work out the cost. Invariably we got different results, but we just persevered till we met in the middle!

The station that no one could ever forget (even if comments that would be unprintable in these pages were sometimes made by passengers who had been delayed there!) was Evercreech Junction. To be stuck in that outpost of countryside was to be stuck indeed, though it was said that, if one brought a milk churn with one, the connection might be prevailed to wait. But, such being an awkward piece of luggage, I was never disposed to try it out.

A fascinating story is told of the time when the ruins of Glastonbury Abbey were up for sale in the early part of this century. There were three bidders, "a gentleman from the North," who turned out to be the Church of England in disguise, a representative of the Church of Rome and an American lady of apparently bottomless purse. But (says jolly rumour) at a critical moment the transatlantic bidder was stranded at Evercreech Junction and arrived breathless just as the transaction was completed. To me it is delightful to think of the Almighty using the Somerset and Dorset Railway for the furtherance of one of His miracles!

The Great Western stretch between Wells and Shepton Mallet was as lovely a piece of line as one could find anywhere. Halfway between the two places, a mile from the village of Croscombe, the train all but ran through the yard of a certain Dungeon Farm, the "dungeons" being really cellars used at one time for contraband by a farmer and his two sons, who, as a profitable sideline, were vital agents on the inland smuggling route from Weymouth to Bristol. In later days the well-known artist Alfred Parsons, looking from the train at this point, was enraptured by the view of the Valley of Avalon opening out, with Glastonbury Tor rising up like a mountain. Arriving at Wells, he took no interest in the city but ordered his cab to take him at once to Dungeon Farm where, at all but bayonet point, he demanded lodgings from the astonished farmer's wife. The result was the picture "Heart of Somerset", which stole the thunder at the Royal Academy that year.

Our Somerset trains did a magnificent job, and a long day in London in those days was an easy and comfortable proposition. One could, in fact, move freely in every direction. Do you wonder then that I not only mourn the loss of friends but deplore the hypocrisy that masquerades as efficiency?

(Thank you very much, Mr. Tarbat. Readers' memories of other lines would be welcomed. Ed.)

YOUR HELP IS STILL NEEDED!

We thank all those who have helped us to restore this progress report to its normal size. More contributions are still needed, however, from ordinary members of the Society. We feel sure that they could provide interesting news and views which we should be very pleased to publish in these columns.

EDITORIAL ANNOUNCEMENT

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Mr. Purser is responsible for branch and area report, Mr. Hipperson for all other matter. To ensure inclusion in the next issue (to be published in March, 1970) material must be submitted by 1st February, 1970 (except that urgent late news may be sent to Mr. Hipperson to reach him by 7th February).

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