



Supporters Newsletter for the



Heritage Railway Trust

March 2017

Welcome to the latest newsletter for members and supporters of the Bramley Line Heritage Railway Trust.

We have updates on progress at Waldersea, an overview of the current status of the movement to reopen the line as an operational service to Wisbech, an article from one of our active members on his views of progress and prospects on the Heritage Line, but first, a reminder notice of our AGMs on the 8th April.

The Bramley Line AGM at March Station, Platform 2 Community room, **Saturday 8th April at 2pm**, immediately followed by the **Annual General Meeting** of the **Wisbech & March Bramley Line Ltd** at **3pm**.



MEMBERSHIPS

The community room on platform 2 at March station has again be made available to us by the Friends of March Railway Station. We invite all members and interested parties to attend.

The official notice which was circulated electronically on 24th March 2017 to all members, appears later in this newsletter. Please remember, that to vote at the AGM you need to be a paid up member of the Trust. Annual memberships expire on 31st March and if you haven't renewed your annual membership yet, this can be done by post, by credit card on Paypal through our website, www.bramleyline.org.uk, or, at the AGM.

We look forward to seeing you there, but first have a read through this newsletter to get the latest on the work and aspirations of the Trust.

Waldersea Depot, Long Drove, Waldersea, Friday Bridge, Wisbech, PE14 0NP

Website: www.bramleyline.org.uk

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The Bramley Line: A Personal View by Clive Baker

It is a relatively short time that I have been involved with the Bramley Line, but despite apparent appearances progress does continue at Waldersea, our base, and, although not what was originally proposed, it is bringing life to the line! We are a properly constituted Heritage Railway Trust, run by a Management Committee and our accounts are professionally examined.

As most will be aware the future of the yard and line is not under our control as it is owned by Network Rail and, until a final decision is made about the possibility of a commercial re-opening of the line, we are restricted as to how we deploy our efforts. These re-opening decisions are probably still some way off and in the mean time we continually review what is feasible at Waldersea.

To the casual observer, from the level crossing, the track may still appear overgrown and out of use. Towards Wisbech, that is by design to prevent theft of the valuable, to us, sleepers, rail and chairs. Towards March look closer! The new 'siding' is being extended and already has one tank wagon upon it and there is the prospect of another wagon being delivered. The coach body (No.21) is heavily sheeted for winter but come the warmer weather more work will be undertaken on its restoration, if not as a run-able vehicle, then as a display item. Its heritage is such that it is a companion vehicle to one (No.16) that actually ran on the Wisbech & Upwell Tramway and therefore has great significance for the area.

What else? The van body by the yard entrance has received some replacement body planking, is being made water tight and once work is completed will become a useful secure storage area. Its repainting will also continue come the better weather and will present a cared for look at the entrance of the yard.

This all means that we are planning for the future. As already mentioned there is the possibility of an additional wagon coming to Waldersea. We have also pursued the chance of taking several additional ex-GER carriage bodies which are all in excellent condition. We are in discussions with Network Rail in the hope of revising the current terms of our lease. All these efforts will help with our intention to develop a 'Heritage Centre' which is our aim regardless of any commercial re-opening of the line. We are also negotiating with other organisations in the hope that we can work together and through swaps or joint efforts try and increase our range of equipment for the line.

What else is needed? Helpers and money! Our monthly Saturday working parties are achieving a great deal as the progress of the siding demonstrates. Moving recently delivered ballast, sleepers and rail is very labour intensive but is, I can assure you, rewarding.

Contact Richard Gilbert if you are interested, or check the website for up-to-date information. If you have skills that may be of use regarding restoring our rolling stock please do make contact as help is always appreciated. As to money: subscriptions will shortly be due for renewal and Roy Miles, our treasurer, will be only too happy to receive your subscription cheque or cash.

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BACK ON TRACK



The van body, left, which was kindly donated by Altringham Parish Council, is still in the process of restoration. It is already proving a useful storage facility for low value material such as timber, to be used in various activities of maintenance and restoration. This recent picture shows some of the work carried out to date.

March Station Today

Our photo on the right shows the two platforms used to connect Wisbech to the main railway network in years gone by. Trains arriving from Wisbech at the far end of this picture, having made their stop at March, would continue onto the main Peterborough – Ely line just before the Station Road level crossing.



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THE WISBECH & MARCH BRAMLEY LINE LTD
Company No: 05224482

NOTICE OF ANNUAL GENERAL MEETING

NOTICE is hereby given that the Annual General Meeting of the Wisbech & March Bramley Line Limited will be held at:

**3.00pm on Saturday, 8th April 2017
at the Community Room on Platform 2 of March Railway Station**

To consider and if thought fit to pass the following Resolutions

**1. That the appointment of the Directors be approved:
Currently the directors of the Wisbech & March Bramley Line Limited are David Bunting, Ray Fothergill, Richard Gilbert, Simon King and Roy Miles.**

David Bunting and Ray Fothergill are resigning as directors in rotation and that David Bunting and Ray Fothergill are re-appointed as directors.

2. That the date of the next Wisbech & March Bramley Line Limited AGM follows the Wisbech and March Bramley Line Heritage Railway Trust AGM on 7th April 2018

Content of proxy notices:

Proxies may only validly be appointed by a notice in writing (a “proxy notice”) which –

- (a) states the name and address of the member appointing the proxy;**
- (b) identifies the person appointed to be that member’s proxy and the general meeting in relation to which that person is appointed;**
- (c) is signed by or on behalf of the member appointing the proxy, or is authenticated in such manner as the directors may determine; and**
- (d) is delivered to the company 48 hours before the meeting to 27, North Brink, Wisbech, PE13 1JR and in accordance with the articles and any instructions contained in the notice of the general meeting to which they relate.**

Proxy notices may specify how the proxy appointed under them is to vote (or that the proxy is to abstain from voting) on one or more resolutions.

Unless a proxy notice indicates otherwise, it must be treated as –

- (a) allowing the person appointed under it as a proxy discretion as to how to vote on any ancillary or procedural resolutions put to the meeting;**
- (b) appointing that person as a proxy in relation to any adjournment of the general meeting to which it relates as well as the meeting itself.**

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Bramley Line Heritage Railway Trust Annual Report 2016/2017

Achievements

1. We have made progress on our restoration projects and have laid more track. We are ready to acquire appropriate carriages for restoration as Clive Baker has described elsewhere in the newsletter
2. Using our excellent working relationship with Anglian Water, we have continued to work with the Wisbech 'Beyond 2020' Vision group to include a Rail Heritage Centre in any commercial re-opening plans
3. Support for the re-opening of the Bramley Line is included in the requirements for Greater Anglia, who were the successful bidders for the new nine year rail franchise
4. The Department for Transport has asked that re-opening the Wisbech to March to Cambridge line be included in the work programme of the Hereward Community Rail Partnership

Future Plans

1. The new Combined Authority for Cambridgeshire and Peterborough with a directly elected Mayor gives us the opportunity to progress the GRIP 3 study on re-opening the line. Not all the candidates support this so please use you vote wisely!
2. The 'Wisbech Garden Town' proposal will strengthen the case for re-opening the Wisbech to March to Cambridge line to provide affordable housing for all of Cambridgeshire
3. We will continue to plan road shows, focussing on the best venues
4. We will continue to work closely with other groups and individuals to promote our heritage plans
5. We will continue to attempt to re-negotiate our Network Rail License to allow us to use the running line.



BORED!!

**Then come and join a work day at
THE BRAMLEY LINE- Waldersea Depot**

**Regular work days throughout the year, starting
around 10am, every second Saturday of every
month. Varied skills needed.**

IF

**you can't make Saturdays, there are often
people working here at other times, so give us a
call or drop an email over and we'll get in touch.**

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