



Supporters Newsletter for the



Heritage Railway Trust

Summer 2017

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

We have updates on progress at Waldersea, pictures and details of a new arrival, with various other information on the trust and the latest news about the line.

Waldersea Depot.

The Waldersea siding continues to grow thanks to the work put in by members on our regular working Saturdays. The two pictures below show difficult progress in the wet conditions of December 2016, compared with far better weather in May this year. It seems more recently though, that we've been shower dodging ever since the 'early' summer.



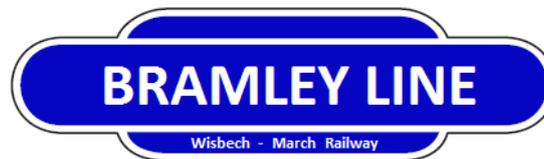
Clive and Dave, above right, two regular volunteers, making the most of the better spring weather earlier in the year.

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Membership

Our annual plea now goes out to those who have not renewed your membership yet. No change in membership costs, the most popular being single adult at only £10 per year. Renewal is easy on the website if you have internet access, or drop a cheque in the post to the Waldersea address at the bottom of the page. To all of you who have already renewed, many thanks. New membership cards have not been sent out yet, it's more cost effective to run as many as possible off at the same time, but rest assured they will be with you in due course.

Peterborough Show



We have our regular stand at The National Festival of Railway Modelling at Peterborough showground again this year, so why not make a day out and call by for a chat. The dates for this are Saturday and Sunday, 14th and 15th of October. All being well, Neil and others will be there to welcome you. There are always plenty of railway related exhibits, many working layouts and trade stands to give you new ideas, or maybe just bring back memories of yesteryear. Shuttle buses run regularly between Peterborough main line station and the East of England showground throughout both days.

We can update you on the latest thoughts and aspirations of the Trust's development going forward.

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Walderssea Rolling Stock

Now for news of our latest arrival. The plank wagon pictured below, belonging to one of our supporters, was built in Derby works. Dating back to 1910, and originally constructed by the Midland Railway Company, it has clearly appeared in a number of different guises over its 107 year life. From the Midland Railway, we are told it transferred to the London Midland Scottish railway in 1923, where it worked for many years before transferring to the Royal Navy dockyards at Portsmouth, no dates known. A previous restoration returned it to an LMS livery, and now it has taken up residence on Walderssea siding next to the tank wagon, both awaiting further restoration work to bring them back to their former working days' condition. During its long and varied life on the railways, it's extremely likely this wagon would have visited the local Whitemoor marshalling yards in March, being a major freight sorting facility spanning from the late 1920's until finally closing around 1990, having been run down gradually since the 60's.



The Midland Rly Plate, on the recently arrived plank wagon shunted up to the tank wagon on Walderssea siding.

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Wisbech Rail

The above title is now becoming commonplace as the interest in reopening the line as a viable venture increases. The future of the line and it's possible reopening is never long out of the headlines locally.

The recently formed Cambridgeshire & Peterborough Combined Authority has, at it's first meeting, arranged to fund the Grip 3 process with a total of £3.2 million. You may recall from previous newsletters that the process to reopen a line such as ours, is an 8 stage project to establish the need and commercial viability. The Grip 3 process is all about 'Option Selection'. Feasibility of reopening has already been established in Grip 2. The project has had the support of Cambridgeshire County Council for some time, but now with full support from the new Mayor of the Combined Authority, it is very much in focus.

Fenland District Council, through their 2020 Vision project started some years ago, have two major goals in mind. One is the creation of a new Garden Town, building 10000-12000 homes to regenerate Wisbech, and the other is improved transport links for the area, including the provision of reopening the March-Wisbech line. It is stated that the Garden Town scheme will not be viable without the railway, but the railway will be viable without the Garden Town, thus putting the reopening ahead of the game on future funding. In addition to this, the Association of Train Operating Companies recently issued a report listing every community of over 15000 people in the UK that did not have a railway station. Wisbech with a population of over 30000, was well up that list, and with a 'mothballed' line in place, is considered a relatively easy project to deliver. One important point to note, plans to date support dual track running from March to Wisbech, originally put in by our Victorian ancestors. This will avoid delays in operation to the rest of the network when a problem may arise, frequently experienced on the Kings Lynn to Ely line, often causing delays right up to London.



With the slow and expensive progression of electrification across the rail network, the suggestion of bi-mode trains has been introduced, using underfloor diesel power, but able to switch to electric power currently between Ely and Cambridge. An example of such a train is seen here to the left.

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