

RAILWAY INVIGORATION SOCIETY

for the retention and modernisation of railway services

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P R O G R E S S

R E P O R T

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DECEMBER 1970

THE MINI-BUDGET

✓X This Society has repeatedly warned that the high level of grants paid to socially-necessary rail services would be a sitting target for any chancellor wishing to make cuts in public expenditure. With the recent mini-budget we were proved right, although, so far, grant withdrawals are confined to the London area - elsewhere they are being reviewed.

As far as London is concerned, the intention is to make good deficits created by withdrawn grants by means of fare increases. To the extent that the commuter, at least in the inner London area, is a captive customer, a railway administration which is required to charge what the market will stand is perhaps justified in doing this if left to its own devices. It would not be right to cross-subsidise London commuters from highly profitable, but vulnerable, traffic on the inner-city routes.

However, as a national policy this system of grant withdrawal is doomed to failure. Long-term saving to the public purse is about the last thing that it will achieve. Much commuter, and even more of the casual traffic, is by no means a permanent gift to rail. Since many London fares even now are exorbitant (e.g., it already costs far more per mile to travel on some ordinary fares in the doubtful comfort of a London tube train than first class on "The Manchester Pullman"), the inevitable consequence of further increases will be to drive more traffic on to the roads. We can then expect a plea for more roads, the cost of which will far exceed the saving in grant aid to the railways. This is, of course, to say nothing of the serious threat to civilized living created by urban road construction, which is already meeting strong public disapproval.

Outside London, the position is different, but it will not be surprising if the review leads to at least some grant withdrawals. This will, in most cases, mean closure proposals. Or will the Minister, the Chancellor and all civil servants concerned learn from the disastrous failure of the Beeching closures that governments wishing to save money will not achieve their aim by an extension of the same policy?

Whatever the consequences, however, the dilemma of the Cooper formula is with us again. By this formula each railway line is required to bear a substantial part of overheads which are inseparable from the rest of the system. If more than a few grants are withdrawn, the railways would soon be plunged into deficit, pre-1968 style, from which the British taxpayer would inevitably be required to bail them out. Some saving indeed!

If grants must be cut, it is imperative that financial support to British Rail is made good in some other way. Individual grants could be reduced in size to a figure nearer to the actual saving which would accrue from closure and the railways given instead a central grant,

perhaps towards track costs. This would bring them more into line with the roads, where all grants, even at times of financial crisis, are regarded as a social service at the receiving end of the taxpayers' money on the most lavish scale.

May we also remind the Minister and the Chancellor that a Conservative Party pre-election pledge was given to increase the railway investment ceiling, the low level of which they were so rightly critical when in opposition? This means that, far from any reduction in expenditure on the railways, the new financial measures should allow for a considerable increase so as to permit early authorisation of important projects, such as more electrification and the advance passenger train. The spectacular success of British Rail's inter-city services is proof that investment in railways is indeed public money well-spent and is capable of bringing handsome financial returns. ✕

RURAL TRANSPORT

✓✕ As a result of a directive from the National Bus Company to its subsidiaries, reports have come from all parts of the United Kingdom of threats to the continuance of many rural bus services. In a special statement, the Company stressed that unprofitable services could be kept going only if local authorities agreed to subsidise them, ✕ as they are empowered to do under the 1968 Transport Act. ✕ Subsequently, the major bus undertakings have been having talks with council officials about services which, in the absence of subsidies, it was proposed to withdraw. Many of the services affected are rail replacements and, therefore, are of particular interest to this Society. Discussions between councils and bus executives have caused the latter to drastically revise in some cases their estimated annual losses. For instance, in West Suffolk, the estimated total annual cost of subsidising three bus services was reduced from £4,056 to £1,829. In Norfolk there is an example of an even more astounding reduction, for the alleged loss on the North Walsham-Mundesley buses (rail replacement) was reduced from £1,020 to £202! The Eastern Daily Press, in a leading article on "Rural Bus services" (11th November), rightly commented that: "It seems a pity that there is no similar personal contact and discussion between local government officers and railway managers about branch lines. Long, windy and futile arguments before Transport Users' Consultative Committees - who start with the assumption that the railway costings are incontrovertible - serve no such purpose as these apparently fruitful private discussions with the bus company."

Now comes news that the Government is to carry out a study into problems of rural transport in two areas: West Suffolk and Devon. That in West Suffolk starts this month. From the viewpoint of this Society, while we welcome these surveys and shall watch their findings with considerable interest, the action taken is very much like shutting the stable door after the horse has bolted! ✕

Even in the pre-Beeching era, problems of rural transport existed, such as infrequent trains along rural branch lines, awkward connections at railway junctions and lack of adequate rail-road integration. ✕

OUR VIEWS PUBLICISED

Writing in their official capacities, our chairman (Dr. M. P. L. Caton) and one of our vice-chairmen (Mr. J. W. Barfield) had letters published in newspapers during August.

In a letter to the editor of the Guardian (London ed.), included in the issue of the 27th, Dr. Caton refuted the argument, advanced by a previous correspondent, that "public transport is necessarily engaged in an unequal struggle with the private vehicle." He contended that: "If public transport is given adequate financial support, it is capable of offering facilities that will lead many motorists to leave their cars in the garage for a substantial proportion of their travel. The key to a civilised transport system lies in the recognition that the car, excellent for many purposes, is a hopeless failure where it cannot function without unacceptable destruction of environment."

✓✗ Mr. Barfield, in a letter which appeared in the correspondence columns of the Eastern Daily Press of the 27th, discussed the problem of "improving local rail services." He praised the divisional management at Norwich for its new impetus in providing extra trains and making other efforts to increase traffic. Mr. Barfield stated that, "in revitalising local railway services", much could be achieved by a combination of subsidies from local authorities (permitted by recent transport legislation), pressure from local development groups (the formation of which was encouraged by the RIS) and "constructive discussion with the railway management" by such groups. ✗

CAMBRIAN COAST SURVEY

✓✗ Following reports which have been prepared by the National Council on Inland Transport and the Railway Development Association on the Ministry of Transport's social cost/benefit analysis of the Cambrian Coast line (Machynlleth-Pwllheli), the Railway Invigoration Society will shortly publish a full and comprehensive critique of this document. Our publication will be in three parts and further details will appear in the next issue of these progress reports. ✗

SCROOGE

Our member Mr. Alan C. Tarbat, of Wells (Somerset), has directed our attention to an account of a business transaction concerning British Rail which appeared in the Sunday Express of 4th October. This stated that "British Railways recently sold five acres of land in Kensington to developers, who almost immediately sold half of it for around £1,500,000, which was more than the price they paid for the whole of it. They retain the other half, cost free." Then follows the comment that: "Someone in British Railways doesn't seem to be very clever at figures or values."

In a covering letter, Mr. Tarbat says that this happening "makes one despair." He then

goes on to remark that recently "a daily paper made a reference to British Railways' 'death wish'." Mr. Tarbat comments: "How otherwise can one balance the crazy irresponsibility of the Kensington deal with the Scrooge-like meanness towards rail societies desiring purchase and the cheese-paring parsimony where branch lines are concerned?"

NEW CORPORATE MEMBER

We welcome to the Society the following new corporate member:-

East Sussex Travellers' Association, Crowborough, Sussex.

BOOKSHELF

GIBBONS, Gavin. *Trains under the Channel*. Huddersfield, Advertiser Press, (1970)
36s. 149 p., 13 plates. Bibliography, p. 124-145.

We are very pleased to review the above work which has been written by one who belongs to this Society. There is much in it to interest Mr. Gibbons' fellow members. Both he and his wife are founder members of the Channel Tunnel Association. Mr. Gibbons has been on the Council of that Association since its inception in 1963, his wife since 1966.

With the question of Britain's entry into the Common Market being at a critical stage at the present, Mr. Gibbons' book comes at a particularly appropriate time. Nevertheless, it is evident that it has not been written in a hurry, but is the result of careful and detailed research extending over several years. All aspects of the subject are fully discussed. History, geology, construction, commerce, tourism, politics and railway traffic are among the more important. The tunnel will not take road traffic, so that the motorist and his vehicle will have to travel on a special train.

Mr. Gibbons has very generously given valuable publicity to this Society. He not only mentions our name in a chapter devoted to a discussion of "the possible causes of the malaise which is affecting British Railways to-day," but also reproduces in full as an appendix our current white publicity leaflet.

The most outstanding characteristic of the book is Mr. Gibbons' style. This is clear, concise and never dull. The author's enthusiasm pervades the whole work, although at times one feels this has caused him to lose a sense of proportion.

A few minor blemishes should be mentioned. The bibliography, which has been com-

piled by Antony G. Brown, Librarian of the Channel Tunnel Association, is an impressive one, but its value has been reduced by the omission of publishing dates in some of the entries. Could not approximate dates have been given in such cases, or, where such procedure was impossible, the conventional abbreviation "n.d." (no date) included in the entry? The absence of a map is irritating - even one of the sketch type would have been acceptable. The reviewer discovered more spelling errors than are usual in a printed book; these were mostly omission of a single letter from a word.

However, the above are really only slight flaws in what is a most stimulating piece of writing. Readers are urged to either buy the book or suggest its addition to the stock of their local public library.

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THE PEDESTRIANS' ASSOCIATION FOR ROAD SAFETY. The lorry and the community; report of public meeting, Westminster, November 13, 1969. 2s. p. 20, front. Obtainable from the Association, 4, College Hill, London, E. C. 4.

Although the public meeting with which this report deals was held over a year ago, we make absolutely no apology for bringing it to the attention of our readers. The subject discussed - the proposed introduction on to Britain's roads of vehicles weighing up to 44 tons - is still very much in the air.

As many of our members will be aware, the interests of the Pedestrians' Association and those of this Society overlap at many points. We have co-operated with the Association at various times, notably in the holding of public meetings.

A few quotations serve to illustrate the wealth of material contained in this pamphlet which will find ready agreement from our members.

The Earl of Kinnoull: "Any agreement by the Ministry of Transport to an increase must appear as a direct reversal of the Government's declared policy, set out under the 1968 Transport Act, to encourage the heavier freight to go by rail."

T. C. Foley: "Of course the powerful road lobby in this country would say that what we need are more and better roads. They do not tell us that, for our size, we already have a greater mileage of roads than almost any other country in the world. Our problem arises from the fact that we are a small, highly populated island and we should have to ask ourselves how much more of our diminishing land can, and should be, devoted to roads. It is time that we took stock and had another look at other forms of transport that are available to us."

A. W. T. Daniel (of the Railway Development Association): "The capacity of a two-track railway is several times that of a 6-lane motorway, occupying 4 times the width of land; if a motor-way had to stand up to the strict financial discipline that is being applied to, say, the Crewe-Glasgow electrification, it is doubtful if a mile of motor-way would ever be built."

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.

The greatest curse

Whilst the railways were one of mankind's greatest and most useful inventions, the private motor car was the greatest curse, destroying the peace and amenities of town and countryside alike. The car contributes to air pollution, causes great suffering and bereavement and makes towns, cities and the countryside hideous with noise and dust.

Good luck in your efforts to bring back life to Britain's rail system!

Sheila Bell (Mrs.) 16, Cabbell Road,
Cromer, Norfolk.

REPORTS FROM BRANCHES AND AREAS

BRANCHES

London and Home Counties

The annual general meeting of the Branch was held in September. Mr. Barfield was elected chairman, Mr. Manley vice-chairman and Mr. Martins was re-elected secretary.

✕ London Transport has given notice of the proposed closure of the Epping-Ongar line. The Branch has lodged an objection with the Transport Users' Consultative Committee for London. Local authorities in the area have formed a steering group to fight the proposal. A public meeting in Ongar was attended by over 700 people.

Greater London Council has issued, for discussion, a green paper on the future of London Transport. Free travel is one of the ideas put forward, but whether this is likely to be adopted in the near future seems doubtful. ✕

The TUCC for London has reported to the Minister of Transport that considerable hardship would be caused if High Wycombe trains were diverted from Marylebone to Paddington.

The proposed withdrawal of passenger services from Chislet Colliery station (Canterbury West-Ramsgate line) will be the subject of a public inquiry to be held by the Transport Users' Consultative Committee for the South-Eastern area, owing to objections having been sent to that body.

As the result of an application by the Ministry of Transport, the Court of Appeal has

upheld a 1967 decision by Mrs. Barbara Castle (then Minister of Transport) not to allow the Rother Valley Railway Co., Ltd., to operate a passenger service between Tenterden and Robertsbridge by her refusal to grant a light railway transport order. This action on the part of the Court of Appeal has the effect of countermanding the earlier ruling of the High Court that Mrs. Castle had acted wrongly (see progress report no. 83, p. 5.). However, since the Ministry's successful appeal, a series of meetings has been held by the Kent and East Sussex Railway Association with both the Ministry and British Rail (Southern Region). As a result of these meetings and because of its new management and policy, the Association believes that the bulk of its plans will be realised. It has made a new application to the Ministry for the granting of a light railway transport order.

East Suffolk

✓✗ The Society has noted with great interest that the East Suffolk Travellers' Association* has co-operated with British Rail in the running of experimental late-night trains on the East Suffolk line. We very much hope that other local action groups will follow this excellent example. ✗

(* Not to be confused with the East Sussex Travellers' Association - see p. 3. Ed.)

Northern England

✓✗ Although during the past few years local rail passenger services between Newcastle and the coast have deteriorated, Monday the 5th October saw the beginning of an entirely new policy by British Rail aimed at considerably boosting rail travel on north Tyneside. As part of this policy, British Rail introduced a number of important measures, e.g., a much improved frequency of trains, attractive terms for off-peak as well as commuter travel and a new facility of all-night trains. Included in the improvements is a 20-minute interval service which operates from 6 a.m. till midnight. During the peak periods this is supplemented by a number of express trains.

Perhaps the most radical aspect of the new measures is the provision of the after-midnight trains which leave Newcastle (Mondays excepted) at 1.15, 2.25 and 4.25 via Wallsend, the coast and Jesmond. In order that these trains may operate as economically as possible, all stations other than Newcastle are open on an unstaffed basis and tickets are issued by a conductor-guard at a flat rate of 3s. for any journey. It is understood that surveys carried out by British Rail showed a considerable demand for transport between Newcastle and the coast during the early hours of the morning. British Rail hopes to attract night-shift workers and those patronizing late-night entertainments in Newcastle.

The new measures included an extensive promotional campaign and it is believed that 100,000 explanatory booklets were distributed to homes near the stations concerned.

Associated with the very encouraging moves by British Rail on north Tyneside are a number of improvements to other passenger services radiating from Newcastle. Among these are additional late-night trains between Newcastle and South Shields and the making of extra

stops by a number of Newcastle-Alnmouth trains. For the past few months, the latter have been diverted to operate via Benton.

The Branch congratulates British Rail on such bold action in promoting the services and hopes that similar steps will be taken regarding the many other services that need development.

✓✗ The Haltwhistle-Alston line has again been the subject of an official closure proposal. The Branch has lodged an objection with the Transport Users' Consultative Committee for the North-Eastern Area. A special meeting, at which the Branch was represented, was recently held in Haltwhistle to discuss the implications of closure. It was decided to form an action committee. In its objections to the TUCC, the Branch has stressed that the alternative road facilities would be totally unsatisfactory at the best of times. The position would worsen during periods of severe weather, when roads in the area are frequently blocked by snow and rendered impassable. Although proposals have been made to operate a bus replacement service, the Branch is doubtful as to whether this would be feasible in view of staff shortage and other difficulties being encountered by rural bus operators at the present time. Because of the line's tourist potential, the Branch feels that there is scope for development which could make it more socially and economically viable. ✗

In the previous progress report, the Branch expressed the hope that "The Highwayman" the bargain-fare train between London and the North-East which was due to end in October, would be extended to operate throughout the winter. An announcement from British Rail confirms that this excellent facility will now operate until next May. The Branch is very gratified by this news.

The Branch is following with close interest the development of the advanced passenger train, which by 1974 could well be covering the journey from Newcastle to London in 2½ hours.

AREAS

Devon and Cornwall

✓✗ Closure of the Barnstaple-Ilfracombe line took place on Saturday, 3rd October, the last train being the 19.55 Ilfracombe-Exeter. In a last-ditch effort to save the line, the local MP referred the question of British Rail's figures for the line to the "Ombudsman", but, to date, nothing further has been heard about this. During the last few weeks of operation, British Rail held a census of passengers and it is proposed to hold another census later on to see how these same passengers are faring without rail services. Various suggestions have already been made for the future of the line, including its conversion to narrow gauge and the running of electric tramcars between Barnstaple and Braunton. The Society awaits with interest any further developments.

Efforts to get Sidmouth Junction station re-opened as an unmanned halt have met with success (see progress report no. 83), but it is understood that the local MP is to raise the matter with the Minister of Transport. ✗

Seaton and District Electric Tramway Company is building a 2'9" gauge tramway along the right of way of the former Seaton-Seaton Junction railway line, of which the Company has purchased the 3-mile section between Seaton and Colyton. A new station is to be built in the middle of Seaton, just north of the old railway station. A limited public service commenced on 28th August between Riverside Depot, Seaton, and Bobsworth Bridge (distance $\frac{1}{2}$ mile), using tramcars which formerly ran at Eastbourne.

Mid-Hampshire

✓X As a result of its second public inquiry held on 3rd July, the Transport Users' Consultative Committee for the South-Eastern Area has reported to the Minister of Transport that, since its previous inquiry, there has been no lessening of the hardship which would be caused should the Winchester-Alton passenger service be withdrawn. The Tucc has expressed doubt as to the ability of the local bus company to provide extra buses, because the company has a staff shortage. Moreover, the Committee is of the opinion that future development in the area, plus the provision of a halt at King's Worth (for the construction of which Winchester Rural District Council has offered £10,000) should lead to increased traffic on the line. X

Greater Manchester and North Lancashire

✓X A technical team, which, for the past five years, has been studying transport problems in the South-East Lancashire and North-East Cheshire (SELNEC) area, has recommended that an underground railway should be constructed under the centre of Manchester. X

✓X Passenger services on the Rochdale-Bolton line were withdrawn from 5th October. X

Wigan North-Western station is being rebuilt at a cost of £250,000. The work will take two years, but train services will not be affected.

Merseyside

✓X At the beginning of September, the Merseyside Passenger Transport Executive announced that it would not object to the closure of the Gateacre line, to which ministerial approval was given in 1966. The line has been kept open since that time under grants of equal sums from the Government and Liverpool Corporation. The PTA has stated that it would be willing to provide a substitute bus service and considers that two vehicles would be sufficient for that purpose. However, on Mondays to Fridays, peak-hour trains (e.g., the 17.10, 17.15 and 18.00 from Liverpool Central) almost invariably carry standing passengers (two-car diesel sets are used). British Rail has announced that the service has lost 35% of its passengers since 1963. It is surprising that this figure is not a great deal more, as the number of trains has been much reduced and late trains discontinued - the last train out of Central now leaves at 18.20! As this line has, under adverse conditions, retained so much of its patronage, it would seem that it fulfils a definite social need. Moreover, it is difficult to see

how sufficient replacement buses could be provided without a detrimental effect on the public road transport services to the southern suburbs of Liverpool. Already there is a severe shortage of crews (11% according to the PTA). The Acting Area Representative has written to the Director-General of the PTA to tell him of the Society's concern at this position. He has also sent a letter to the Divisional Manager of British Rail at Liverpool urging him to press for the full implementation of the proposed economies in the operation of the Gateacre line which British Rail announced earlier this year.

Welcome news at the end of October was the announcement by the Transport Users' Consultative Committee for the North-Western Area that it wished to present new evidence to the Minister of Transport regarding the hardship which would be caused should the Gateacre service cease. Consequently, it is proposed that British Rail should publish a fresh notice of its intention to withdraw the service and that the TUCC should hold a second public inquiry. The Society intends to be represented at any such inquiry and to present the TUCC with a case for the retention of the service.

It is pleasing to note the efforts being made by British Rail to encourage traffic on the Liverpool-Southport line. Trains now run at a minimum interval of 15 minutes on weekdays. An experimental bus-rail link at Ainsdale operated from July to October of this year, through the co-operation of Southport Corporation Transport with British Rail, but unfortunately failed owing to complete lack of support. A similar experiment at Formby, in which Ribble Motor Services are concerned, has been operating since 2nd November. ✕

Ormskirk Urban District Council considers that the train service between that town and Liverpool is appalling and it is seeking a meeting with British Rail to discuss the matter.

British Rail is to be congratulated on its initiative in running a special day excursion train between Rock Ferry (Birkenhead) and other Wirral stations and London on Saturday, 3rd October. The fare was half the normal day return fare and every seat was occupied. The moral is obvious.

British Rail plans to run trains direct from Wrexham to Birkenhead North to connect with electric trains from West Kirby and New Brighton. Passengers for New Brighton would change at Birkenhead North.

Savage increases, 66²/₃% in some cases, were made in bus fares on Merseyside with effect from 23rd November. Commuter cheap day return and off-peak day return fares for most journeys from railway stations within a six-mile radius of Liverpool city centre were increased as from the previous day. A spokesman for the PTA stated that the almost simultaneous increase in fares by both types of public transport was made so as to prevent large numbers of people transferring from road to rail. But would such a change in the travelling habits of Merseysiders be a bad thing?

✕ A working party is to be set up in the near future to produce plans for public transport on Merseyside for over the next five years and to indicate how this should be developed after that on the basis of the Merseyside Area Land Use and Transportation Study (MALTS) report published

last year. ✕

☛ The Steam Locomotive Preservation Trust proposes to run steam trains on the Southport-Burscough Bridge-Preston route and to give the profits to Southport Corporation so as to assist it in its plans to run diesel multiple units on the same route. The local representative is Mr. G. H. Walker, of 69, Cleveleys Drive, Marshside, Southport, Lancashire.

Norfolk (North and West)

Lynn Model Railway Society members have suggested the formation of a limited company to raise the sum of £100,000 to finance the running of trains on the King's Lynn-Hunstanton line (closed May, 1969) for use by commuters, steam enthusiasts and visitors. The secretary of the Model Railway Society is Mr. Robert C. Pearman, of 163, Columbia Way, King's Lynn, Norfolk.

On 16th November, the Light Railway Transport League * published a report entitled "Transit for Norwich". This gives the League's proposals for public transport in the city and its suburbs. Basically, the scheme consists of three cross-city routes and 12 radial routes, using 94-seater electric trams. The main interchange-station in the centre of the city would be under the Castle.

* Hon. Sec: D. F. Russell, 64, Grove Road, Hanwell, London, W. 7.

Somerset, Dorset and Western Hampshire

In August, British Rail's chairman, Sir Henry Johnson, officially opened a new rail terminal at Merehead Quarry (Mendip Hills). This has been built by Foster Yeoman, Ltd., owners of the quarry, at a cost of £150,000. (See progress report no. 82, p. 5.).

✕ Passengers trains on the Taunton-Minehead branch should have been withdrawn from 5th October (following ministerial approval), but this step has been deferred owing to difficulties regarding the intended replacement bus service. ✕

The proposed closure of Brent Knoll unstaffed halt, between Highbridge (for Burnham-on-Sea) and Weston-super-Mare has been published by British Rail. As objections have been made, a public inquiry will be held by the Transport Users' Consultative Committee for the South-Western Area.

OTHER NEWS

England

During 1971, two APTs (advanced passenger trains) will be tested on a special 13½-mile track on what used to be the Nottingham-Kettering main line. Here, it is stated, the

design
maximum/speed of 155 m.p.h. can be achieved.

A new £750,000 passenger terminal is now under construction at Parkeston Quay (Harwich) and is due to be completed by the end of this year. It is planned to handle 1,000 passengers and their luggage in half-an-hour. Improvements to the main station will enable Parkeston Quay West to be closed.

Drastic alterations to the passenger train services in east Lincolnshire took effect from 5th October. The following services ceased:- Lincoln Central-Skegness (via Midville), Peterborough-Boston, Firsby (inclusive)-Grimsby, Willoughby-Mablethorpe. Revised services were introduced between Skegness and Grantham/Lincoln via Sleaford and between Cleethorpes and Newark via Market Rasen. Through Cleethorpes-Grimsby-King's Cross trains were diverted via Market Rasen and Newark.

Wales

The railway bridge over the Menai Straits, damaged by fire in May as the result of a boy's lighting a paper to look for birds' nests, is to be rebuilt at a cost of more than three million pounds. An official British Rail announcement stated that the bridge, with a single track, will be open for rail traffic by July next.

✓✕ Trains which were run on the Cambrian lines (Aberystwyth-Machynlleth-Pwllheli and Shrewsbury-Aberystwyth) on Sundays from 5th July to 6th September were well patronised, but the connections provided at Machynlleth were very awkward. The Society has urged British Rail to improve this situation should a similar service be run next summer. ✕

From 12th October, passengers from stations along the coast of North Wales and in the Wrexham area have been able to purchase special shopping tickets to Chester at "two for the price of one."

Bridgend-Treherbert passenger trains ceased from 22nd June.

EDITORIAL ANNOUNCEMENTS

Editor: Mr. L. G. Hipperson, Flat 1a, 12, Alexandra Drive, Liverpool, L17 8TD.
Sub-Editor: Mr. H. R. Purser, 30, Staines Road, Feltham, Middlesex.

Mr. Purser is responsible for branch and area reports, Mr. Hipperson for all other matter. To ensure inclusion in the next issue (to be published in March, 1971), material must be submitted to the appropriate editor so as to reach him by Saturday, 30th January, 1971 (except that subsequent urgent late news will be accepted by Mr. Hipperson up- to 6th February).

PUBLISHED by the RAILWAY INVIGORATION SOCIETY

Chairman: Dr. M. P. L. Caton, 10, Grosvenor Gardens, Upminster, Essex.
General Secretary: Mr. J. M. Stanley, 12, Westcombe Park Road, London, S.E.3. *
Membership
Secretary: Mr. D. J. Bradbury, 59, Dore Road, Dore, Sheffield.

* Please note change in address.

RAILWAY INVIGORATION SOCIETY

PROGRESS REPORT No. 85.

DECEMBER 1970

MEMBERS ONLY SUPPLEMENT, ISSUE No. 5

PASSENGER TRANSPORT EXECUTIVES

✓✗ Following concern which has been expressed by a number of the Society's branch secretaries and area representatives regarding the operation of the Passenger Transport Executives which have been set up in their respective districts, in particular the tendency of these Executives to be bus-orientated, a meeting was arranged for 5th December of the representatives concerned. It was intended to seek a consensus of opinion on this issue. We hope to include a report of the meeting in our next members only supplement. ✗

CAMBRIDGE-ST. IVES LINE

✓✗ Owing to lack of support by enough of the local authorities in the area served by the Cambridge-St. Ives line, the Society's attempt to secure a local subsidy was unsuccessful. Services were, therefore, withdrawn from 5th October. Thanks are, however, extended to Chesterton Rural District Council for their co-operation in this matter. ✗

PARLIAMENTARY CONTACTS

✓✗ Following our circular letter to general election candidates, we are now meeting personally some of the MPs who, in their replies, were most favourable to our views. We are having informal discussions with these MPs on the need for further increase in investment in railways and the importance of preventing further closures. ✗

POLICY STATEMENT

We regret that, owing to pressure on our senior officials of other commitments, publication of our new policy statement has had to be postponed until early next year.

SALES OFFICER

The vacant post of Sales Officer has been filled by Mr. G. L. Collet, of 451A, Bromley Road, Bromley, Kent, BR1 4PH. (telephone : 01 697 1762).

FINANCIAL

Our 1969 accounts have, at last, been audited. The complete financial statement for that year, together with the statement of accounts for 1970, will be included in the booklet of reports which will be available to members at the 1971 annual general meeting.

Meanwhile, we present members with the following summary of our income and expenditure account for 1969.

	£.	s.	d.
Total expenditure	611.	12.	1.
Estimated income tax	35.	0.	0.
Total	646.	12.	1.
Total income	574.	4.	9.
EXCESS expenditure over income	72.	7.	4.

SUBSCRIPTIONS

A subscription renewal form is enclosed with this members only supplement. Members are asked to note the increased rates of subscription. These were agreed to at the last annual general meeting and have been caused by the ever-growing cost of running the Society, especially postage. As members will be well aware, postal charges will, in all probability, rise again in the early part of next year.

BRANCH SECRETARIES AND AREA REPRESENTATIVES

Amendment to list on p. iv, Members only supplement No. 1.

Areas

X North Wales (amended to North and Central Wales - see Members only supplement no. 2.)

Mr. T. R. Dumper has resigned as the Area Representative, as he has finished his course at the University of North Wales, Bangor.

We hope to include in the next members only supplement a new and revised list of branch secretaries and area representatives, together with details of the district for which each is responsible. X

ANNUAL GENERAL MEETING, 1971.

Preliminary notice is given that the next annual general meeting of the Railway Invigoration Society has been arranged for Saturday, 24th April, 1971. It is hoped to hold this in Birmingham.

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