

S R U B L U K

The Society for the Reinvigoration of Unremunerative Branch Lines in the United Kingdom

The Branch Line Reinvigoration Society

PROGRESS REPORT - JULY, 1959.

Beware of the Plan. A copy is enclosed of the new edition of the Manifesto, which has been drawn up by one of the members of the original committee, to whom our thanks are due. Suggestions from various members have also been included, and the document now faithfully reflects current SRUBLUK policy. Further copies are available from the Membership Secretary, on request.

VOTING ON THE PROPOSED RECIPROCATATION BETWEEN SRUBLUK AND PRESERVATION

SCHEMES. The voting was as under:-

No change in existing practice - Nil	
Co-operation and exchange of information -	31%
Full reciprocal corporate membership on <u>both sides</u>	69%
	<hr/>
	100%

In view of the decision expressed by a majority of the membership, the Society has now adopted the policy of full reciprocal corporate membership on both sides.

AMENDMENTS TO MAY/JUNE PROGRESS REPORT. Please amend your copy as follows:-
Page 4, line 26 - delete "being constructed" and insert "under consideration for construction", and on page 8, line 19, for "Mr. Shawl" read "Mr. Walsh".
Other matters before the Committee of general interest.

The closure of the Rugby (Midland) Leamington Spa Line has been authorised by the Transport Users Consultative Committee concerned, despite our best endeavours.

Mr. Mair (a member of the SRUBLUK Committee) has become a member of the South Devon Railway Preservation Society so that we may keep in touch.

It was reported that a Railway Preservation Society has been formed for the Yarmouth Beach to North Walsham Section of the M.& G.N.; the Secretary is Mr. Reeves of Ilford.

It was reported that the East Anglia Rail-Ranger Ticket does not show four of the lines over which it is valid - representations have been made.

In connection with the Ballot (see other side) SEUCLUK is taking steps to liaise with the Railway Development Society, Branch Line Society, the M. & G.N. Joint Line Preservation Society, and the R.P.S. for the Newton Abbot - Moretonhampstead Line, in the latter case they plan to re-open the whole of the line, as there is a good traffic potential, and stations are all in the villages they serve. The Society decided not to do the same with the Lewes-East Grinstead Line, as the cost is too prohibitive, and in any case the only section being opened is Horsted Keynes (exclusive) to Sheffield Park (inclusive); (it is reported that the B.T.C. have asked for £34,000 for this section alone), however more details are being obtained of this last project.

BLUEBELL SPECIAL. The following details are notified at the request of the Bluebell Railway Preservation Society:-

A special train (with limited accommodation) will be run on Sunday, 12 July by British Railways for the Bluebell Railway Preservation Society. The train will be hauled by a Class B 4 or G2X engine.

Timetable Tonbridge arr dep 2:20 pm (1:20 pm ex. Charing Cross diesel connects - arr. 2:3; Day Return fare 5/3d).

Tunbridge Wells			
West	2:36	2:45	
East Grinstead	3:15	3:35	Shunt from H.L. to L.L.
Kingscote	3:42	3:47	Photo stop
West Hoathly	3:53	3:58
Horsted Keynes	4: 5	4:43	Demonstration of B.R.P.S. Plans.
Lewes	5:13	5:18	
Colver Junction	5:24	5:30	Photo Stop
Tunbridge N.W.	6: 8	6:11	
Tonbridge	6:23	--	6:47 ex Tonbridge to Charing Cross connects.

Cost Tickets cost 10:- per head - descriptive leaflet 2:- each. Members are recommended wherever possible to obtain their tickets in advance from - Mr. P. Manisty, 5 Marlborough House, Courtlands, Richmond, Surrey. It is hoped that members of SEUCLUK will give fraternal support to this special train as far as possible.

On a separate sheet is given details of the SEUCLUK Reinvigoration Party to Bletchley, Buckingham, and Banbury, on 18 July.

great success by Ray

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REINVIGORATION PARTY - SATURDAY, 13 JULY, 1959.

The Society is holding a Reinvigoration Party on Saturday, 13 July to visit the Bletchley, Buckingham and Banbury Branch Line of the London Midland Region. The section between Buckingham and Banbury is operated by Diesel Railcars and there will be an opportunity to see two unstaffed halts opened in recent years to serve small communities beyond Buckingham.

The forward journey is by the 11:57 am train from Euston, and the arrival at Banbury (Merton Street) is at 3:1 pm. The return service gives an arrival at Euston at 6:50 pm. Alternatively, passengers may join and leave the trains at Watford Junction. Although it is not essential, intending passengers have the opportunity of booking tickets in advance at the reduced rate of 19:- return from Mr. J.Mair, SRUBLUK, 67 Bromefield, Stanmore, Middlesex.

SCHEDULE.

Euston	dep	11:57	am
Bletchley	arr	12:58	pm
..	dep	1:55	
Buckingham	arr	2:26	
..	dep	2:30	
Banbury	arr	<u>3: 1</u>	
..	dep	3:45	
Buckingham	arr	4:16	
..	dep	4:36	
Bletchley	arr	5: 6	
..	dep	5:20	
Euston	arr	6:50	pm

Will members joining at Euston please meet at the barrier
between 11:30 am and 11:45 am.