

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, 1960.

REINVIGORATION PARTY - 10 SEPTEMBER, 1960.

The schedule for this trip will be as follows:-

London Bridge	dep 9:48 am	Hawkhurst	dep 3:12 pm
Cravesend	arr 10:25	Paddock Wood	arr 3:42
..	dep 10:32	..	dep 3:46
Sharnal Street	arr 10:54	Tonbridge	arr 3:56
..	dep 11:10 *	..	dep 4:12
Grain	arr 11:20 *	Sevenoaks	arr 4:25
..	dep 11:37	..	dep 4:33
Cravesend	arr 12:12 pm	Dunton Green	arr 4:36
..	dep 12:26	..	dep 4:50
Maidstone West	arr 1: 3	Westerham	arr 5: 1
..	dep 1:12	..	dep 5:23
Paddock Wood	arr 1:40	Dunton Green	arr 5:34
..	dep 2:15	..	dep 5:36
Hawkhurst	arr 2:45	London Bridge	arr 6:17

All members and others desiring to make this trip are requested to assemble in the Booking Hall, Eastern Section, London Bridge Station, not later than 9:30 am on 10 September, to give time for the special ticket that has to be issued.

It will be a help to SRUBLUK if all who are proposing to attend would complete the tear off at the foot, to enable us to estimate the number who will be coming. British Railways also want this information for the purpose of estimating the rolling stock required on the Westerham Branch. The fare will be 27/6d return.

To the Membership Secretary, SRUBLUK,
46 Stonepark Avenue,
Beckenham, Kent.

I wish to travel on the SRUBLUK trip to the Hundred of Foo, Hawkhurst, and Westerham Branches, on 10 September. Please register my name. I will join the party at London Bridge by 9:30 am on 10 September, and pay the fare of 27/6d there to the SRUBLUK representative.

NAME (IN CAPITALS) _____

Date _____

ADDRESS _____

RECENT PROCEEDINGS OF THE COMMITTEE OF GENERAL INTEREST -

Mr. Mark Wright's suggestion regarding the alteration of the function of SRUPLUK to that of a co-ordinating body for preservation societies details of which were given in the May circular, resulting in an overwhelming vote in favour of "no change". The voting was 70% in favour of no change; 30% in favour of the change. Members are reminded that despite this vote of confirmation, it was stated in the May Circular that no vote would be taken as a vote in favour of "no change". In the circumstances the members in favour of the status quo are even more strongly in favour of SRUPLUK continuing as before.

The Committee has been officially informed that the B.T.C. has dropped their proposals to close the Allhallows and Grain Branches. SRUPLUK have put in an official objection to the Transport Users Consultative Committee regarding the proposed closure of the Hawkhurst Branch.

Branch Line Society Liaison - Mr. J.M. Firth of that Society will be attending SRUPLUK Committee meetings in future in place of Mr. Hurst, now in the Belgian Congo.

There appears to be very little interest in the rejuvenation of the Lambourn branch, and the local authorities and inhabitants of the area appear to have abandoned their efforts. In the circumstances, there is little that SRUPLUK can do here.

SRUPLUK have communicated with Western Region regarding the lack of nameboards as disclosed in a recent SRUPLUK survey. Western Region state that the matter is being examined, with reference to the Uxbridge - West Drayton branch.

Although there will possibly be a trip over the Harpenden - Hemel Hempstead branch by the Bedfordshire Railway Society in September, it appears that the doom of this route is now sealed.

(See overleaf)

It is understood that the B.T.C. proposal to close the Westerham Branch has been rejected, and the matter will receive further consideration. The Rambler's Association had sustained valid objections, and the accounts for the line had been challenged. The L.T.E. were not happy regarding the possibility of their providing alternative bus services, in view of the crowded roads in the summer months - especially as the main London - Hastings road would have to be crossed. A further enquiry will be held in due course.

NEWS OF THE BRANCHES.

The Woodhall Paper Company is to build a depot at Juniper Green Station, near Edinburgh; accordingly this means that this branch, which was going to close has now been saved by this new railhead depot.

Kinnersley wants to form a Hereford - Brecon Railway Users Association, in view of the threat of closure hanging over this line. Anyone interested should get in touch with the Mayor of Hereford, or with Mr. H. Garratt Adams, Kinnersley Council, Kinnersley Castle, Kinnersley.

Following our announcement of the proposed closure of Entwistle station, an Entwistle Action Committee has been set up. All interested should contact Dr. Aitken at Entwistle.

It is announced that the Taunton - Yeovil line may close, and the Yeovil Trades Council are making representations, both direct to the B.T.C. and through Mr. John Peyton, M.P.

In the East Midlands, the following closures have been announced:- Louth - Mablethorpe; Spalding to Melton Mowbray; Saxby; New Eolland to Hull Lighter Service; Swanbourne; East Langton; Edmonthorpe and Wymondham. In addition a large number of stations in the area are being considered for Sunday closing. Professor Peers, Chairman of the East Midlands Transport Users Consultative Committee announced recently at Nottingham, that the Railways lost "only 12,000 parcels a month" (!) and considered this an excellent record! He considered it very good that only 42 out of every 363 parcels were lost en route. If he considers this good, I would like to know (as one member puts it) what he would consider a bad record?

The closure of the Great Central Line from Nottingham Victoria to Sheffield Victoria, is proposed, and all local authorities have been asked by the B.T.C. for their views. Some of the local authorities have already entered strong

protests, as well as the Sheffield and Chesterfield District Council of the NUR.

For railway enthusiasts, the most important event was the reopening (in 1882 costume) of the Bluebell Line, from Sheffield Park to Bluebell Halt, at Horsted Keynes. This took place on 7 August in the presence of the Press, and many personalities. We understand that the Prime Minister has already been seen on the line! This effort is to be applauded, and shows what can be achieved by joint effort.

Many members have also probably travelled on the line affectionately known as L'al Ratty, otherwise the Ravenglass and Eskdale, which is up to auction this month, as the owners are no longer able to operate it. Two organisations are being formed to endeavour to take it over as a going concern, and that is a good thing, if it is possible. Any member interested in helping - physically or financially - should get in touch with one of the two following:- either with Mr. J.R.Green, of the Coppice, Maple Walk, Cooden, Sussex, who desires to form a trustee body on the Bluebell Line model, and the other is the Ravenglass and Eskdale Railway Preservation Society, which has been formed in Barrow. For the latter, members should get in touch with Mr. D.Robinson, Clerk of Muncaster Parish Council.

The proposal to close the Saxmundham to Aldeburgh line will be heard at Aldeburgh on September 13. The appeals will press for the retention of the line at least to Leiston, until the nuclear power station has been built. In the same area, the closure of the lines from Mark's Tey to Cambridge, Long Melford to Bury St.Edmunds, and from Chappel and Wakes Colne to Halstead and Haverhill, is under consideration.

Strong representations have now been made to the Minister regarding the proposed closure of the Eden Valley Line, at Fenrith, particularly as goods traffic will be much delayed. A local business man is offering to buy or lease the line, and to run it under private enterprise.

M. & G.N. Joint Railway Preservation Society Tour, 8 October, 1960. This trip will be steam hauled by a J 15 loco, cwntrre corridor coaches with refreshment car will be provided. The train will leave Norwich City about 12:20 pm for Whitwell and Reepham, Melton Constable, Cromer Junction, North Walsham Main, Wensum Junction, Tivetshall, Waveney Valley to Eccles, Lowestoft, and Norwich Thorpe, arriving 6:30 pm; fare 20/-. Further details from Mr. B.Clark, 578 Eastern Avenue, Ilford, Essex. Cheap fare available from London to Nprwich at 35/-.