

RAILWAY INVIGORATION SOCIETY

Hon. Chairman :-

M. P. L. CATON, PH.D., 10 GROSVENOR GARDENS, UPMINSTER, ESSEX.
(TELEPHONE : UPMINSTER 5991)

Vice-Presidents :-

JOHN BETJEMAN, ESQ., C.B.E.

LORD KINROSS

PROFESSOR C. L. MOWAT, M.A., PH.D.
PROGRESS REPORT NO. 74

TORQUIL NICHOLSON, ESQ., B.Sc., A.M.I.E.E.

MARCH 1968

ANNUAL GENERAL MEETING : PRELIMINARY NOTICE

The 1968 annual general meeting of the Society will be held in Room 17, Caxton Hall, Westminster, London, S. W. 1, at 2. 30 p. m. on Saturday 20th April. Further details will be sent out to all members in due course. Meanwhile, please note this date in your diary.

The General Secretary should be notified of any matters which members wish to be placed on the agenda by 30th March.

THE TRANSPORT BILL

✓ The Transport Bill, published in December, contained, as expected, the legislation necessary to give effect to the policies detailed in the three White Papers which had been issued shortly before. The Society has studied the Bill and we are pleased that it gives effect to several matters for which we have been pressing for many years; in particular such measures as the relief of the railways from unjust financial burdens, e. g. , the need to pay the full costs of maintenance of bridges and level crossings, which they have had to bear for so long and, in so doing, have subsidised their major competitor.

We consider, however, that several important measures have been omitted from the Bill and we propose the following additional clauses: -

1. A clause to relieve BR of the need to subsidise other government departments in the form of concessions on fares. At present, on production of warrants, BR gives reduced fares to military personnel and to several other classes of passenger and receives no compensation for so doing. We feel that, in future, the difference between the concessionary and the true fare should be debited to the Ministry of Defence or other government department responsible. This would not, of course, increase the cost to the Nation but simply transfer the debit to the proper spending authority.
2. Provision whereby a proper land use transport survey and a social cost/benefit study would be carried out as a matter of course in connection with any line proposed for closure and the report of the findings made available to the TUGC and objectors before any enquiry is held. This should help to ascertain (a) the pattern of existing rail and 'bus passenger movements in the area and their defects; (b) the cost to the Nation if a

closure is authorised, in terms of lost man-hours, increased transport costs, etc. ; (c) the origin and destination of passengers using the line; and (d) what needs to be done to remedy the situation. (No doubt, in a number of cases, this would show ways and means of reducing the deficit and so prevent closure). We feel that such a survey should be carried out by an independent body, such as a private survey firm and not by BR or the Ministry of Transport, which are interested parties.

3. A clause to widen the powers of the Transport Users' Consultative Committees to include all aspects of a closure, not just hardship (as at present). We consider that BR should be required to prove their case for a closure and that proper financial information should be made available, with the right of cross-examination on it extended to all objectors. All TUCC reports should be published in full and TUCC hearing procedures made subject to the Committee on Tribunals.
4. Provision to give the Minister the powers to reverse previous closure decisions and to compel BR to re-open lines when (a) national or local problems or schemes necessitate it; (b) experience shows that alternative services provided after a rail closure are not dealing adequately with the problems created; and (c) gross hardship appears to have been caused to a large section of the population.
5. A clause to prohibit sale of formations (bridges, route-beds, etc.) of lines which have been closed unless full public enquiries are held before the holding of such sales.

We are endeavouring to secure the introduction of these clauses during the committee stages of the Bill by contacting MPs sympathetic to our cause. ✕

THE FUTURE OF CONURBATION TRANSPORT

✕ The Society was represented by its General Secretary at a symposium held at the University of Manchester in December. Experts concerned with various aspects of transport met to discuss the future of transport in conurbations in view of the Government's proposals for Passenger Transport Authorities and other measures outlined in the White Paper on "Public transport and traffic" (Cmnd. 3481), published by HMSO and available through any bookseller at 3s. 9d. per copy.

The course was directed by Mr. K. Meyer, a member of the London committee of the Railway Development Association. Principal speakers included G. F. Fiennes, O. B. E., and C. T. Humpidge, B. Sc., M. Inst. T. (General Manager of Sheffield Transport Department). Attending were representatives of BR, government departments, transport undertakings, planning department and consulting engineers.

The introductory paper was presented by Mr. D. J. Lyness, of the Ministry of Transport, who outlined the reasons behind the Government's proposals to create one overall Transport Authority for each of the conurbations. This was to make the most efficient use of the limited space and available resources in such areas for the large numbers to be conveyed and to give one authority responsibility for traffic management and transport operation. Public transport would have to be revitalised and made more attractive. Its role would not be merely residual, for it was accepted that total motorisation was neither practicable nor desirable in built-up areas.

So far as the town planning and environmental aspects of transport were concerned, it was

considered that the Buchanan Report was not wholly understood. The divergence of town planning and traffic planning had led to the unsatisfactory situation which existed in the immediate post-war new towns, such as Basildon. This was being rectified, however, in the development of Runcorn, Dawley and other later new towns where public transport systems were being planned. In such cases, rail-borne or other reserved track systems were being adopted.

With the increase in ownership of motor cars - from $2\frac{1}{2}$ million in 1952 to 9 million in 1965 - the time had come when a tightening of controls over their use in conurbations was inevitable. The much greater capacity of 'buses, which enabled them to convey an equivalent number of passengers in 1/20th of the road space, was matched only by the rapid transit systems which could cope with an average of 30,000 passengers per hour in peak periods.

With the gradual change in people's attitude to public transport and the introduction of "park and ride" schemes, the integration of road, rail and 'bus networks would form an essential feature of the future transport patterns in conurbations.

Despite the development of new forms of rapid transit systems, it was notable that the conventional "George Stephenson" railway (a phrase coined by G. F. Fiennes) or "duorail" had proved to be the most suitable for adoption in the area of the South East Lancashire and North East Cheshire (SELNEC) Transportation Study (covering Greater Manchester).

Members had the opportunity of visiting the headquarters of Manchester City Transport and of seeing at first-hand the proposals for the new transit system and the latest methods used in operating the city's 'buses.

There were differing views on the most efficient average speed and station spacings for the new systems, but it was considered that an adequate balance had to be struck between comfort and cost in relation to peak and off-peak demand if a system were to be achieved that would induce the motorist to abandon his car and, at the same time, be an economic proposition.

It was apparent that it would be some time before any form of monorail and, to a greater extent, of hovertrain would be acceptable alternatives to "George Stephenson" railways. In the case of the hovertrain, there would have to be considerable research before it could be operated commercially.

These factors underline the need to develop rather than abandon railway services, particularly in the larger conurbations, such as London, Merseyside, Greater Manchester, West Midlands and Tyneside. The transfer of the overall responsibility for suburban train service, although not their operation, to the Greater London Council in the case of the metropolis and to the Passenger Transport Authorities in the other conurbations, will greatly assist such development.

A further symposium with a more international outlook is to be held in September. Details may be obtained from Mr. K. Meyer, of 54, Bow Lane, London, E. C. 4. X

HOW NOT TO RUN A RAILWAY

Since December, the last train on Mondays to Fridays from Llandudno Junction to Blaenau Ffestiniog has left at 5.55 p. m. The last train in the reverse direction now leaves at 8 p. m. Previously, the last trains in each direction ran about two hours later.

The story behind how this has come about shows the lengths to which BR will go to ensure that passenger services are worsened on a line which apparently they wish to see closed, although, as in this case, the line is shown in thick black on the "British railways network for development" map.

Over a year ago, BR decided to withdraw the last trains in each direction on the Conway Valley line. These were the 8.47 p.m. from Llandudno Junction and the 9.55 p.m. from Blaenau Ffestiniog.

Strong representations were made by this Society's Area Representative for North Wales and by the line's local authorities liaison committee, of which the secretary is the clerk to Nant Conway Rural District Council, one of our corporate members. As a result, BR decided that, although the trains should be deleted from the timetable (except for Saturdays), they should continue to run on every weekday, so long as a demand for them existed.

This, of course, created a ridiculous situation. How on earth did BR expect the public to use trains which did not appear in the timetable! The Area Representative, therefore, wrote to the Divisional Manager at Stoke-on-Trent to suggest that the timetable should still show these trains as running on every weekday, but, if thought desirable, a footnote to state that they were liable to withdrawal could be appended. This suggestion was not followed.

It is small wonder that BR had little difficulty in justifying the withdrawal of these trains as from December, for they had deliberately caused the patronage to fall to such an extent that little criticism on the grounds of hardship could be made.

This Society suggests that the action of BR in this matter was either underhand or, taking a more charitable view, stupid. We wonder which opinion is favoured by our readers.

SOCIALLY-NECESSARY LINES

Mr. Stephen Swingle, Minister of State, Ministry of Transport, said at a meeting of the Lowestoft Divisional Labour Party held at Beccles (Suffolk) in January that railway lines which are uneconomic but socially-necessary should be kept open. "Such lines are to be found in East Anglia". They should be subsidised by local authorities, reimbursed by the Government.

This statement is, of course, in accordance with the policy of this Society. We very much hope that it indicates that vigorous action at government department level will be taken to save the lines in East Anglia now threatened with closure.

NATIONAL TRANSPORT ON INLAND TRANSPORT

The NCIT sponsored on 19th January a conference of local authorities on the provisions of the Transport Bill. The Society was represented by Mr. R. G. Pullen, its Assistant Secretary and Hon. Legal Adviser.

PASSENGER STUDIES

The British Railways Board has recently created the post of Director (Passenger Studies). He will be especially concerned with unprofitable services.

It is to be hoped that this official will give serious consideration to the concept of the 'basic railway', as developed in East Anglia. Such a method of operation could well save threatened lines in other parts of the country.

CORPORATE MEMBERS

The Society welcomes the following new corporate members: -

Dewsbury County Borough Council (Yorkshire - West Riding)
 Kendal Borough Council (Westmorland)
 Grange Urban District Council (Lancashire)
 Hebden Royd Urban District Council (Yorkshire - West Riding)
 Richmond Rural District Council (Yorkshire - North Riding)

REPORTS FROM BRANCHES AND AREA REPRESENTATIVES

(Edited by Mr. H. R. Purser, 30, Staines Road, Feltham, Middlesex)
 (N. B. Further change of address)

Readers seeking more details on particular items should contact the appropriate representative.

East Suffolk/East Norfolk Branch

Branch Secretary:

Mr. B. R. A. Cooper, 1, St. Paul's Close,
 Aldeburgh, Suffolk.

✓ X The public inquiry into the objections lodged against the proposed closure of the Yarmouth South Town-Lowestoft Central line (10¼ miles) will be held in the Town Hall, Great Yarmouth, at 11 a. m. on 12th March. 169 objections have been received by the TUCC for East Anglia. X

LONDON BRANCH (London Passenger Transport Area)

Owing to pressure of other commitments, Mr. P. H. Bailey has resigned as chairman of the Branch. A permanent successor has yet to be appointed.

It is hoped to hold in London later this year a joint meeting of the Branch and the Railway Development Association to discuss transport in the metropolis.

North-Eastern Branch (Northumberland, County Durham and the North Riding of Yorkshire)

Branch Secretary:

Mr. R. K. Mains, 114, Manor House Road,
 Jesmond, Newcastle-upon-Tyne, 2,
 NE2 2LY.

✓ X The Branch held another conference in Darlington Town Hall on 16th December. Local Authorities and other bodies were represented. Resolutions passed called for the retention and development of the Darlington-Richmond line and for the provision of a halt, between

Darlington and Eaglescliffe, to serve Middleton St. George' College and Teeside Airport. It was also resolved to approach BR asking them to meet a deputation to discuss the possibility of reducing costs and increasing the revenue on the Richmond line. However, since then, BR have published closure proposals and the Branch is playing a major part in organising the campaign for retention, which has already received favourable publicity. This is the second time that closure proposals have been published for the Richmond line.

Recently the Branch issued a statement which strongly condemned rail cuts on the east coast main line north of Newcastle, which included the closure of the Alnmouth-Alnwick line to passenger traffic. Withdrawal of passenger trains seems absurd, as the line continues to carry freight services. Even more surprising is that certain passenger trains are continuing to run between Newcastle and Alnmouth. Because of the timings, these trains could easily be extended to make return trips to Alnwick. ✕

Lines for which the North-Eastern Branch has assumed responsibility outside its designated area. (Cumberland, Westmorland and the East and West Ridings of Yorkshire)

✓✕ On 6th January, the North-Eastern Branch held a joint meeting with the Railway Development Association & Scottish Railway Development Association in Newcastle. The need to improve Anglo-Scottish rail services and the future of the Leeds-Carlisle/Carnforth main lines were discussed. It was decided that a conference on this matter should be held at Carlisle later in the year. ✕

As the Minister of Transport is at present considering whether BR should be allowed to publish proposals for the withdrawal of through and certain intermediate train services on the York-Sowerby Bridge-Manchester main line, the Branch has written to the local authorities suggesting that they should make representations in favour of retaining these services. The Branch has also been in touch with some M.P.s and considers that, if publication of withdrawal proposals can be prevented, the line could be developed as a major trans-Pennine route.

✓✕ A meeting was also held in January between representatives of Whitehaven Borough Council and the Branch regarding the need to develop the Whitehaven to Barrow-in-Furness line, which has been run down during recent years. The importance of adequate connections at both ends of the line and of better weekend services were stressed. ✕

Copies of the Branch's latest report, which was issued in December, are available - price one shilling each (excluding postage) - from the Branch Secretary - (address at head of this report).

Three Counties Branch (Gloucestershire, Herefordshire, Worcestershire)

Efforts are being made to re-establish the Society's local organisation in this area. Members interested in our work there should for the time being, communicate with the General Secretary (address on back page).

The extra trains which were recently introduced as an experiment on the Redditch line have been withdrawn, owing to poor loadings according to BR.

Ministerial consent has been given to the withdrawal of the Gloucester to Stratford-on-Avon passenger service, including closure of Cheltenham and Stratford race-course stations.

South-Eastern England (excluding London Passenger Transport Area)

Area Representatives:	(Kent)	Mr. R. V. Banks, 121, Ashford Road, Bearsted, Maidstone, Kent.
	(Sussex)	Mr. C. A. Rylands, 3, Priory Court, Mountfield Road, Lewes, Sussex.

Mr. Banks reports: -

✓✗ The decisions on the future of the Hurst Green-Lewes and Ashford-Hastings lines are still awaited. ✗

The secretary of the Kent and East Sussex Railway Association has amplified the statement on the Tenterden-Robertsbridge line inserted in progress report No. 73. The Minister of Transport, apparently, wants a categorical assurance that the railway will never cease to operate "in perpetuity", since she claims that, if it closes at some future date, neighbouring landowners, etc., will have no-one left against whom to press claims resulting from collapse of fences, bridges, etc. This is a remarkable requirement which surely can never have been put forward previously. It calls for a guarantee of permanence which no company could possibly give. Regarding level crossing "delays", the K and ESR Association has already agreed to install modern, electrically-operated, lifting barriers, manually-controlled by push-buttons beside the track, which would result in a maximum delay to traffic of one minute in any one hour. This is the limit of the "serious delays" mentioned by the Minister so frequently.

The K and ESR Association regard the legal action they have initiated as an important test-case over whether or not the Minister has power to prevent a railway from being re-opened when powers for its operation are still in force, although held by BR.

OTHER NEWS: -

✓✗ During December, the Society, in co-operation with the West Kent Branch of the Association of Supervising Electrical Engineers, sponsored a lecture on the Channel Tunnel given at Tonbridge. Among the audience were representatives of the BR and the local press. Useful publicity was obtained for the Society. It is hoped that it may be possible to hold a similar venture in Canterbury sometime during 1968. ✗

The Southern Region has proposed the closure of Mountfield halt (Hastings - Tunbridge Wells Line) from 6th May.

Mid-Hampshire

Area Representative:	Mr. M. F. Lockyer, 65, Lipscombe Rise, Alton, Hampshire.
----------------------	---

✓✗ We welcome Mr. Lockyer who is undertaking urgent work on our behalf in this area. ✗

The British Railways Board published on 7th December its proposal to close the Alton-Winchester line on 6th May, 1968. A joint committee of all interested local authorities has been formed to fight the closure. A public meeting was held on 4th January at Alesford which overflowed into a second hall. Among many speakers who gave instances of recent bad management was local resident John Arlott, author of an article on the line, "Transport through the looking glass", which appeared in the "Guardian" of 28th November.

The present service on this line is maintained by 2-car diesel-electric units, providing an hourly train each way between Alton and Southampton. Since the introduction of the new timetable in July, 1967, some difficulty has been experienced in making connection at Alton with the London trains. Waterloo-Alton trains which have run more than ten minutes late have been terminated at Farnham. When others have arrived at Alton more than two minutes late, the Southampton train has not been held for them.

BR have admitted that a total of 177 Waterloo-Alton trains were terminated at Farnham between 10th July and 11th December, 1967.

On one December evening, two consecutive trains were stopped at Farnham. Alton passengers decided to "sit tight" in the second train and insisted on being conveyed to Alton. Police were called but refused to take any action and, subsequently, the train was sent on.

These events lead the local population to believe that, if the Alton-Winchester line is closed, the next move would be the termination of the line at Farnham where the train sheds are.

The seven-mile line connecting Eastleigh with Romsey is also proposed for closure. Although only one station, Chandlersford, would be closed, this line is an important link. ✕

Isle of Wight

Area Representative:

Mr. R. E. Burroughs, 3, Spring Hill,
Ventnor, I. O. W.

✕ Whilst protracted negotiations are continuing between the Southern Region of BR, the County Council and the Vectrail Society (which aims to re-open the closed Ryde-Newport-Cowes line using modern diesel rail-cars), the state of the track is deteriorating rapidly.

Vectrail's application for access to the line on a "care and maintenance" basis has been refused by BR. Similar private companies have been granted this facility in other parts of the country. It is difficult to see why Vectrail should be refused when the line is now completely isolated from BR's Ryde-Shanklin line. Efforts are being made to assist Vectrail in their struggle to reverse this decision. ✕

Somerset, Dorset and Western Hampshire

Area Representative:

Rev. W. M. Andrew, 30, Richmond Wood Road,
Bournemouth, Hampshire.

✕ Since the last report went to press, formal notice of closure of the Wareham-Swanage

branch has been given. Objections had to be made by 24th January. It is understood that the number of objections total 860, but, as petitions are recorded as single objections (!), it may well be that over 1,000 persons have objected to the closure. An objection was lodged on behalf of the Society. The objections will be heard by the TUCC sometime during the first two weeks in May. ✕

A report that it is the intention of BR to close Lymington to freight has caused considerable concern in the district. The General Purposes Committee of the Borough Council has decided to seek confirmation of the report and are informing the railway authorities that the Council would want to make representations if such a proposal is intended.

The proposed new timetable on the Waterloo-Bournemouth main line promised for January does not appear greatly different from that already operating. It is understood that time-keeping is still erratic.

Lyndhurst Road (Southampton-Bournemouth line) was converted to an unstaffed halt from 6th November.

Our National Committee member Mrs. R Colyer, of Shillingstone, Blandford Forum, Dorset, had a letter published in the Sunday Telegraph of 14th January. She dealt with the need to halt further closures, to re-open certain lines and for BR to provide satisfactory financial justification for closure.

Devon and Cornwall

Area Representative: Mr. A. E. Wilkinson, 41, Cross Street,
Northam, Bideford, Devon.

✕ New life returned to the Barnstaple Junction-Torrington line (closed to passenger traffic since October, 1965) following the collapse of part of the road bridge across the River Torridge at Bideford on 9th January. Using their own bridge across the river, BR were able to run a shuttle service between their station at Bideford (east bank of the river) and that at Torrington, linking up with buses thence along the west side of the river to Bideford. Unfortunately, the service ceased once a footbridge was erected at Bideford just over a week later, but BR are using the goods yard at Torrington again as a railhead for some freight for the west side of the river, thus avoiding a long haul by road from Barnstaple Junction. ✕

Owing to the lack of a road bridge, it is hoped the line may be fully utilised. The local M.P. has suggested this to the Ministry of Transport. However, BR are to be commended for the active part they have played so far, especially as they had the Exeter-Barnstaple line out of action for several days due to severe flooding of the River Taw at Umberleigh on 9th January and thus had very little stock available to operate their services to the west of the obstruction. ✕

BR plan to reduce the Plymouth-Penzance line to single track, although the work is not expected to begin until 1970. Cornwall County Council are leading the opposition to this plan.

It has been announced that the Okehampton-Tavistock-Bere Alston line will be closed next May. There has been complaint of overcrowding on the Gunnislake-Bere-Alston-Plymouth section which is to be retained.

Norfolk (North and West)

Area Representative:

Mr. M. R. Thomas, "Shangri-la",
16, King's Lynn Road,
Hunstanton, Norfolk.

✓
✗ No report has been received from Mr. Thomas, but we understand that he is extremely busy in combating, on our behalf, the threat to the Hunstanton branch (15¼ miles).

The TUC for East Anglia has received 339 objections to the proposed closure of this branch and 1,436 to that of the Norwich-Cromer-Sheringham line (30 miles).

The Society's chairman spoke at a public meeting at Hunstanton on 13th January. This had been convened by our Area Representative. ✗

Merseyside, Wirral and West Lancashire

Area Representative:

Mr. P. Byrne, 13, Kilmorey Park,
Hoole, Chester.

No report has been received, but the following happenings in the area have been noted: -

Local passenger services between Liverpool Exchange and Wigan Wallgate and between Liverpool Lime Street and Wigan North Western via St. Helens have been revived.

The TUC for the North-West has reported to the Minister that, in the case of the majority of stations affected by rationalisation proposals for the Southport-Wigan-Manchester Victoria line, severe hardship would be caused.

At the recent public inquiry into the proposed withdrawal of local services between Crewe and Preston, a plea was made on behalf of Lancashire County Council that existing rail services should be retained in view of the proposals for a new town in the district.

North Wales

Area Representative:

Mr. L. G. Hipperson, 21, Ullet Road,
Sefton Park, Liverpool, 17.

✓
✗ The Society has submitted to the Ministry of Transport (copies to interested parties) a memorandum urging the re-opening of the Caernarvon-Afon Wen line, with its operation mainly as a continuation of the Cambrian Coast line. ✗

(For further news of this area, see editorial article on p. 3 and 4.)

OTHER LINES ON WHICH THE SOCIETY HAS BEEN WORKING

Oxford-Cambridge

✕ The Oxford-Bletchley and Bedford St. John's-Cambridge sections closed to passenger traffic from 1st January. ✕

NEWS OF OTHER LINES

Midlands

✕ The Minister has decided that Birmingham Snow Hill station should remain open. The passenger services from there to Wolverhampton Low Level and Smethwick West are to continue. However, local trains from south of Birmingham will be diverted to either Moor Street or New Street. ✕

Dunstall Park station (Wolverhampton) is to be closed following Ministerial approval, but the proposed closure of Bournville and Selly Oak stations, in the Birmingham suburbs, has been rejected by the Minister. Bordesley, another Birmingham suburban station, has been added to the Reshaping Plan. Leicester London Road-Wellingborough local trains ceased from 1st January.

From the beginning of this year, Manchester-Derby-Nottingham and Manchester-Derby-London St. Pancras trains have started or terminated at Manchester Piccadilly or Victoria (not Central) as the first stage in the diversion of services prior to the closure of Central.

Stations recently converted to unstaffed halts include five between Derby and Matlock; also Atherstone, Lichfield TV, Polesworth and Rugeley TV (all on the main London-Crewe line).

The East Midland Tucc has reported to the Minister that BR's plan to end the Matlock-Chinley passenger service would inflict hardship on many travellers.

Lancashire (except Merseyside)

The Stalybridge-Stockport passenger service has been **rerieved**, but closure of Manchester Exchange station has been agreed to by the Minister.

Wales

✕ As foreshadowed in the last progress report, second-time closure proposals for the Central Wales line have now been published (nominal closure date : 4th March). ✕

Scotland

Despite a deputation to the Scottish Office, the Minister of Transport has given BR permission to lift the track of the important Dumfries-Stranraer direct route. However, the South West Consultative Group, formed by the Scottish Economic Planning Council, have recently announced that they are opposed to the lifting of the track.

As most of the track is still in existence, a campaign is being organised on both sides

of the border to re-open the line as part of a major route between Great Britain and Northern Ireland. On the English side, the campaign is being assisted by the Society's North-Eastern Branch; and, on the Scottish side, the Scottish Railway Development Association has prepared a memorandum (which has been circulated to all interested parties) setting out the case for re-opening and development.

The Corstorphine branch and Ardrossan Town station closed from 1st January. The Grange-mouth-Falkirk and Alloa-Larbert branches closed from 29th January.

The Scottish TUCC has reported that they consider no hardship would be caused by the closure of the St. Andrew's branch.

All observation cars operating in Scotland have been withdrawn. Lines affected are: - Glasgow-Fort William, Fort William-Mallaig and Inverness-Kyle of Lochalsh.

EDITORIAL ANNOUNCEMENT

Contributions to the next issue should be sent, by 1st May, as follows: -

Branch and area reports	-	Mr. H. R. Purser, 30, Staines Road, Feltham, Middlesex. <u>(N. B. Further change of address)</u>
All other matter	-	Mr. L. G. Hipperson, 21, Ullet Road, Sefton Park, Liverpool, 17. (Telephone: Sefton Park 3446)

Chairman: Dr. M. P. L. Caton,
10, Grosvenor Gardens, Upminster, Essex.

General Secretary: Mr. J. W. Barfield,
66, Ewhurst Road, London, S. E. 4.
(N. B. Corrected address)

Membership Secretary: Mr. D. J. Bradbury,
59, Dore Road, Dore, Sheffield.