

PROPOSED WITHDRAWAL OF SERVICES BETWEEN
EAST GRINSTEAD AND LEWES

1. PARTICULARS OF BRANCH

The British Transport Commission is proposing to withdraw the passenger and freight service between EAST GRINSTEAD and LEWES via SHEFFIELD PARK.

The line runs in a southerly direction from EAST GRINSTEAD, forming an extension of the LONDON – EAST GRINSTEAD via Oxted line, and joins the LONDON/TUNBRIDGE WELLS – BRIGHTON via ERIDGE line at CULVER JUNCTION near LEWES.

It is double track from EAST GRINSTEAD to HORSTED KEYNES, and single line thence to CULVER JUNCTION. The line is 17 miles 13 chains in length, made up of 6 miles 32 chains EAST GRINSTEAD – HORSTED KEYNES and 10 miles 61 chains thence to CULVER JUNCTION.

Intermediate stations in order from EAST GRINSTEAD, all of which deal with Passenger and Freight traffic are :-

KINGSCOTE	2 miles
WEST HOATHLY	4 miles
HORSTED KEYNES *	6½ miles
SHEFFIELD PARK	10¾ miles
NEWICK & CHAILEY	12½ miles
BARCOMBE	16 miles

* This station is also served by electric trains from HAYWARDS HEATH, and these will continue to operate.

2. (a) Details of train service proposed for withdrawal

The passenger service consists of 7 trains in each direction, with one extra on Wednesdays and Saturdays, between EASTGRINSTEAD and LEWES, and one train each way between LEWES and SHEFFIELD PARK, and LEWES and NEWICK & CHAILEY. There is also one train each way between HORSTED KEYNES and EAST GRINSTEAD.

The majority of the trains run through to or from LONDON and BRIGHTON. They will continue to operate as between LONDON and EAST GRINSTEAD, but not between BRIGHTON and LEWES, where there are adequate services on other routes.

The freight service consists of one trip daily LEWES to KINGSCOTE and return, (not serving EAST GRINSTEAD).

(b) Existing Alternative Facilities

BARCOMBE VILLAGE will continue to be served by trains calling at BARCOMBE MILLS Station, and electric train services from HAYWARDS HEATH will continue to run to and from HORSTED KEYNES. Journeys from LEWES to HORSTED KEYNES can be made via HAYWARDS HEATH, in some cases by through trains. Through journeys between LEWES or BRIGHTON and EAST GRINSTEAD can be made by train, or train and bus, via HAYWARDS HEATH and THREE BRIDGES.

The area is served by Southdown Motor Services Ltd. and by London Transport busses between EAST GRINSTEAD and KINGSCOTE. There is no service paralleling the branch throughout its length, but except for a small area near SHEFFIELD PARK Station, all the places served by the branch have buses connecting them with either LEWES, HAYWARDS HEATH or EAST GRINSTEAD. Details of these services are set out in Appendix A.

Collection and delivery services for freight and parcels will be continued throughout the area. Railheads for bulk traffic will remain available at BARCOMBE MILLS, UCKFIELD, COOKSBRIDGE, HORSTED KEYNES and EAST GRINSTEAD.

3. (a) Passenger Carryings

A statement is attached giving details of the train service and figures representative of the number of passengers using the trains. (Appendix B)

(b) Freight Carryings

A high proportion of the traffic consists of domestic coal, the remainder being agricultural supplies and produce, and general goods.

4. Future Railway Traffic Possibilities

It is not considered that any developments are likely in the area served by the branch which could produce sufficient additional rail traffic at any future time to justify the maintenance of local services on the line.

5. Savings to be effected by the proposals

Implementation of the proposals will afford annual savings to British Railways as follows :-

Minimum gross estimated savings		£68,000
Estimated loss of receipts	£8,000	
Estimated extra cartage costs	<u>£1,000</u>	<u>£9,000</u>
		£59,000

6. Additional alternative passenger facilities

Subject to approval of the Licencing Authority, Southdown Motor Services Ltd. are prepared to introduce additional journeys on existing routes as shown in Appendix A, and it is considered that these, in conjunction with the existing facilities, will provide reasonable alternatives to the train service proposed for withdrawal.

7. Advices to Local Authorities, etc.

The various Local Authorities and Organisations concerned have been advised of the proposals, and informed that the matter has been referred to the Transport Users' Consultative Committee for the South Eastern Area.

8. Having regard to the circumstances summarised above it is considered that there is no justification for the continuance of the services under review, and that the proposals put forward should therefore be implemented.

It is hoped that the Committee will concur with this view.

British Railways (Southern Region).
Waterloo Station, S. E. 1.

May, 1954

ESTIMATED ANNUAL SAVINGS FROM

CLOSING BRANCH

1.	<u>ANNUAL REDUCTION IN EXPENDITURE</u>	£	£
	<u>Civil Engineer</u>		
	Wages and materials	4,963	
	Repairs and renewal of bridges, building, etc.	4,620	
	Renewal of permanent way	<u>3,404</u>	12,987
	<u>Signal Engineer</u>		
	Wages and materials	151	
	Renewals	<u>377</u>	508
	<u>Train Working</u>		
	Locos and rolling stock		
	Repairs	10,031	
	Renewals	1,312	
	Wages of crews	4,678	
	Fuel, water, lubricants	<u>13,002</u>	29,023
	<u>Station Expenses</u>		
	Operating Department	7,062	
	Telephones	<u>83</u>	7,145
	<u>Interest Savings</u>		
	Civil Engineer	15,551	
	Signal Engineer	628	
	Locos and Rolling stock	2,094	
			<u>18,273</u>
		TOTAL	67,936
2.	<u>ANNUAL ESTIMATED LOSS OF RECEIPTS</u>		
	Passengers	4,900	
	Parcels	1,450	
	Freight	1,750	
	Miscellaneous	<u>100</u>	8,200
		TOTAL	59,736
3.	<u>ADDITIONAL CARTAGE COSTS</u>		
	One 2-ton vehicles		<u>1,000</u>
		<u>TOTAL NET SAVINGS</u>	<u>58,736</u>