

# IT'S UP TO YOU!

## SAVE YOUR RAILWAYS

Are you one of the hundreds of thousands of the general public all over the British Isles who are going to have their railway services abruptly chopped off by the Government without so much as a "by your leave"?

Have you made inquiries to see if there is anything you can do to prevent this—or are you willing to stand by and watch your railway service disappear?

The 1962 Transport Act makes it easy for the Government to rush through on a wholesale basis their plans for rail closures. Whereas previously each closure was considered in detail on its own, the new Act permits of plans for closures being bundled together like firewood and dealt with *en masse*.

AND YOU—THE RAILWAY USERS—ARE THE ONLY PEOPLE WHO CAN STOP THIS CUTTING OFF OF NECESSARY SERVICES.

Railwaymen cannot do anything. The Unions who look after their interests have been debarred too. That is something else that has been taken care of in the regulations.

ONLY YOU—THE RAILWAY USERS—CAN SET IN MOTION THE MACHINERY WHICH WILL ENSURE CONSIDERATION BEING GIVEN TO THE GENUINE OBJECTIONS OF THE MANY PEOPLE WHO WILL SUFFER IN ONE WAY OR ANOTHER IF PASSENGER TRAIN SERVICES ARE STOPPED.



# WHAT MUST BE DONE

## BY THE RAILWAYS

At least six weeks before the railway authorities are ready to proceed with a proposal to discontinue all railway passenger services from any station or line, they must publish for two successive weeks in two local newspapers (and by other appropriate means as well) a notice "giving the date and particulars of the proposed closure and particulars of any alternative which it appears to the Board will be available, and of any proposals of the Board for providing or augmenting such services."

Copies of this notice must be posted up at the stations affected. Local authorities concerned must be notified.

The notice must also tell where an objection may be lodged, and by what date.

## WARNING

IF A WRITTEN OBJECTION IS NOT LODGED IN THE MANNER STATED AND BY THE TIME STIPULATED, **THEN THE CLOSURE WILL PROCEED WITHOUT ANY INQUIRY AND WITHOUT FURTHER PERMISSION.**

IN OTHER WORDS—DO NOTHING AND YOU'VE LOST YOUR RAIL SERVICE FOR EVER.

Do you really want to be tied to bus services for the rest of your life?

Wouldn't you rather have an alternative rail service available?

**LODGE YOUR OBJECTION WITHOUT DELAY.**  
Here's a word on how to go about it.

## **WHAT MUST BE DONE**

### **BY** **YOU**

To try and preserve your rail service you must submit a **WRITTEN** objection.

Once this has been lodged the Area Committee **MUST** inform the Minister and the Board concerned—

**AND THE CLOSURE CANNOT BE PROCEEDED WITH UNTIL THE MINISTER HAS GIVEN HIS CONSENT.**

He does this only **AFTER** considering the Committee's Report which may not be delayed unreasonably.

The notice in the papers and posted up at the station gives the place to which to send your letter and the date by which this must be done.

### **BASIS OF OBJECTION**

The regulations on this aspect are surprisingly obscure. Indeed, one wonders if this obscurity is deliberate, for what is the use of telling people to lodge objections without telling them at the same time the grounds on which such objections can be put forward?

However, we are certain that grounds of genuine hardship cannot be ignored; and in general terms we suggest that any of the following are valid if caused by the stopping of a passenger service or the closure of a line:—

- (a) The substitute service takes much longer, lengthening a man's working day unreasonably; cutting down a woman's shopping time unduly; making family pleasure outings less frequent, etc.



- (b) The substitute service costs appreciably more.
- (c) The substitute service is less frequent to an extent which causes inconvenience.
- (d) The substitute service does not provide the same facilities for transport of prams, bicycles, packages and large parcels, perishables, livestock, etc.
- (e) The cutting out of the rail service has an adverse effect on the livelihood of local traders.

This is by no means a complete list of possible hardships. Local and individual circumstances will provide many more. BUT IT IS THIS TYPE OF OBJECTION THAT THE COMMITTEE MUST TAKE SERIOUS NOTICE OF.

In addition, the regulations state that the objector should indicate proposals to alleviate the hardships mentioned. In answer to this we can suggest no better reply than that railway services should be continued.

Inevitably, objectors will band together to discuss and deal with their problems. Groups and societies, both political and non-political have already been formed and, doubtless, will continue to grow until this issue has been determined.

It is hoped that this leaflet will stimulate thought and action among those people who were previously in doubt as to their rights and powers in this very important subject.

## **AND NOW—IT'S UP TO YOU**