



Supporters Newsletter for the



Heritage Railway Trust.

March 2016

Welcome to the Bramley Line Spring newsletter for 2016.

With the EU referendum looming before us, peoples' minds are being subjected to newspaper headlines and television news programmes, with all walks of life expressing their opinions through whatever media stream they can, to get their point across. You may be relieved to know that the Bramley Line Trust has no axe to grind, In or Out. The post referendum political scene is unlikely to be able to ignore the basic needs of communities and the need for efficient modes of transport in today's ever growing society. The city of Cambridge is growing by the day and running out of space, planners and developers are needing to supply more cost effective housing within daily commuting distance, and if you've tried driving into Cambridge in the rush hour lately, the problem and solution becomes very clear. But, where does a railway Heritage Trust stand with this? Many lines which were closed in the days of the growth of the motor car, by Dr Beeching and British Rail between them, attracted the attention of groups intent on restoring the heritage of these lines. Restoring much of what was lost during the period of contraction through closures, was in the early days much easier than today. Redundant lines were not wanted by the railways, an unnecessary cost to a loss making nationalised industry. Lines over the years were 'available' on realistic terms, making the job of resurrecting some of these to an operating track real possibilities. A search on the internet will give an idea of the number of heritage railways operating across the country. In more recent times, with the increased demand for rail travel, the government through the rail authorities are preserving their interests to match the need to increase rail options for the travelling public. In reality, we've just gone back 150 years.

The most famous heritage engine in the world



The Flying Scotsman is seen here in 2003 before it's latest restoration.
More on this icon in diary dates.

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Heritage Railway Futures.

Like many ventures today, the Bramley Line Heritage Railway Trust has to seek to achieve its aims in a number of ways. But to clarify the aims, this railway trust is about retaining and restoring all possible aspects of the history of this line for current and future generations.

The ultimate aim of most heritage railway organisations is to eventually run heritage trains for the pleasure and enjoyment of visitors, and, for its own staff and volunteers. This Trust shares this aim, but has to be realistic in how this can be achieved, and equally importantly, not to overlook all the periphery of the local heritage scene surrounding the railway of years gone by.

You may recall from previous newsletters, the plan in conjunction with the local area development under the Wisbech 2020 project. This is the current focus, whilst government, county councils and district councils debate possible 'whens and wheres' along with the Grip studies, to determine the viability of commercial operation and the ultimate reopening of the line.

Working with FOMRS.

The Friends of March Railway Station have been active for some seven years now in restoring areas of March station buildings, and generally improving the station environment. Bramley Line volunteers have given assistance at times, and recently helped them with a request to move some rail into one of the Wisbech line platforms where they are working. Below is a wall plaque mounted at March station showing the history of the line, including the demise of the Wisbech connection.



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Annual General Meeting.

The Bramley Line Trust AGM is being held at March Station, in the meeting room on Platform 2, courtesy of the Friends, on Saturday the 9th April at 2pm. This will be followed immediately by the AGM of the Wisbech and March Bramley Line Ltd. These meetings will be an exciting chance to catch up with all that is going on with the long term goal, and of seeing where Wisbech trains used to arrive to join the main line. As is the case with AGM's, all officers and committee member positions will be up for election, so if you have a desire to get more involved, you would be very welcome. But, do come along just to see what is going on, no press gangs involved. Please remember that to vote you need to be a member, and for annual members, most are due for renewal by the end on this month, March. If you have renewed already, many thanks.

Diary dates.

9th April 2016. Bramley Line Trust AGM at March Station, 2 pm.

9th April 2016. Wisbech and March Bramley Line Ltd AGM, follows on from above.

10th May 2016. The Flying Scotsman-Kings Cross to Newcastle.

15th May 2016. BL roadshow at Clacton Car Show.

19th May 2016. Scotsman- York to Kings Cross.

25th May 2016. Scotsman- London to Ely and Norwich.

18th June 2016. Scotsman- Kings Cross to York and return.

23rd/24th July 2016. Forties event at March, possible BL involvement.

28th August 2016. BL roadshow at Clacton Car Show (again).

4th September 2016. BL roadshow at Brightlingsea Classic Car Show.

8th October 2016. March Model Railway Club open day. (Scout hut near Sainsburys)

15-16th October 2016. BL roadshow at the National Festival of Railway Modelling, Peterborough.



The flying Scotman arriving at York on it's inaugural run.

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Membership renewals and Paypal.

As already mentioned, most annual membership subscriptions renew in March each year. It has been agreed that all membership rates will be held at the same level as last year, detail as follows.

Single one year £10
Couple one year £15
Family one year £20
Single five year £45
Life membership (single) £250.

Some members will be aware that we had some issues with Paypal recently, down to an IT issue this end, not a Paypal fault. This has all been rectified, and Paypal remains a safe and easy way to pay a sub or donation, through the website, www.bramleyline.org.uk;

Below is part of display by FoMRS at a recent open day at March station.



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A message from our Chairman.

Connecting Wisbech and Cambridge

In the last newsletter there was a long article about the commercial re-opening of the Bramley Line. The most financially viable alternative has been identified as a direct service to Cambridge. There has been such a huge increase in both goods and passenger use that the Ely Junction is operating at or near capacity. Improving this junction is essential. I was invited to a recent meeting in Downham Market with the local MPs, Network Rail and the Transport Minister to try and resolve this as soon as possible. Some very promising ideas were put forward and there was a strong desire to find a cost effective solution. This would be a major step in re-opening the Bramley Line.

Simon King.
Chairman. The Bramley Line Heritage Railway Trust.



Do you have any unwanted railway related items suitable for the roadshow?

It's success has created a shortage of re-saleable railway Dvds, videos, books, photographs, in fact anything that any railway orientated person may find of interest.

Anything in the real life or the modelling world would be a welcome challenge to our intrepid sales persons.

Maybe you could help in manning the stall at one of the events in March or Peterborough?

If you can help in either way, drop an email to office@bramleyline.org.uk , give us a call on the mobile, or pop a note in the post. We look forward to hearing from you.

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