

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 - SEPTEMBER, 1959.

PUBLIC MEETING. It is expected that the next Public Meeting of the Society will take place in London, towards the end of January, 1960. Further details will be published in a future Progress Report as soon as the details are firm. It is hoped that the address will be delivered by a prominent member of the Society regarding the fight to stop the closure of the M. & G.N., with which he was closely concerned.

RECIPROCCATION BETWEEN SRUBLUK AND OTHER SOCIETIES.

South Devon Railway Preservation Society. will co-operate with SRUBLUK, and they tell us that it cannot do other than good to both Societies. A member of the SRUBLUK Committee has been appointed to the S.D.R.P.S. Committee. That Society also informed us that they were in touch regarding the leasing of the Newton Abbott - Moretonhampstead line, and they feel that there is a good chance of their endeavours succeeding.

Branch Line Society has offered reciprocal membership.

Midland and Great Northern Line Preservation Society is not yet constituted, but the matter is in hand. Owing to a misprint in the last circular, the name of the Secretary was incorrectly stated to be a Mr. Reeves of Ilford; the Secretary is Mr. David Rees, 7 Sydney Road, Parkingside, Ilford, Essex, and enquiries regarding the M. & G.N. L.P.S. should be accompanied by a stamped addressed envelope.

Railway Development Association. In view of the excellent relations that already exist between SRUBLUK and this Society, it is felt that no alteration to existing arrangements are necessary.

Bluebell Railway Preservation Society. A close link is being maintained with the B.R.F.S. to keep in touch regarding progress being achieved. It appears, however, that the B.R.F.S. is wishing to preserve only the Horsted Keynes - Sheffield Park section; and for the line to be merely a tourist attraction, and not for use for normal passenger transport. It seems from this that there has been a divergence of views from the original aim to preserve the whole route

from East Grinstead (Low Level) to Culver Junction, near Lewes.

Other Matters Arising from the Minutes of General Interest.

There has been an encouraging response to the circular letter, accompanied by current literature, which was sent out in July to former members, and also to a number of potential members of SRUPLUK. In a month 23 new remittances were received, and they are still coming in, despite it being the middle of the Summer.

Dunton Green to Westerham, Paddock Wood to Hawkhurst, and Staff Halt to Allhallows-on-Sea. These three Kentish branches which it is understood are under consideration for closure, are engaging the Societies attention, and we are endeavouring to arouse local interest in the impending moves. If any member would care to help on this, would he please write to Mr. Darfield, the Committee member dealing with this matter.

Passengers' Protection Association. This new Association, formed last May at Fichley for the protection of passengers interests as regards services, food, amenities, refreshments, and restaurant services. Although concerned with rail facilities, this new society is also concerned with the tribulations of passengers by road transport, sea, and air as well. SRUPLUK have got in touch with them, and it is suggested that members might care to do so too; in which case please write to Councillor Davies, Passengers Protection Association, c/o Finchley Borough Council, Municipal Offices, Finchley, London, N.W.3.

Euckingham to Banbury (Merton Street). SRUPLUK have made written representations regarding the retention of this route, and in connection therewith, that the two most recently built halts could be made more attractive if supplied with shelters; that Farthinghoe be opened as a halt, and that it is more in accordance with equity for the cost of re-sleeping of this route be spread over several years, rather than being charged to one year only, as at present.

Lambourne Valley Branch. Mr. Tyler has asked us to intervene regarding the possible closing of this branch; SRUPLUK feel that on this heavily overstaffed branch with three steam-operated return trips per day (previously seven diesel trip and no Sunday Service, there is little chance of our intervention being of use. However, we are sounding local opinion in the neighbourhood of this line as well of that abutting on the Newbury - Winchester Line, and a further report will be published in due course.

Although we receive early information regarding closures from many sources,

we are receiving very little from members; will everyone please keep an eagle eye (and ear) open and send cuttings to us as soon as possible. It is the ability to strike early that is so important.

There is much publicity at the moment regarding the closing of certain lines heading into, and crossing, the Lake District; and although it is felt that these lines serve a need, in view of the fact that the traffic is nêl (or nearly so) on most of the lines apart from the holiday season, it would appear that not much purpose would be served by SRUJLUK taking any action as regards this particular bunch of closures. If any members have any strong views on this, one way or the other, would they please write to the Chairman.

Earlier in this circular mention has been made of a Public Meeting to be held next January. The reason for the long gap from the last one is that although it would be desirable to hold the meeting in the early autumn, it was not possible to arrange publicity in the Railway Press in sufficient time, owing to the printing strike.

Chairman:- Mr. G.F.Manley, 42 Eillsborough Court, London, N.W.6,
Membership Secretary:- Mr. K.G.Judd, 68, Mayfield Avenue, Crpington, Kent,
Committee Member:- Mr. J.W.Barfield, Central House, Finsbury Square, E.C.2.

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*Now this circular is dealt with, I'll send
the envelopes and cards on as soon as poss*

All the best

J. Philip Groves