



Railway Development NEWS

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April 1981

R.D.S. AGAINST THE CUTS

Having dwelt on the subject of heavier lorries in our last issue it is now necessary to turn to a development which could have far more serious consequences for the future of the railways, namely the recent cutback in services proposed by British Rail.

These crash economy measures arise largely from the loss of £24m. made by B.R. in the first half of 1980 which by the time the full year's figures are known could be as high as £70m. So strong was feeling in the Autumn that some members of the B.R.B. were urging Sir Peter Parker to break through the Board's cash limits or at least to make it a resignation issue (he will undoubtedly be invited to serve for another term), pointing to the Government's handling of the Road Programme and concessions made to the steel industry. Unlike these the Board has kept its side of the bargain for the last 5 years and sees it as unfair that it cannot roll forward savings in one year to losses in the next.

Nevertheless the big sell-off of B.R.'s subsidiaries was announced in the Autumn (see R.D.N. No. 8, p.3) and further steps to save some £32.5m. p.a. were announced in November by withdrawal of all its collection and delivery parcels services from 1st July 1981 (expected to save £13m. in the first year and up to £30m. by 1983) and closure of the Woodhead route allegedly to save up to £2½m. p.a. The next move was the announcement that up to 101 stations in London and the South East (up to 150 if East Anglia and the wider region is included) would face early evening and weekend closure with drastic reductions in service throughout the area, both as an interim measure and in the next major timetable revision. Described in the House of Commons on 10th December as "making minimal economies and maximum inconvenience" what then has R.D.S. been doing about it?

Firstly the East Anglian Branch wrote to all local M.Ps pointing out the extent of the Government's responsibility for B.R.'s financial problems and at least one local Group (ESTA, Felixstowe Branch) has had some of the cuts restored. The local Group on the Sudbury line have also had some influence in maintaining the level of service on their Branch. The London & Home Counties Branch similarly sent a circular to all its members canvassing their views and urging them to write to their M.Ps. This culminated in a packed meeting at Euston on 5th February when members came to voice their concern at the effect the cuts would have not only on the future viability of the London and South-East network but also upon the economic and social life of the area. A number of Resolutions were passed, which are more fully reported in Regional Notes, and the Branch Committee will be preparing a detailed case against the cuts, based on the many replies received from members who were unable to attend the meeting, with its own suggestions for alleviating the serious cash problems which B.R. face at the present time.

The Society has also been in contact with the railway trade unions, the only bodies to be consulted about the cuts, to see what action can be taken to retain a viable network in London and the South East. Clearly the Railways Board and the Unions realise that it is fast becoming a fight for survival if the tone of a circular sent by the Chief Executive (Railways) to all staff in December is anything to go by and both Sir Peter Parker and Union representatives met Norman Fowler, the Transport Secretary, at the end of January to urge for more investment in the railways and the Society will be launching a similar campaign in the near future. One crumb of comfort was the announcement that B.R.'s P.S.O. Grant ceiling level has been raised by £23m. above that in the Expenditure White Paper to £678m. in order to maintain present fare levels for the next 12 months.

One Region of B.R. is not letting the grass grow under its feet, as a letter elsewhere in this issue explains, and National Chairman R.V. Banks, attended a Press Conference in York on 10th February when the Region's Public Relations Officer launched their campaign entitled "Branches on the Brink" which is intended to create local pressure on the Government for greater investment in track and signalling on such lines as Cambridge - Newmarket, without which they may simply become too unsafe to run trains on. He stressed that E.R. has 31 of these lines which bring important benefits to the community but that revenue fails to even cover operating costs, let alone provide for maintenance and renewal. This will undoubtedly be the key issue to be discussed at the Society's next National Conference of Rail Users' Groups in London on 4th April.

Nevertheless with the Government's announcement of a further £1,000m. to bail out B.L., mounting pressure from the Road Lobby to increase expenditure on vital road schemes (presumably to provide fodder for the new heavier lorries it fondly hopes for) and the statement by one of Margaret Thatcher's speech writers that the railways should be de-nationalised so that the law of the market place will eliminate them as an unnecessary anachronism, the future for B.R. hardly seems rosy. All the more need for a strong Railway Development Society!!!

Mr Fowler's promise of "no substantial rail closures" is beginning to look a little hollow with the recent proposal to close the Joint line from March to Spalding, for the reasons stated above, and with the virtual elimination of what was once one of Britain's largest marshalling yards (and could be again if the Channel Tunnel is built) and the employer of a large proportion of the population of March in Cambridgeshire, the railways could be contributing to the sea of unemployment which seems to be the hallmark of the present Government. Even in the U.S.A. the new Reagan Administration seems set to put in its tracks the groundswell of support for a re-vitalised AMTRAK system by early Budget reductions, so all in all a new Beeching Era seems to be upon us?

ROBERT AICKMAN

It came as a great shock to read of the death, on 26th February, of Robert Aickman for he had been a pillar of both RIS and RDA for as long as one can remember. I first met him at a meeting in Pimlico in March 1957 when he was telling a very youthful Society for the Reinvigoration of Unremunerative Branch Lines... "How to Win", having himself founded the Inland Waterways Association some ten years earlier.

He showed no less enthusiasm for the cause of railways and was closely associated with the work of the National Council on Inland Transport, founded by the late Lord Stonham in the Summer of 1962.

Abrupt, but always courteous, he will be remembered as a leader in the many fields into which he ventured not less the theatre and literature, which were his main claim to fame, but in the cause of civilised transport which has, in his passing, lost another champion and the Society a worthy Vice-President.

ED.

CHANNEL TUNNEL - GUARDED OPTIMISM

With publication of the Report of the Parliamentary Select Committee - on 6th March - recommending a rail-only cum road link, the prospects for a Channel Tunnel have improved but much will depend upon the attitude of the French after the debacle of 1975, and a fuller report will appear in the next issue.

ED.

ELECTRIFY NOW!

That seems to be the conclusion of the Final Report on Railway Electrification, issued by a joint D.Tp./B.R.B. Study Group on 11th February* and our Corporate Member, the Railway Industry Association, issued a statement on the same day stating that Britain's railway industry has the technology, manpower and manufacturing resources to cope with an early start on the "largest" programme of main line electrification proposed in the Report.* The report also confirmed the industry's view that a main line electrification programme at home would strengthen its performance abroad for with a turnover of £450m., £250m. worth of new export contracts could be won over the next 5 years if it was given a proper home base to build upon.

The Final Report* is based largely upon the Interim Report, issued in the Autumn of 1979, (R.D.N. No. 5, p.3) except that *Option IV* was found to be too similar to *Option III* to justify separate evaluation and was not examined further. In essence the review is founded on the present proposals for electrification, including St. Pancras - Bedford (well under way); the two routes to Cambridge; Harwich and Norwich plus a few lines in and around Liverpool and Manchester. Upon this are built up layers of options, from a mere 2,580 route miles (including the ECML to Leeds and Newcastle; the Midland Main Line to Sheffield; Birmingham - York; Edinburgh - Glasgow/Carstairs) to almost 6,000 route miles which would extend the electrified network to as far as Aberdeen; Holyhead; Swansea and Penzance. Its main conclusion is that on the assumptions made a substantial programme of main line electrification would be financially worthwhile as all the larger electrification options examined produced an average rate of return of 11%.

RIA described the report as "the most thorough investigation of the benefits of electrification ever carried out in Britain and stressed that the greatest financial return would be produced by the *largest* network electrified at the *fastest* rate for, with 5 electrification teams working simultaneously on several routes, allowing 3-4 years to build up to a steady rate of work 500 track miles of electrification could be achieved each year, and the largest, fastest option could be completed by the year 2000, if a decision was made *NOW!* This would electrify 52% of B.R.'s route mileage and on such a system 83% of passenger traffic and 68% of freight traffic would be electrically hauled.

One important point made by its Director, George Curry was that with the teams now nearing the end of their work on the St. Pancras - Bedford electrification there was a danger that if they were unable to move on to another project the experience they had built up would be lost which would prove a severe handicap when electrification work started again. It was therefore vital that Transport Secretary, Norman Fowler, made an early decision both on the East Anglian schemes already submitted by B.R. and an early commitment to a rolling programme of main line electrification.

Turning to some of the more detailed aspects of the Report, in the second Chapter the use of "*Financial Appraisal*" rather than "*Cost Benefit Analysis*" is justified on the grounds that most, if not all, of the benefits of main line electrification would arise on the Inter-City and freight businesses, which are required to meet a commercial remit as soon as possible and the required rate of return on new investment without Government support. This does, however, raise the important question of what will happen to the Other Provincial Services, both in the light of their problems (discussed elsewhere in this issue) and more particularly the odd feeder Branch Lines, such as Bletchley - Bedford; Watford - St. Albans; Windermere and Marks Tey - Sudbury, the viability of which could be jeopardised if they were the only diesel operated services left on a

largely electrified network. The obvious answer would be to throw them in as well but would such an eminently sensible solution appeal to the boffins at the B.R.B. and D.Tp. or would it throw their calculations out so terribly? Something perhaps that the various Rail Users' Groups should consider at a forthcoming Conference but not necessarily the one on 4th April.

One of the more important conclusions of the Report is that on Energy and in Appendix 3 (considering the wider aspects of Electrification) it points out that when U.K. oil production is in decline and once again we have to rely on less secure sources of imported oil, substitution of electricity has the advantage that it can be generated from the most appropriate or readily available fuels. The detailed analysis undertaken in the final review confirmed that on completion of *Option V* nearly 120m gallons of diesel oil could be saved each year. Whilst this corresponds to only 1/2% of the nation's current demand for oil products (or 3% of that required purely for transport) changing to electric traction would improve the security of the railway's fuel supply; would give greater flexibility in the use of basic fuels; reduce pollution on the railways and probably also the noise nuisance they cause and make them safer, particularly for the railway work force. Whilst the presence of overhead wiring would make the railways more dangerous for trespassers, intrude slightly into the landscape or mar the appearance of some listed buildings and structures with careful design this could be minimised.

What then are the prospects for future electrification? If the largest option were chosen 80% of passenger and 70% of freight traffic would be electrically hauled. With 3 teams it would take 30 years and give the highest present net value of £350m., giving a rate of return of 11.1% but require cash flow demands of between £24m. and £42m. for the first 15 years, whilst in some it would exceed £60m. As we have seen whilst no substantial work could be started for 3-4 years and it would take about a year from the date of a decision to incur significant expenditure, with a rate of return of over 10% in real terms, delay would cost money.

The Report, however, highlights the present financial constraints upon the B.R.B. and its ability to justify investment in its commercial business, particularly the loss making freight sector which is supposed to be self supporting. Much will depend upon government decisions on total railway investment and upon the Board's ability to generate more money, for the requirements of electrification would be additional and the net total come to £775m. undiscounted at 1980 survey prices over the 20 years of the fastest programme. Whilst some savings could undoubtedly be made with greater productivity, if the unions co-operated, and with the lower cost of maintenance and more efficient utilisation of rolling stock which electrification brings unless a decision is made soon B.R. may be forced to invest in new diesel or non-electric equipment which may have to be retired prematurely. One bonus would be its early cascading down to the O.P.S. or to relieve the chronic shortages which adversely affect the potential of B.R.'s freight business, but an early decision of electrification is preferable.

After the meeting between Sir Peter Parker, Union Representatives and the Minister (referred to in our Editorial) both sides seemed hopeful that the Government would commit itself to a programme of railway electrification and the union leaders reluctantly to have accepted that there would be no further increase in B.R.'s 1981-82 external financing limit of £920m. but agreed that a commitment on electrification

*Review of Main Line Electrification - Final Report. 11/2/81. HMSO. £4.50.

might be a factor that would encourage them to accelerate the planned efficiency measures the Board are seeking. There was also a considerable measure of pressure from Peers, during a debate on future Transport Policy in the House of Lords on 21st January, for investment *NOW* to bring the country, and in particular the transport industry, out of the depression which exists so it can forge ahead when the forecast upturn in the economy materialises.

All in all the call should be to "*ELECTRIFY NOW*" and the Society has already launched a campaign with this end in view.

FREIGHT REPORT IN BRIEF

A record distance of 763 miles for block train haulage was achieved recently when the W.R. initiated five hauls of 350 tonnes of mackerel from Falmouth in Cornwall to Keith in Scotland (a journey of 3 days).

A test consignment of iron ore concentrate was conveyed by the Zeebrugge - Harwich train ferry in Polybulk bogie covered hopper wagons destined for Stonehouse depot, near Gloucester.

A new firm "Euro-Rail Ltd." has been established at Worcester B.R. Depot to handle imported fruit previously conveyed by rail only between Dover and Paddock Wood. Return loads of U.K. exports are also expected.

R.D.S. DIARY

Don't forget to come along to the A.G.M. in SHEFFIELD on *25th April* and to bring your Agenda with you.

30th May - 10.00 - University of London, 26, Russell Square, London W.C.1. A one day seminar INTER-CITY COMPETITION IN THE EIGHTIES. Speakers: Ronald Whittle, Chairman CRPT and coach proprietor, David Rayner, British Rail and Brian Loughran, British Airways. Fee £10 including lunch.

Further details from: N.G. Widdows, Transport Studies Soc., 51, Russell Drive, WHITSTABLE, Kent, CT5 2RG.

R.D.S. CHARACTERS - PHOEBE POLE

Probably one of the Society's oldest members and still battling against motorway madness, Mrs Pole is Chairman of the Henly's Corner Action Committee. Born in 1890 in Kensington she has had an eventful life, as a former Suffragette, schoolteacher and for a time member of Finchley Borough Council, she is also Chairman of the North London Branch of the Conservation Society. Having been laid up recently at her Holly Park Gardens home after a fall we wish her a speedy recovery and many more years of campaigning.

(With acknowledgement to Times & Post Newspapers)

WITH THIS ISSUE "IN PARLIAMENT" - "MEMBERS ONLY SUPPLEMENT"

ERRATA

(R.D.N. No. 9, p.4.) The North Devon Line Development Group (Bideford) - have not as such run excursions on the line.

OTHER PROVINCIAL SERVICES B.R.'s REPLY

Sir,

The article in Railway Development News for October 1980, headed "What the Society said to the Minister", which reported what transpired at the meeting on 4th June, 1980 contained a statement attributed to Mr Clarke that cannot remain unchallenged as far as British Rail, Eastern Region, are concerned.

The passage contained in the third paragraph on page 5, followed Mr Clarke's reported "emphasis" that there was "a limit to the amount of investment and public subsidy" and went on to state (that he) "agreed that British Rail has not put much effort into promoting the O.P.S. services . . .". It is this latter alleged remark which requires a response.

For many years, the Eastern Region have followed a policy of improvement in Other Provincial Services (O.P.S.) wherever traffic potential could be identified and the resources needed could be made available. Many substantial service improvements have resulted, with increases in both custom and revenue.

Within the last three years or so significant developments have enabled us to intensify our activities in this sector of the Passenger Business. Some examples are:-

1. East Coast Main Line introductions of Inter-City 125, High Speed, Trains in 1978 and 1979 were matched by a substantial restructuring of all local passenger services which feed into the Main-line at major interchange points. Greater frequency and regularity in the pattern of Main-line services allowed an interval pattern of local services to be widely introduced - particularly in West and South Yorkshire.
2. Agreements with both West and South Yorkshire P.T.E.s were concluded in 1978 for almost all the local rail services in their areas. Many of these services are cross-boundary, supported outside the P.T.E. areas by our Contract (not subsidy) the P.S.O., while the P.T.E. involvement in determining service patterns and frequencies have also influenced the quality of services beyond the P.T.E. boundaries.
3. The statutory requirement upon Local Authorities to develop the co-ordination of public transport has given even greater emphasis to our already well established liaison with Local Authorities who recognise the value of the rail network and its potential for further developments. The last few years have seen the introduction of many examples of improved bus co-ordination, car parking facilities and the re-opening of six stations and all achieved in association with Local Authorities. The latest of these is Dronfield Station opened on 5th January, 1981 with the direct aid and financial support of the Derbyshire County Council and North-East Derbyshire District Council.

In the five years, 1976 to 1980, loaded train miles on Eastern Region's Other Provincial Services have risen from 13 million to 14.2 million - an increase of 9.4% - and receipts have increased from £10.1 million to an estimated £18.4 million in 1980. It is acknowledged that a considerable part of this revenue has resulted from fare rises, but the evidence of increased patronage comes from an encouraging increase in passenger miles from 400 million to 450 million between 1977 and 1979 - an increase of 12.5%.

Much of this increase has been achieved by aggressive promotions. In addition to the publicity campaigns for the P.T.E. internal and cross-boundary services – “Metrolink” in West Yorkshire and “Linkline” in South Yorkshire – campaigns were also mounted in Humberside and East Anglia. These promotional initiatives have included widespread distribution of publicity material through the post and with the aid of Local Authorities. In many cases, Local Authorities have also cooperated in the promotions by arranging complementary discounts for seaside attractions with stores and, to stimulate the younger generation, schools’ competitions. In addition, particular improvements to individual services and facilities have been supported by specific publicity. The very successful range of Railcards are also valid for use on the local rail network.

We have (in January) carried out some trimming of services to match supply more closely to current demand which to some degree is reflecting the economic recession, but the trains withdrawn are virtually all fringe operations carefully chosen to safeguard the fabric of the service concerned. Some indeed, as a result of the alterations, will enjoy a better quality of service, such as Thirsk and Northallerton, where through travel by Inter-City services to Leeds and Newcastle has replaced the former DMU services terminating at York and Darlington; and new and faster trains between Newcastle and Carlisle and Lincoln and Birmingham with additional through trains between York and Hull are all planned.

These will be for the June 1981 timetable as further improvements to our Other Provincial Services.

It would be quite wrong, however, to give any impression that we are not immensely concerned by the financial situation of our *rural* services. Despite greater custom there is a widening gap between costs and receipts and we desperately need more investment in both trains and tracks on these lines. But we do not intend to be complacent.

We are about to launch a campaign to reach the widest possible audience from Parliamentarians to Parishes and People with particular emphasis on achieving even greater co-operation with Local Authorities who, as Mr Clarke stated, have a “definitive role to play” and to whom support could be provided “through Transport Supplementary Grant”.

I do hope that this letter will go some way to dispel any impression left with your Members that little effort has been put into promoting Other Provincial Services as far as the Eastern Region is concerned. I am sending a copy of this letter to the Parliamentary Secretary, Mr Kenneth Clarke, MP, and would like to assure him, and your Members, that we have taken, and are taking, positive steps to aid our services by both direct action by the Region and by indirect action in enlisting even more help and co-operation from Local Authorities. It may also encourage your Members to know that this new campaign is about to begin.

Yours sincerely,

(COLIN DRIVER) CHIEF PASSENGER MANAGER
B.R. (EASTERN) – YORK

RAILWAY RIBALDRY – NO. 1

“A Funny thing happened to me on the way to Norwich – It was of the old Eastern Counties Railway that the tale was originally told of how a ticket collector, who was expostulating that a strapping lad of sixteen could scarcely be entitled to travel at half fare, was met by the crushing reply that he was under 14 when the train started: It was of the same railway that Thackeray wrote: “Even a journey on the Eastern Counties must have an end at last!”

R.F.W.

NEWS FROM THE E.E.C.

The new Greek E.E.C. Commissioner for Transport, who took over recently from Richard Burke has not only the problem that the new Tenth member state has no land connection with the other Nine, but has also been left a recent draft programme for EEC transport problems to be tackled up to the end of 1983.

The absence of a land frontier between Greece and the Nine brings into focus the need to progress the Commission’s proposals for Infrastructure need assessment and financial support. Brussels realises that Members’ infra-structure plans, i.e. national transport plans, do not – or at least not necessarily or sufficiently – pay regard to over-all requirements of the Community. The original draft proposals of which the financial implications have yet to be accepted by the Council of Ministers have at least led to the start of work to assess the need for certain projects (like the Channel Tunnel).

Additionally though, and obviously prompted by the entry of Greece into the Community, the Commission repeats proposals that infra-structure support should also be available for intra-Community links located in Third Countries, i.e. for motorway projects in Austria and Yugoslavia. Shades of the Orient Express!

The EEC draft COM80/582 for a Resolution to be adopted by the Council after outlining the slow and halting advance to a common transport policy sets out a list of measures for resolution by the Council of Ministers:-

Amongst them (i) up to the end of 1981 “formation of prices for international goods traffic by rail” which is a problem of long standing and (ii) until the end of 1983 (or earlier if possible) “action towards health of railways” on the basis of a Memorandum from the Commission.

In its introductory passage COM80/582 points out, as is only too well known, that the financial position of the railways in the EEC has deteriorated and that unless policies are changed they are likely to lose more traffic. Both for economic reasons and reasons of energy conservation new initiatives are needed and the Commission wishes to see the trend reversed. The Memorandum was under preparation in the Autumn but has only recently emerged in the shape of 2 papers (Nos. 906, dated 20/1/81 and 907 dated 9/1/81).

Apart from wishing to launch a new initiative the Commission was required under the Council decision of 20/5/75 to prepare proposals by 1/1/80 to fix a time limit to achieve financial balance in railway budgets. Over a year later the last of Mr Burke’s major papers contains proposals which it is expected may produce a financial balance by 1990, if adopted by the Council to apply from 1/1/82. This appears to be somewhat optimistic and in any case it remains to be seen how and when the Council will react.

The Public Service Obligation (PSO) arrangements are to be retained and will continue to be considered as income. New ideas are set out on financial assessments and comparability: Whether these are workable remains to be seen.

What is of interest is that the Commission proposals call for greater clarity in the terms and scope in the contracts between Governments and Railways, that it is proposed that arrangements cover a period of from 3 to 5 years and that benefits to the general public should be given equal importance even if it is impossible to quantify them in monetary terms, and that cost benefit analyses are to be made.

Considering that the contract between SNCF and the French Government, which is a very detailed arrangement covering general economic factors as much as railway productivity and investment levels, is up for renewal soon, that recently there has been a major change in the investment priority of the German government, it has been argued for some time that on this side of the Channel the BR/Whitehall arrangements need much greater clarification to dispel the mist surrounding the contract which actually does not exist, a fact well known in Brussels. Hence one can only welcome the latest news from there, even though some of the actual proposals seem either over-optimistic or at times impracticable.

K.M.

NORMAN JONES

Cllr. W.A.N. Jones, a founder member of the Midlands Branch (of R.D.A.) one time Secretary and regular Committee and A.G.M. attender died on 9th January (aged 71 years). "WAN" was a colourful character, of excellent humour, who in his working life drove engines from Saltley M.P.D., gave much of his time to local politics, and served Birmingham City Council for many years latterly as Hon. Alderman.

Amongst his many rail causes was the Cambrian Line where he holidayed regularly and he was personally involved in the 3 protests and T.U.C.C. hearings for the Snow Hill services which in March 1966 found him, complete with B.R. Driver's cap, banner and petitions, gathering signatures for their retention, together with the late Victor Yates, M.P. Norman was carpeted more than once by B.R. management for these protests on behalf of our cause.

His energy, sense of humour and good heartedness were an inspiration and example to us all and will be sorely missed.

FRANK MELVIN

It is with deep regret that we report the death, on 20th January, of Frank Melvin who had been a member of RIS (and latterly RDS) for many years. Frank had served with distinction on South Cambridgeshire District Council and was a staunch member of Histon Parish Council, and on both bodies always put a case for rail whenever the opportunity arose.

He vociferously opposed the withdrawal of the passenger service on the Cambridge - St. Ives line and consistently campaigned for its re-opening. His loss to the local community and the RDS will be hard to fill. He rarely missed an East Anglian Branch Meeting, or a national A.G.M., and was also a member of S.E.L.T.A. At the East Anglian Branch A.G.M., held in Ipswich on 24th January members stood for a few moments of silent tribute to their friend and colleague.

S.F.W.

Selected extracts from parliamentary questions, motions, debates. Commons replies given by Transport Secretary Norman Fowler or his Parliamentary Secretary Kenneth Clarke, unless otherwise indicated. C=Conservative, Lab=Labour, Lib=Liberal. An asterisk denotes the reply was given orally.

"LONDON COMMUTER PAYS 2/3 COST, PARIS COMMUTER ONLY 1/3"

19 JANUARY

*Asked by *Lord Gainford* (C) what progress had been made to improve the efficiency of commuter rail services in the south-east, the *Earl of Avon* replied: The Monopolies Commission report made detailed recommendations, most of which the BR Board were now implementing.

Lord Avebury (Lib): Would the minister confirm the statement made by Sir Peter Parker, that the London commuter pays two-thirds of the costs of taking him from wherever he lives to the centre of London and back again, whereas the average commuter in Paris pays only one-third of the cost?

Lord Avon: I cannot comment on the figures, but I should like to say that the proportion of the budget which goes towards London and the south-east is 25%, so the south-east does get looked after well.

Lord Leatherland (Lab): Would the Government consider saving money by holding the meetings of this House in Paris? *Lord Avon*: I should be delighted.

Baroness Wootton of Abinger (Lab): Disappointment is caused by the information that most improvements have been implemented. On one particular line, corridor trains are regularly run with the access from one coach to another permanently blocked, lavatories all permanently locked, and where trains stop at a station which is being rebuilt and has no lavatory.

Lord Avon: The Board itself must choose its priorities. Investment by B.R. in commuter services generally is at a constant figure.

Viscount Barrington (Lib): If Lady Wootton's statement was correct, your reference to a constant figure does not include constant running water.

Lord Avon: I take note of what you have said.

GATWICK: STATION TO BE IMPROVED, TRAINS TO HAVE MULTILINGUAL INTERCOM

**Baroness Trumpton* said it was a priority to have intercommunication on trains to Gatwick, so that airline passengers and those meeting them could learn, in the train itself, of delays to aeroplanes.

Lord Avon: Rolling stock used on the Gatwick service now has more luggage capacity than normal. Because of the make-up of trains - airport stock is attached and detached at Gatwick Station - there will be operational difficulties in providing a public address system.

Baroness Burton (Lab): At Gatwick at 4.30 p.m. on a recent Thursday I found that part of the train detached and remaining in the station was under no roof, passengers were entirely exposed and not a single porter was available. This is disastrous for tourists.

Lord Avon: I was not aware of these points. The station is under rehabilitation. The scheme under consideration has considerable improvements for Victoria as well.

Lord Hale (Lab): I should like to ask about the absence of lavatories on trains. This is a terrible grievance for older people.

Baroness Vickers (C): When the new communications is installed, will you ensure that announcements are made in more than one language? — "I understand that B.R. are proposing to use multi-lingual tapes."

Lord Hawke (C): You will have to have a Tower of Babel at Gatwick, judging by the passengers I see.

Lord Glenarthur (C): There is generally no means of intercommunication between guard and driver on the older trains. — "B.R. will bear in mind what you have said."

RAIL HAS A CONTINUING & INCREASING ROLE TO PLAY

21 JANUARY

Lord Sidmouth (Lib), opening a debate on transport policy, said: It is high time that decisions were taken about the transport pattern for the end of the century and beyond. First and foremost, should the almost total commitment to road transport be maintained? Already 93.5% of passenger kilometres, and 83.2% of freight kilometres (in 1976 figures) are moved by road. Is it wise to have so many of our eggs in one basket? And what about environmental and energy considerations? Government spokesmen have said it is no good seeking to transfer traffic from road to rail or waterways, because the latter have not got sufficient locomotives, rolling stock, barges and locks.

I will draw attention to two areas where rail has a continuing and increasing role to play. On the passenger side there is need to relieve the ever-increasing dependence on the car. Twenty-five years ago electrified routes on SR enjoyed a service outstanding for punctuality and reliability; performance figures were quoted overseas as an example. This is no longer the case, but the potential is still there, given the will and the finance.

On the freight side, international traffic has increased greatly since we joined the Community, and being long-haul traffic it is particularly suitable for rail. Yet at present B.R. has only a 2% share, which compares with 22.3% in Germany, 62.8% in Italy and 20.9% in France. The present investment figure for B.R. is some £250 millions a year, which will not enable them to maintain even their present level of activity. The final report on B.R. electrification is about to be published, and it is reasonable to presume that the joint steering group of the Transport Department have perceived a considerable improvement in the straight financial case. This arises from current thinking about the price of oil, which is expected to rise more sharply at the end of the century than the cost of electricity.

"WHY INVESTMENT IN RAIL & WATER WOULD PAY A HANDSOME DIVIDEND"

Lord Underhill (Lab): Although county councils have responsibility for transport policies at local level, a national transport policy is essential. B.R. told the Armitage review that 40 million tonnes of long-distance freight go by road which are suitable for rail — adding a fifth to existing rail freight. Increased freight traffic by rail would be energy-saving and there would be obvious environmental advantages.

Lord Lucas of Chilworth (C): It is rather surprising that one of the most successful areas of B.R.'s operations is road transport, through Speedlink, Freightliners, National Carriers, Roadliners and, until disbanded by the 1980 Act, the National Freight Corporation. The fact that the road industry has happened over the past 30 years to be the least expensive to operate does not hold much water now. It is surprising to me that we have allowed road transport to use the terminal of the street and the housing estate, from which it can operate vehicles. Bus and coach depots pop up in the most odd and obscure places, where a deal with the railways would be mutually rewarding. If we want to spend money on education, social services, health and other things, transport is an important part of the wealth-creating process. We cannot afford the continuing erosion of the proportion of resources devoted to transport.

Lord Noel-Baker (Lab): I want to support the plea for a larger investment in railways. I first spoke (as a Derby MP) in favour of the Channel Tunnel in 1929. I reflect today on what enormous benefits our nation would have had if the Tunnel had been constructed then. Every diversion from road to water is also a national gain. The first of two reasons why investment in rail and water would pay a handsome dividend is road congestion, the cost of which must be in hundreds of millions of pounds. The second is the far graver question of road accidents. They have long been one of the gravest evils of our time. There was a regular furore a year or two ago when 10 men and women were burned in a sleeping car which had been unwisely locked. It was the gravest rail accident for many years — 10 dead. But every day there are 20 dead on the roads. Far worse than the deaths in the figure of the seriously injured — almost 200 a day. What is the cash cost? In 1943 I tried to get an answer: £70 million a year. In 1971 the Road Research Bureau said it was £450 million. Should I go seriously wrong if I said now, 10 years later, the cost is probably almost £1,000 million a year?

SPECIAL CAUSES OF ROAD ACCIDENTS: DRINK & THE HEAVY LORRY

Two special causes of road accidents can be identified. One is drink. The second is the heavy lorry. The Road Research Bureau has shown that 40% of deaths on the motorways result from collisions with heavy lorries. These are reasons to invest in railways, and I want to urge most strongly that the Government should restore our railways to their former greatness, when they were the best in all the world. The Government should now re-lay the branch lines that they destroyed. That was an economic error of a most serious kind. They should reopen the local stations and the goods depots, placing them at points where they will have the best advantage for transport now. We should start the manufacture of special lorries that can drive their loads on to a railway truck, so that there would be door-to-door goods delivery, the long haul taking place on rail. That would reduce accidents and road congestion.

In 1978 Sweden reduced rail fares by 40%. In three years they have increased passenger traffic by 38%. For many Swedes the quality of life has been improved. By way of contrast, in a recent year B.R. twice increased fares, and by an odd coincidence the percentage decrease in passengers was 38% — the same as the percentage increase in Sweden. I believe a low fare policy in this country would handsomely succeed.

Lord Gainford (C): I agree particularly with B.R.'s advertisement, "This is the Age of the Train." Given the choice, I would always choose rail travel. Because of my Scottish connections, I have had to travel north of the border a lot. Electrification to Glasgow has been a blessing. I enjoy nostalgia for steam, but the journey to Argyll from London was one of apprehension. Would the night train make the connection by bus or steamer?

Now all that apprehension has been removed. I am in favour of any policy to increase electrification. In addition to reliability, servicing is easier and the turn round requirements do not take nearly as long.

By planning ahead for electrification there is going to be considerable demand for steel for the pylons, which will assist in employment for the steel industry. I have been informed that if they are manufactured in advance they can be easily stored for future use. Crews of trains in future may need only one man, the driver, with all the electrical equipment to tell him the doors are shut, the platforms clear.

As regards raising money, the best and most obvious source of income is the user. The increasing result of that £1 ticket for old age pensioners was that trains were crammed with people. B.R. cannot afford to give every body such economy, but once they can convince passengers of value for money, with any encouragement from reduction of fares, they are going to find their income coming in.

WOODHEAD TUNNEL, IF CLOSED, SHOULD BE MOTHBALLED

Now to features that worry people. A map of possible line closures seems to suggest that every line north and west of a line from Glasgow to Aberdeen is in danger. I hope that is not true. These lines must be considered not just on the basis of facts and figures, because for the people who use them these railways are an absolute life-line. The Highlands could be in great danger of becoming a desert. Regarding lines through the Pennines, there are three that take passenger services, while the Woodhead Tunnel takes freight, which is dwindling. If it must be closed, let it be a case of mothballing, because in future there might be a need to reactivate it.

I am of course prejudiced for railways, as a member of the Pease family, who put George Stephenson on the tracks, as it were. However, the time has come to make sure that the standards we are proud of are improved.

Lord Davis of Lough (Lab): One of my favourite books as a youngster was "Moleskin Joe", who helped to build the Woodhead Tunnel. The job done by men like him was greater in terms of shifting cubic yards of earth than the building of all the pyramids. Unfortunately Beechingitis destroyed it. Some of the railways could have been put in mothballs. In Kipling's phrase, "transport is civilisation."

SAFETY STANDARDS NOT TO BE ALLOWED TO SLIP

Replying, *Lord Bellwin*, Parliamentary Secretary, Department of the Environment, said: I should like at once to allay any safety fears. It is the responsibility of B.R. to operate with due regard to safety, and they have given an assurance that their standards, which are very high, will not be allowed to slip. The Transport Secretary has freed all track renewal from control through the investment ceiling. The board still have to find the money, but they no longer have to fit it into a separate ceiling on investment. Secondly, in increasing the board's external finance limit this year, he had particularly in mind the need to avoid cuts in essential maintenance.

Turning to investment in transport in general, the Government recognise the need and importance of long-term investment and especially for consistency. We have sought to stabilise investment levels on both road and rail. We have maintained the board's investment ceiling in real terms at exactly the same level as that set by the previous Government. The ceiling is currently £384 million. Within the existing ceiling the board have managed to achieve substantial modernisation. Speed and comfort have increased considerably with high-speed trains, of which over 60 are now in service. For

MEMBERS ONLY SUPPLEMENT — ISSUE No. 10

THE LIGHTER SIDE

There has been a fairly pleasing response to my request for you to comb the press for letters from potential members. The sending of details of the Society to the writers has already won us a few new members and I feel sure we can get many more from this source, so again I ask you to continue the good work.

It has been said to me "I do not bother to send you cuttings from the national papers as someone is sure to have already done so." This is not the case and anyway it is better to receive the same cutting from two or more members than not to have it at all. As it is not possible for me to reply personally to each of you who have so kindly sent in cuttings containing letter, and some do not even reveal their identity, I take this opportunity to say a sincere "Thank you" to you all.

Now to something else. It is increasingly obvious that there is a large body of opinion favouring the lighter type of rail transport such as light rapid transit and tramways (as illustrated in our new Electrification Leaflet ED.) similar to those operating so successfully on the continent of Europe and which are now being introduced in some places in the United States and Canada. For example in replies to our advertisements we are sometimes specifically asked if light rail is included in our advocacy. Meanwhile if you know, or meet with, any of those whose interest lies in the lighter side of railways please introduce them to the RAILWAY DEVELOPMENT SOCIETY and assure them that we do cater for their interest and invite them to join us.

L.J. Boylett, Membership Promotion Officer,
15, Atheneum Road, Whetstone, London N.20.

COUNTY COUNCIL ELECTIONS — 1981

As members will be aware elections to the Shire and Metropolitan Counties (including the G.L.C.) are due to be held on 7th May. Whilst it had been hoped to include details in our last issue time and space precluded this. Instead Branch and Area Representatives have been asked to mobilise their members to contact candidates to press them to state their position on local transport issues, in particular support for public transport and local railways. More so in view of the campaign now being run by B.R. on the Other Provincial Services.

If you have not yet been approached please use the remaining weeks to press your local candidates on this issue so that the new County Councillors can have no doubts about local feeling on this matter.

Transport 2000 has produced a useful form of Questionnaire for this purpose and you may still be able to obtain copies by contacting them on 01-486 8523. Send any replies you may receive to your local Branch Secretary or Area Representative or if you live in an area without one to the Secretary of the Branches and Areas Committee (Mr Crighton) whose address is on p. 2 of the Members Handbook.

RAIL AND ROAD SUB-COMMITTEE

This Sub-Committee of the RDS has been responsible for the publication of a leaflet entitled "Heavier Lorries? — don't give them the green light!" 3,000 were produced at the end of January, and within a month 2/3 had been distributed — in some cases door to door along roads used by heavy lorries.

The leaflet urges rejection of the Armitage Report's recommendation in favour of heavier juggernauts and puts the case for more investment in rail freight. It also urges people to buy the booklet "Railfreight or Juggernaut?" (advertised above) which is based on the evidence submitted by RDS to Armitage produced by this Sub-Committee.

The activities of the Sub-Committee also include offering advice to members concerned with putting the rail alternatives to major road schemes; and the collecting of press cuttings which can provide RDS members with ammunition in the general road/rail debate. Members are therefore urged to send any relevant cuttings to Mr B.J. Eyre, 127, Bullard Road, Woodcock Road, NORWICH, NR3 3RA.

MR Eyre is also preparing a short digest of some of the most useful and revealing excerpts, under the main headings of:—

- (1) Road accidents — especially involving unroadworthy vehicles.
- (2) Control of lorries (e.g. non-use of lorry routes) and the problems of law enforcement (or lack of it!)
- (3) Indirect costs of road transport, especially accident costs.
- (4) Building of new roads — costs; effect on agricultural land.
- (5) Effects of lorries on other road users, e.g. motorists, cyclists etc.,
- (6) Miscellaneous.

Copies will be available to any RDS member. Please send a foolscap stamped and addressed envelope to Mr Eyre.

Most of the existing five members of the Rail and Road Sub-Committee are also heavily committed with RDS work in other fields and would be pleased to co-opt additional members. Formal meetings are held from time to time (only 2 in the last 15 months), but most of the Sub-Committee's business is conducted by correspondence so will any volunteers for the Sub-Committee please contact its Convenor (Mr T.J. Garrod) at 15, Clapham Road, Lowestoft, Suffolk, NR32 1RQ.

BRITISH RAIL PROPERTY BOARD

For some time now a small Sub-Committee has been looking into complaints received from members about the activities of the B.R. Property Board.

On Friday 6th March your National Chairman and Editor met senior officials of the Board at their offices in Bishopsgate. During the discussions, which lasted over an hour, considerable progress was made in putting across the sort of problems which have been encountered and in many cases it was found that the Board itself had little control over the situation, it being more a matter for the local management of B.R. It was not, however, possible in the time available to pursue the most controversial issue (i.e. the sale of disused railway formations) but a full report will be given to the Rail Users' Groups Conference on 4th April.

YOUR SOCIETY STILL NEEDS YOU

Whilst on the subject of SALES having been overwhelmed by the lack of response to our appeal in the last M.O. Supplement will any member who would be in a position to take on the post of Sales Officer please contact the General Secretary (Mr R.J.P. Townend), St. Julians, Sevenoaks, Kent.

SUBSCRIPTIONS

With this issue will be enclosed to those members who have recently renewed their subscription a new MEMBERSHIP CARD (look inside the envelope!!!). If however your subscription falls for renewal at this time A RENEWAL FORM is enclosed. Please return it with your remittance as soon as possible and a DONATION over and above your Subscription will also be gratefully received.

KNOW YOUR REPRESENTATIVE

The following amendments should be made to the information contained on pages 5 and 6 of the *MEMBERS' HANDBOOK*:—

GREAT NORTHERN OUTER SUBURBAN BRANCH

(Covering the area north of Hertford and Welwyn Garden City as far as St. Neots and Royston)*

Branch Secretary:

M.J. Hadley, 39, Holmdale,
Letchworth, Herts. SG6 1QQ

SEVERN SIDE

(Counties of Gloucestershire, Avon and Somerset)

Branch Secretary:

E.R. Barbery, "Popular View",
Foxmoor Lane, Ebley, Stroud,
Glos. GL5 4QQ

NORTH WALES

(Counties of Gwynedd & Clwyd)

Area Representative: M. Davies, Llys Menai, Menai Ave., BANGOR, Gwynedd.
LL57 2HH

CHESHIRE

Area Representative: J. Asquith, 24, Links Road, Romiley, Stockport, Cheshire.

* The remainder of the former South East Midlands Area (viz. West Beds. and Milton Keynes) will retain this title, and may be extended to include those parts of Northants served by B.R. Midland. Mr D.F. Ogilvy (of the London Branch) has kindly agreed to be Acting Area Representative and maintain contact with the Bedford-Bletchley Rail Users' Group but any member who actually lives in the area and would be interested in taking on the job permanently should contact Mr Ogilvy at:— "Trees," 116, Bucknalls Lane, Garston, Watford, Herts.



PUBLISHED BY THE RAILWAY DEVELOPMENT SOCIETY for the *exclusive information of its members.*
Editor: J.W. Barfield

the non-commercial railway there is a rolling programme of electrical multiple units of 220 a year, mainly for London commuter services. These are already benefiting from improvements to infrastructure – re-signalling at Victoria, London Bridge, and on the London – Brighton Line.

Lord Sidmouth and others talked about electrification. The Department of Transport has been engaged with B.R. in a review of the case for mainline electrification and the final report will be published very soon. The study has concentrated on a financial appraisal, as befits an investment which would benefit primarily the commercial businesses – passenger, Inter-City and freight. It has also looked at wider effects, including savings in oil consumption and the effects on the railway manufacturing industry. We also recognise the importance of investment in the road system, and despite national

economic restraints, the Government have considered this to be a priority, which has resulted in our actually spending more in our first year of office than did our predecessors in either of their last two years. Our first priority is schemes to help economic recovery. A striking feature of road traffic in the last 20 years has been the success of motorways and trunk roads in attracting traffic, particularly freight. Although motorways account for less than 1 per cent of all road mileage, they carry some 10% of all traffic, and up to 25% of the heaviest lorries. The Government are spending over £100 million a year on motorway and trunk road maintenance, and this amount is likely to increase.

ROAD ACCIDENTS: "A NIGHTMARE SITUATION"

Lord Noel-Baker spoke most movingly of the impact of road accidents, and the Government are deeply aware of the enormity of what I would call a nightmare situation. The Transport Bill (now on its way through the Commons) contains important provisions to tackle two of the most important safety problems; the contribution to drink to casualties, and the high injury rate associated with motor-cycling. Lord Noel-Baker and others also stressed the importance of inland waterways for freight. The British Waterways Board is investing £10 million in improving the South Yorkshire canal. This represents a major opportunity for waterways to show their current potential for freight.

Finally, the Government are considering Sir Arthur Armitage's report, and one recommendation on which we are already acting is the restructuring of vehicle excise duty, to reflect more accurately the damage done to roads by particular axle weights. We are taking powers in the current Transport Bill. We have a clear and coherent transport policy, and an enlightened and progressive one.

ARMITAGE: THIN LADY ON HIGH HEELS v. FAT LADY IN CARPET SLIPPERS

The "Report of the Inquiry into Lorries, People and the Environment" by Sir Arthur Armitage was debated in the Commons on January 27. Introducing it, *Mr Fowler* said that the inquiry was initiated by the Labour Government in April 1979, and that he had appointed Sir Arthur vice-chancellor of Manchester university, to carry it out the following July. "Armitage resulted from agreement between parties. This Government made the appointments to the committee."

Albert Booth (Lab Barrow-in-Furness), Opposition spokesman on transport, said that the post-Beeching length of our rail network was 12,000 miles, compared with 200,000 by road, so it was almost inevitable that a large number of heavy goods vehicles would be needed.

"Part of the trend towards heavier lorries is the result of lack of capital investment in the railway system. If railways are to achieve the share of freight that they should have, there must be more door-to-door conveyance by the railway system. It is essential that more private sidings should be opened.

"Although it is important to get our road-rail equation right, and to use our different modes effectively, it is probably more important to the majority of citizens to remove large numbers of heavy lorries from the centres of our town and villages."

Mr Clarke, winding up at the end of a 4-hour debate, said: "We begin from the basis that no one likes lorries. Perhaps some of the 300,000 who work in the road haulage industry do, but most of us — my constituents and other members' constituents — do not. We wish to accommodate the lorry within our overriding aim to preserve the environment. Because no one likes lorries, and because no one is seriously advocating putting juggernauts into residential areas on any greater scale than at present, we look at the possibility of diverting traffic from road to rail or waterways.

"Armitage contemplates some improvements in that direction, but the report points out some of the limitations of that approach. We have not cut the money available for section 8 grants (for private sidings). We have turned down requests for them only when customers have failed to demonstrate that significant traffic would transfer if the money were forthcoming. I had talks with waterways' interests about the possibility of extending section 8 to waterways. The Government are interested in Armitage recommendations that section 8 should be extended to Freightliners and Sealink, and that perhaps the percentage grant should be increased.

"We must not run away from every decision about the lorry by saying that the answer is to put the traffic on railways. It is difficult to get the long haul in Britain that is possible on the Continent. There is more international traffic on the Continent because there are land barriers over which the railways can travel, while we have a sea barrier that inhibits international rail traffic. Our ancestors made a mistake with their smaller loading gauge, so we cannot have piggy-back lorries on railway wagons.

"If our economy grows, more freight will be carried by lorry. That will determine the number of lorries on our roads, rather more than the Armitage report. There are trailer and vehicle manufacturers that will go out of business if we indulge in such a process of consultation that years roll by before we even decide that we shall not change anything. The issue is whether the obvious benefits to efficiency of bigger weights will be acceptable and the damage to the environment reduced by going for the axle weight proposals in the Armitage report. The argument appears to turn on the more familiar equation that a thin lady on high-heeled shoes can do more damage to a floor than a fat lady wearing carpet slippers"

RESEARCH INTO PROSPECTS FOR ELECTRIC VEHICLES.

JANUARY 26

Tony Marlow (C/Northampton North) asked the Transport Secretary to explain his policy for energy conservation in transport.

Mr Fowler: My policy is to encourage cost-effective energy conservation measures, especially those which reduce dependence on oil while retaining flexibility in the transport system and preserving personal mobility. My department is encouraging research and development of electric vehicles and examining prospects for the alternative fuels for transport that will probably be needed in the next century.

**Tom Hooson* (C Brecon & Radnor) asked whether any proposals had been made by B.R. which affected his statement last November that the Shrewsbury, Llandrindod, Llanelli (Central Wales line) was not listed for closure.

Mr Fowler: No proposal to close this service has been put to me by B.R.

JANUARY 28

Bob Cryer (Lab Keighley) asked what investment provision would be made for B.R., and *Roger Stott* (Lab Westhoughton) asked the Transport Secretary to estimate the value to the private sector of ourstanding B.R. investment proposals awaiting his agreement, particularly East Anglia electrification, new signalling in the West of England, and jumbo ferries.

Mr Fowler: I have maintained the investment ceiling — £325 million in 1980 survey prices. The estimated value to the private sector of the board's investment overall is 75-80%. I am today approving the important scheme for resignalling in the West of England. This, estimated at £28 million, is another big step in modernisation. I have also told the B.R. Board that I welcome in principle the proposals for new train ferries. I hope this can go ahead this year, but it is dependent on progress to recovery in the freight business. Electrification proposals in East Anglia were submitted in November and are being studied.

Mr Stott: Are you aware that the proposals are worth more than £50 million to the private sector? And that companies are very anxious to get this business? When will you back B.R.'s proposals immediately?

Mr Fowler: I am sure the private sector will welcome what I have said.

Mr Cryer. The chief inspector of railways expressed concern about the deterioration of maintenance standards. What do you intend to do about that? What about the deteriorating standard of diesel multiple units — for example between Keighley and Leeds?

Mr Fowler: There is a very substantial programme of building new vehicles. Track renewal, of course, is extra to the investment programme.

**Gerry Neale* (C Cornwall North): Gratitude will be felt in the west country for your efforts to improve passenger rail services to that part.

Mr Fowler: The improvements will help passenger services between Taunton, Exeter, Yeovil and Torbay. Some of the signalling equipment we are replacing was installed 70 years ago.

**Derek Foster* (Lab Bishop Auckland): There is wide agreement in the country that further investment in B.R. would be very wise and opportune, not only in electrification and dmu replacement, but also in a wide range of other measures. Is not this just the kind of constructive intervention that the Prime Minister keeps talking about?

Mr Fowler: Of course we accept this. The investment ceiling has been maintained in very difficult circumstances.

NO PASSENGER KILLED IN TRAIN ACCIDENT 3rd TIME IN FIVE YEARS

**Ted Leadbitter* (Lab Hartlepoole) asked for a statement on safety standards in B.R. operations within the context of the financial provisions.

Mr Clarke: In 1980, for the third time in five years, not a single passenger was killed in a train accident. The incidence of potentially serious accidents was the lowest ever recorded.

Mr Leadbitter: My question refers to safety in regard to investment. As recently as yesterday the Newcastle divisional manager of B.R. told MPs of northern constituencies that there was a desperate need for more investment to catch up with the backlog of work on both track and equipment. The general secretaries of ASLEF and the NUR have expressed concern. Will you respond? — "Of course we are anxious that investment should continue to maintain this satisfying high level of safety."

**Martin Flannery (Lab Sheffield, Hillsborough):* Despite the fact that B.R. has a proud record — I believe the best in the world — for safety, many lines are in great difficulties. The Sheffield to St Pancras line is a disgrace. Trains are late and lack refreshment facilities. Is not lack of investment bound to make the situation more difficult?

Mr Clarke: My constituents and I use the line from Nottingham to St. Pancras, which involves the route you mention. Mr Fowler is about to publish the results of the electrification survey, which will have a bearing on the future modernisation of the line.

**Gordon Bagier (Lab Sunderland South):* Eastern region still have 416 miles of jointed track with wooden sleepers, many of those sleepers rotting away. In addition, 63 speed restrictions are in operation. Does not that call for the Government to make desperate attempts to find finance to speed up safety measures?

Mr Clarke: We have taken track renewal out of the ceiling. We have had reports from B.R. about the state of the track. Mr Fowler intends to discuss this matter with the Rail Council tomorrow. We are satisfied that it will be possible to maintain our rail system at the standard we all desire.

LIGHTWEIGHT RAILBUS "COULD BE IMPORTANT INNOVATION"

**John Heddle (C Lichfield & Tamworth)* asked about progress on experimental vehicle projects.

Mr Fowler: The lightweight railbus is an important development which I want to discuss fully with the chairman. I believe it could prove to be a major innovation for rural services.

Mr Heddle: Will you hasten the introduction of low cost-rail service, particularly in the West Midlands? — "I do not wish to regionalise the matter. The lightweight railbus is cheaper than the dmu.

Peter Mills: (C Devon West): What can be done to introduce railbuses on the Exeter-Barnstaple and Plymouth-Bere Alston lines? That would give them all the experimental work they need.

Mr Fowler: I am grateful for that suggestion. One of the proposals we are considering is a demonstration project on a rural line, including not only the vehicle but also improvements in signalling and level crossings, to see whether we can simplify the procedure.

Prepared by Louis Hipperson & Jack Ellis (Railway Development Society).

REGIONAL NOTES

LONDON & HOME COUNTIES

Recent activities in this area have concentrated on two main themes, one bad and the other good. The first has been the 101 cuts referred to in our Editorial and the second the long overdue proposal by B.R. to construct a cross-London rail tunnel.

The first issue was discussed by the Branch Committee late last year when it was agreed to set up a working party to canvass members' views and then produce a detailed reply to B.R.'s crash programme of cuts and station closures. Response was overwhelming both in the number of replies received from Branch members to the circular sent out by the Secretary, Anthony Kearns, early in January and attendance at the Special Meeting held on 5 February. After a wide ranging discussion on the effects of the cuts the following Resolution was passed, virtually without dissent:

"This meeting deplores the situation which has led to the recent proposals by the British Railways Board to cut passenger services in London and the Home Counties and urges the Minister of Transport to impress upon the British Railways Board, the Transport Unions and the Inspectorate of Railways, the need to introduce changes in operational and fare-collecting methods which will increase productivity on the railways and thus reduce the need for such cuts. It also calls upon the Government and the Greater London and other County Councils to give financial support to the railways in proportion to the income from passengers."

In addition two supplementary resolutions were passed, one relating to the need for a more positive penetration of the potential markets by B.R. in its publicity and the other stressing the effects the cuts would have on leisure travel, particularly theatre-going and other similar pursuits. Considerable doubt was also cast on the extent to which B.R. has investigated the usage of some of the trains it intends to withdraw, particularly those after 10.00 p.m. and the likely effects on users who would have to alight at a more distant station to that from which they normally travel, and the cost of so doing. The Working Party will be summarising the conclusions from members' response and sending a detailed reply to B.R., L.As, and Central Government, together with the Resolutions passed at the meeting.

Turning to the proposed rail link this was the subject of a Consultation Document issued by B.R. in November 1980, the preferred option being a tunnel from the Stewarts Lane area, via Victoria and Euston with three branches therefrom to the WCML, Midland and G.N. main lines. A station with four platforms if built under both Victoria and Euston would facilitate the provision of a Channel Tunnel terminus at the former which the document states "most passengers would prefer to the West London Line" (Olympia). It also suggests that spurs built to Heathrow and Stansted airports "could open up the possibility of simple inter-airport transfers."

Why such a scheme should cost as much as £330m. (at 1979 prices) is a subject upon which the Branch's Rail Development Sub-Committee will be concentrating its minds, and more particularly whether the tunnel is likely to be built at all. Nevertheless B.R. states that "any commercially minded management would be attracted by the investment proposal". The potential return "would exceed that achieved by most transport investments" and the plan underlines all the advantages of through-running from north to south of the capital which have long been emphasised by R.D.A. and in particular Vice-President of R.D.S., Dr. Arthur Daniel.

These, B.R. point out, would include trains from the north providing greater comfort south of London than that usually enjoyed by the Southern Region and repeats the point always made by R.D.A. that the total number of vehicles required would be reduced by the elimination of empty standing at terminals north and south of the Thames. (The B.R. evaluation indicates this could save as many as 200 vehicles.)

Apart from submitting comments on the Cross-London Link, the Branch has also set up a working party to prepare evidence for submission to the House of Commons Transport Committee, investigating Transportation in London. Results of the Survey of Local Opinion on the Canonbury - Stratford - North Woolwich line should be published by the time this item goes to press and that on the Ashford - Hastings line well under way. In addition a number of Branch members hope to join the party, organised by NCIT, which will be visiting the 1975 Channel Tunnel workings, and other port installations at Dover on 27th March. A Government statement on the Tunnel is expected after the French General Election in May.

In conclusion, as predicted in our last issue, the T.U.C.C. has recommended against closure of the Epping - Ongar line on the grounds that it would create great hardship. At the time of writing the Minister's decision is awaited but whatever happens the local action group will remain in being.

NORTH HERTS

The Society's new branch in this area is planning, in co-operation with the local branch of the Ecology Party, to run a special train from Hitchin to Peterborough and the Nene Valley on May 16th. The weekend ranger ticket, - an RDS suggestion adopted by BR for an experimental period in the Autumn - was judged successful enough to be re-introduced in the Spring and Summer of this year. Our corporate member, Watton at Stone Parish Council, held a well attended public meeting on November 14th, as part of their campaign to have their station (between Stevenage and Hertford) re-opened. Mr S.F. Wilkinson, Chairman of the East Anglian Branch, was one of the speakers at the meeting, and the RDS hopes to help raise some of the money needed to build this station for which local demand is evident.

WEST MIDLANDS

From June 1981 a 2 hourly Cheltenham-Worcester service and an hourly Worcester-Birmingham 'fast' service of 34 trains in both directions is being inaugurated by the Western Region. The Birmingham - Malvern route will have 28 through trains plus 5 connecting services (with 10 mins cut off most journeys) and the Birmingham - Hereford 'through' trains will be increased from 8 to 18 mostly taking only 90 minutes instead of the present 120 minutes. Unfortunately the NE/SW HST which might be infiltrated into service from October will not call at Worcester. Pershore station on the Cotswold line is to have its trains to and from London increased in June from 4 to 7 a day.

In central Birmingham Duddleston station, for a six month experiment, will be additionally open on Sundays to Cross-City line trains and is being funded by the Inner City Partnership. In January the RDS Midlands Committee submitted its 12 page observations on the joint City & County plan for the central area. The plan covers the next decade and relates to Transport as well as Commerce, and Shopping etc. Additional pedestrianisation and bus only streets are proposed with improved bus penetration to serve the 75% of shoppers and 54% of peak hour commuters

who all rely on public transport to reach and leave the city centre. We have urged more priority for the new stations at Moor St, Snow Hill and Kenyon St (in the Jewellery Qtr); further electrification; a New St-Moor St pedestrian travelator, and for the post-1991 period a new 1¼ mile Aston-Five Ways rail tunnel under Colmore Row.

A study by Warwickshire C.C. of a proposed new station at Kingsbury (pop 6,500) between Water Orton and Wilnecote on the Birmingham-Derby line has revealed that the running costs would be covered by the expected user revenues. A station of 2 platforms with bus stop type shelters, lighting plus one ticket/staff office could be provided for an estimated £150,000 but BR and the County have both declared themselves unable to fund the capital costs of the new construction. In the North Salop and Stoke on Trent area B.R. have introduced a novel 'Evening Rover' ticket costing adults 50p and children 30p. The tickets offer unlimited travel on the Chester - Shrewsbury - Church Stretton route and on the Crewe - Congleton - Stafford routes. Sales of the 'Staffordshire Potter' ticket have proved to be extremely successful.

EAST ANGLIA

There was an attendance of 40 at the Branch AGM in Ipswich on January 24th, when an impressive display of 52 photographs of RDS special trains in East Anglia during 1980 was judged by National Chairman Mr R.V. Banks. The first prize was awarded for a picture of the St Ives-London special at Swavesey; and the second prize to a shot of the LEV on charter at Bury St Edmunds. In his annual report branch secretary Mr T.J. Garrod stated that RDS was continuing to grow in the region - and it needed to. As well as pressing for re-openings, and running special trains, it had to keep up its efforts for the retention and greater usage of the existing passenger and freight network: and to ensure that there was "a strong enough lobby to press for what we consider the railways rightful share of transport investment. In the present difficult economic climate, some BR officials might well take what seemed the easy way out, proposing cuts and raising the so-called alternative of replacement bus services. But, said Mr Garrod, "there are also many BR officials with good ideas, who are prepared to try out new technology to make services more attractive, and more economical to operate. We must support these people". Referring to the recent reports on East Anglian electrification, he pointed out that Ipswich, Harwich, Norwich, Cambridge, - even Felixstowe as well - could all be plugged into the electrified network for less than the cost of the Ipswich by-pass".

Mr Banks, speaking to the meeting on the railways' prospects, contrasted their relatively low investment with the sum of nearly a billion pounds which the Government was about to give to British Leyland. His remarks received favourable mention in an editorial in the 'Eastern Daily Press' on 27th January. Mr Garrod was also interviewed on BBC TV 'Look East' on 28th January and took part in the Radio Orwell programme '8 Days' on the 29th. A number of members have written to their local MP's demanding fairer financial treatment for the railways. The track between Ryburgh and Fakenham has now been lifted, - in circumstances which the RDS and its corporate member the Fakenham & Dereham Rly Society regard as less than satisfactory - to put it mildly. At the time of writing, the BR Property Board was not allowing the F & DRS the right to tender for the trackbed. On a more positive note, the chances of the new freight line from Trimley to Felixstowe Dock northern development being built are now high; with the relevant Bill expected to receive royal assent in mid-February. The RDS has actively pressed the case for this link - as it did for the Barham railhead north of Ipswich which was opened in late October.

YORKSHIRE

To the accompaniment of a local band playing in the platform shelter, Sir Peter Parker, with the Chairmen of Derbyshire County Council; North East Derbyshire District Council and Railway Officials arrived on a special train to reopen Dronfield Station on January 5th. Following the ceremony some 50 or more local school children had a ride with Sir Peter Parker to Sheffield and back in the special train. The station buildings have been built with stone from the recently demolished Penistone station.

The morning and evening trains to Sheffield and Chesterfield on weekdays are linked with a feeder bus service from different parts of Dronfield, but on Saturdays extra trains have been put on for the benefit of shoppers and there are no feeder bus services. The connections provided by the existing bus services are so bad as to be useless. The Branch has drawn this to the attention of North East Derbyshire District Council; Derbyshire County Council and the South Yorkshire P.T.E. who are keeping the matter under review.

The South Yorkshire P.T.E. say that they are pleased with the initial success of the bus/rail services.

In the January Newsletter of the Sheffield & Peak District Branch of the C.P.R.E. it was reported that a letter received from the Minister of Transport stated that there is no intention of reversing the earlier decision against building a new road across the Pennines.

NORTH EAST ENGLAND

For his efforts to keep the Bishop Auckland - Darlington branch line open to passenger services Mr Frank Webster, NUR Local secretary, has been awarded the B.E.M. in the New Year honours. Tees-side representative Mr S.J. Benyon reports that Middlesbrough twice-daily HST service has been inaugurated "amid much cheering and brass band playing" and appears to be proving successful.

B.R. have turned down a request from Chester le Street District Council that an early morning 125 to London should stop at their station instead of Durham. A Liverpool bound train stops there in the evening now, but only for setting down purposes to allow withdrawal of a local DMU.

The future of Gateshead station is now in doubt, as Tyne and Wear council has agreed to withdraw cash support. A Metro station is to come into operation some ¼ mile away.

"It is now the intention that the metro line to Kenton Bank Foot will open in June of this year, followed by services south of the Tyne by August or September. A revised B.R. service to South Shields has been introduced from 2nd February to allow for Metro building work, then from 31st May it will be withdrawn altogether with replacement buses operating. The existing Metro service is being used by 150,000 passengers a week, and a PTE survey shows most of the users are impressed by the system. On a less fortunate note, it has been announced that Mr Heseltine is excluding seven extensions to Metro proposed by councillors from the Tyne Wear structure plan. He has also told the County Council that it cannot protect future Metro routes from development which means they could be built on. This has led to Tyne & Wear's planning and transport committee saying that this may mean having to develop a Metrocar to run in the streets, a similar suggestion to one made previously for Newcastle's West End. Some bus services have already been withdrawn or amended following Metro's introduction, and

many more changes are to come into force. This has led to complaints from councillors and other individuals that forcing people on to Metro is taking away people's freedom of choice. (I have no record of any of the individuals concerned having anything to say as the North East lost its rail services forcing people on to the roads.)

Lines from Darlington to Bishop Auckland, Middlesbrough to Whitby and Middlesbrough to Salthurn have been under threat at various times. The latest problem is that B.R. claims that due to lack of cash essential repairs are not being carried out making the track unsafe for continued usage. On the other hand a B.R. Public Relations Officer has denied earlier reports that Newcastle - Sunderland - Middlesbrough is a threatened line because it has a heavy freight usage. Yet at the same time it is likely Sunderland's freight depot will be closed. One result of this would be that steel for Sunderland shipyards would have to be delivered to Gateshead to make the rest of the journey by road transport.

LINCOLNSHIRE

The society's South Lincs rep. Mr P.B. Jowett has lodged an objection to the March - Spalding closure proposal as has the South East Lincolnshire Travellers Association. Apart from the obvious inconvenience to local passengers (bearing in mind that no buses run between March and Spalding and none are proposed) this cut will mean longer, costlier, and less convenient journeys between Lincolnshire and East Anglia. The cessation of freight over the 19 mile March - Spalding section would also jeopardise the finances of the Joint line northwards to Sleaford, Lincoln and Gainsborough. From May 1982 B.R. plan to divert the passenger trains via Peterborough and both RDS and the NUR are busy circularising protest leaflets in the area affected.

This does not mean that the RDS believes the services through Spalding should be retained exactly in their present form, however. We have put proposals to B.R. for a slightly increased service from Lincoln to East Anglia via this route, with much better connections at March, and much better publicity. We have also consistently argued for a more frequent service between Spalding and Peterborough - but not at the expense of the link to East Anglia. We also continue to press for modernisation and simplification of crossings and signalling, to reduce operating costs.

At the RDS Public Meeting in Lincoln on November 22nd, a steering committee was set up to form a local rail users' group. Convenor of the committee is our Local Representative, Mr P.J. Strong, who has been in contact with a number of sympathetic local organisations; and has also had a meeting with the city's MP.

NORTH WEST ENGLAND

Greater Manchester Transport is currently losing £200,000 a week and is facing a £9m. deficit. To counteract this, cuts are being planned and are being introduced in 3 stages. The first two stages will save £6.7m. and involve the withdrawal of up to 200 services, fewer school and works services, reduced off-peak and Sunday frequencies. The 3rd stage, yet to be announced, will almost certainly affect rail services. To oppose these cuts the Greater Manchester Campaign for Public Transport was launched in October 1980 and embraces bus and rail users, transport groups, and unions. The group advocates lower fares and higher subsidies in order to win back passengers as well as increased investment in buses, trains and bus/rail interchanges. In order to increase the usage of evening rail services G.M.T. have introduced the 'Sunset Ticket' costing only 50p for which the purchaser can make a return journey anywhere within the G.M.P.T.E. area.

The Woodhead line Action Group have organised a petition of local rail users warning them that if the route closes then the line to Glossop/Hadfield could well be terminated short at Broadbottom station. So far 1,000 signatures have been received, leaflets printed and circulated, protests made via the press, and to B.R. The group also held a well attended public meeting on Wednesday 28th January 1981 at Glossop where a local councillor informed those present that a bus/rail interchange at Glossop could be built and that the EMU service might be converted to 25 Kv.

Although the Greater Manchester Council were contemplating moving 3m tonnes of rubbish by rail to Rawtenstall BR have promptly withdrawn the four coal freight train movements serving the Rawtenstall depot and planned to remove the track on the Castleton - Bury - Rawtenstall line. Residents near Castleton have sent a 1,000 name petition requesting a new Castleton - Bury passenger service and discussions are now in hand between BR & the PTE. In any event the Standard Wagon Co at Heywood (building China Clay Wagons) would need to retain the link to Castleton.

On the Fylde peninsular the District Council have been criticised by the Lytham St Annes Civic Society for allowing the rail station to degenerate into an eyesore. The council had hoped to use the station on the Blackpool south line as the site for new council offices but this is unlikely to happen in the present economic climate. Lancashire is probably going to be the trial area either for the LEV or the 2 car version or the Class 140. According to Jack Straw M.P. for Blackburn the new DMU will be tried out on the Preston-Colne line (Table 108) sometime in the spring. This will bring a welcome improvement for passengers who suffer the daily DMU crisis.

CAMBRIAN COAST

A January Press release by BR (LM) denied any official status to the report of two specialist bridge engineers "one of whom is employed by B.R." which revealed that the Barmouth viaduct could be repaired for some £250,000. The engineer concerned is employed at Paddington and has been in charge of the now completed £300,000 repairs to the 800' Loughor Viaduct near Llanelli where very similar conditions and problems existed. The LMR (Stoke) have now conceded that the original 'shot-estimate' of £2,500,000 for Barmouth bridge is likely to be reduced to nearer £1,000,000 when the final report is available in March. Essentially the worm damage is now believed to be very minimal and confined to surface borings. We have urged the restoration of trains for the summer season.

AVON

British Rail are planning to spend £40,000 on improving and repairing stations on the Severn Beach line from Bristol and Avon County Council are meeting 50% of the costs. Derelict structures will be removed, new lighting provided, and other amenities including an improved direct access to Clifton Down platform from Whitladies Road. A BR spokesman said "The Severn Beach line gives a very good and important service and its future is not at risk". The Severn Beach Passenger Association believes the development has removed the doubts on the lines future.

The numerous complaints of overcrowding on the three-car DMU's sets on the Cheltenham - Swindon line resulting from the reduction of the number of locomotive hauled trains to and from Paddington to just one daily have prompted studies towards an hourly service. It is thought that some extra units will be formed with Southern region stock for diesel-electric power one way and battery power in the opposite direction.

STOP PRESS - TWO NEW BRANCHES WITHIN A FORTNIGHT

The first (and fifth to be formed since the inception of RDS) was inaugurated at a meeting held in Letchworth on Saturday 21st February when the following were elected:— Acting Chairman, Mr B. LeVay; Secretary Mr M.J. Hadley; Treasurer Mr W.A. Thomson and a Committee consisting of Messrs: R. Green, B. Gooddale, and P. Field.

To be known as the *Great Northern Outer Suburban Branch* it will cover North Herts., East Beds., and the St. Neots area of Cambridgeshire. (For full details see Members Only Supplement) Individual Committee members will be responsible for the various projects started by the RDS South East Midlands Area and now being continued by the Branch. These include the Watton-at-Stone station re-opening campaign; the Letchworth station improvements; promotion of off-peak rail usage (including Weekend Ranger); special trains and a local Newsletter.

The second new Branch was formed at a meeting held in Gloucester on 28th February when Mr E.R. Barbery was elected Secretary; Mr J.H.M. Fawdry Treasurer and a Committee of 5 appointed, a Chairman to be elected by the Committee at its first meeting, (scheduled for 14th March). To be known as *Severnside* it will cover the counties of Gloucestershire Avon and Somerset and alternative arrangements will be made for dealing with S. Wales, possibly by the appointment of an Area Representative. (See also M.O. Supp.)

After the formal business of the meeting, presided over by National Chairman R.V.

Banks and addressed by National Committee Members T.J. Garrod and J.W. Barfield, the 20 or so people present were given a talk by Mr O.S. Lovell of the Cotswold Line Promotion Group on the threat to their local line (Oxford - Worcester) - reported elsewhere in this issue - and the meeting ended with a discussion on local issues including; proposals for re-opening local stations; service alterations proposed by B.R. and what the Branch could do in the campaign against heavier lorries. A statement was prepared for issue to the local Press.

WATTON-at-STONE - RE-OPENING APPEAL

Watton-at-Stone, between Hertford and Stevenage, lost its station more than 20 years ago, and is now campaigning to get it back. To build a new station capable of handling electric multiple units of up to 6 coaches would cost £111,000, according to an estimate by B.R. last October, though there have been indications more recently that a station could be built for less.

Watton-at-Stone Parish Council, (a Corporate Member of R.D.S.) and the District and County Councils are likely to raise part of the money - but some of it will have to come from voluntary fund raising - in the catchment area of Watton-at-Stone and from further afield. The Society's newly formed Great Northern Outer Suburban Branch (See below) hopes to be able to make a donation; and we are also appealing to **ALL R.D.S. MEMBERS** who feel able to contribute towards an RDS donation. Let us show that our Society is prepared to give some practical help towards improving public transport.

Please send your contributions - however large or small - to the GNOS Branch Treasurer (Mr W.A. Thomson) at 120 Swinburne Avenue, Hitchin, Herts. SG5 2QT, by 16th May at the latest.

DOWNGRADING OF THE COTSWOLD LINE

As members will have read elsewhere in this issue a potential threat to the future of the direct line to Worcester and Hereford via Oxford and Kingham is the planned withdrawal of Inter-City trains from May 1982. CLPG, the local users' group is far from alarmist by nature but, along with most others its reaction has been to regard the move as posing a serious threat to the very survival of the line. In its view London-bound passengers from Hereford line stations and from Worcester would be "creamed off" and sent via Swindon. Others — who travel considerable distances by car to catch direct trains from Cotswold Line stations — would no doubt, desert the line for passenger's new and the rot would have set in.

It appears possible too that the very existence of the B.R. downgrading plan will have an adverse effect on traffic figures, leading to uncertainty about the line's future. CLPG hopes to be proved wrong but unequivocally urges members to continue to RIDE THE COTSWOLD LINE as often as possible. If finance — equivalent to the amount needed to repair just one mile of the M.5. — can be found, the track can be repaired and the Inter-Cities retained.

In order to publicise the problem CLPG have produced 6,000 copies of a leaflet arguing their case and if you are concerned about the future of the line write to Secretary (Alfred Fountain) with s.a.e. for further details at 2, St. Davids Walk, Moreton-in-Marsh, Glos. or ring him (Tel. 50083).

SCOTLAND

Further evidence that the Society was right in its support of the Kilmalcolm Canal Line Committee in their fight for the line has come with the recent decision of the Scottish T.U.C.C. that regular users would suffer hardship if B.R. axe the service following withdrawal of its £300,000 subsidy by Strathclyde Regional Council.

Particular concern is expressed by the Committee about the number of schools, hospitals and children's homes served by the line which would suffer particularly severe hardship. Not only that but closure would worsen congestion in Glasgow and the Committee were unanimous in their view that the whole of the line from Kilmalcolm to Glasgow should remain open, carrying as it does almost 800,000 passenger journeys a year.

The "Glasgow Herald" was equally forthright in its editorial of 29th January when it stated that the case for saving the rail link had been convincingly demonstrated and that it was essential for the Minister of Transport to act swiftly. "To do otherwise would be to ignore the unanimous findings of a Government appointed committee and to fly in the face of public opinion." The saving of £300,000 p.a. would soon be swallowed up in providing replacement bus services which would be no alternative to the trains for even they could be withdrawn after a period and could never compensate for the loss of the railway.

Come on Mr Fowler. Do the right thing and live up to your promises! Who will find the money is however the 64,000 question.

On 8th December the Edinburgh — Glasgow push-pull service returned to its normal route and fast timings upon the re-opening of Falkirk Tunnel and a modernised Falkirk High station.

PUBLICATIONS

A revised list of Publications, available from The Sales Dept. (address below) from that published on page 8 of the MEMBERS' HANDBOOK appears below:—

(as at 1st January 1981)

	<i>Inclusive of postage</i>
	Each
1 Airport Links (T.2000)	25p
2 An Electrifying Case (T.2000, 1975)	20p
3 Can Bus Replace Train?	40p
4 Channel Tunnel leaflet	15p
5 Guide for rail users' groups	50p
6 Highway Taxes and the Community(N.C.I.T.)	20p
7 Motorways v Democrat (John Tyme)	£3.20
8 National Parks and Public Transport (N.C.I.T.)	20p
9 Railway Electrification leaflet	25p
10 Railfreight or Juggernaut (booklet)	50p
11 Railfreight or Juggernaut (leaflet)	20p
12 Rail Southwest	30p
13 Transport Policy for Today (T.2000, 1975)	20p
14 Vital Travel Statistics (T.2000 and O.U.)	£1.20
15 Your Local Trains in the 80s	50p
16 Woodhead Route Report (N.C.I.T.)	25p
17 Car Saturation Levels (N.C.I.T.)	65p
18 R.D.S. Ties with the Society's Logo (Maroon or Navy)	£3.25

All of the above items are available from:—

R.D.S. Sales, "Latymer," The Drive, Belmont, Surrey, SM2 7DJ

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