

The Town Clerk,
King's Lynn.

Dear Sir,

You will be aware of the publicity given to our scheme to re-open the Hunstanton Railway line.

Our idea, if we are successful, is to provide a service between King's Lynn and Hunstanton better than that provided by British Rail. We are of the opinion that the service can be run at a profit and always could have been.

We propose relaying of the passing-loop at Dersingham thereby allowing a greater density of traffic to use the line, a train would leave Hunstanton about 8.15 a.m. to arrive in King's Lynn about 8.50 a.m. if required, an earlier train could be run to connect with the 'Fenman'. In the evening a train to leave King's Lynn about 5.45 p.m. arriving at Hunstanton about 6.20 p.m. All trains would, of course, stop on the way. This we consider to be the basic service, during the Summer months, especially at weekends more trains would be run to cater for day-trippers.

Halts are proposed near the Grange and Seabank estates and also at Gaywood Road to provide the people of Lynn with a quick and reliable service into the town.

As the expected demand builds up, further services would be added.

Dealing with each town and village on the line, we set out what we consider to be the advantages of the line:-

HUNSTANTON

The town would benefit the most under the scheme. At present the only access is by one road, which during the summer is blocked by cars and during the winter by snow. The railway has never been blocked by anything except the big flood. Those people who are unfortunate not to possess cars have to depend on the buses for a day at the seaside, which surely is the right of any person. Of course the buses take longer and usually get stuck in the traffic jams, that is of course always presuming the bus hasn't been cancelled.

The town mainly relies for its living on its summer trade, which has been declining over the last few years. Details have appeared in the Press for a large park to be built, but where, from and how will the public get there to use it? The railway will provide an easy and quick means of travelling to the resort. Also as has been proved in other parts of the country, a private railway is a great attraction in itself and many visitors riding on it will stop at Hunstanton for a look round which must benefit local businesses, and who knows, some might even like the town enough to take a holiday there. We also propose to open a steam museum at Hunstanton containing locomotives and the like and this in itself will be encouragement for visitors to use the line and also the facilities that the town itself has to offer.

A number of school children used the line travelling to Lynn under the season-ticket system and this we would re-introduce.

The possibilities of the line and its benefit to Hunstanton are innumerable.

HEACHAM Mainly the same applies as to Hunstanton with the holiday trade benefitting most, but local inhabitants having the use of the line all the year round.

SNETTISHAM Again the same applies.

DERSINGHAM This is really out of the holiday area but the service to local inhabitants would be first class.

WOLFERTON The village, with no real transport except the railway, could attract visitors wishing to see a typical Norfolk village and ~~access~~ to Lynn or Hunstanton would be very convenient.

NORTH WOOTTON The village though very near Lynn, is very inaccessible, due to the winding roads and many a visitor trying to find the "Red Cat" has been 'lost' in the outback. A bus service is operated here but many a time the bus fails to appear. How convenient it would be to leave the car in Lynn and travel by train, or vice versa.

KING'S LYNN At first there appears little benefit to be gained from the railway, but on reflection the visitors that the railway could bring will benefit the town business, and trade must increase. With the increasing number of Supermarkets being opened Lynn will soon become a shopping centre to rival Norwich. Local inhabitants will be able to spend a day at the seaside without worrying about traffic-jams or where to park the car. As stated earlier halts will be established at various plans on the outskirts of town to provide a service into the town.

If the scheme is able to go ahead, advertising of the town and villages on the route would be given space on the stations, as we feel that the railway depends on local trade for its being and vice versa to a large extent.

British Rail have been approached for a price for the track and buildings etc. but as yet we are awaiting a reply. They have stated in the Press that the track will be removed very soon and its possible in view of the proposed scheme that they will hurry their efforts to do this. The cost of re-laying this would be prohibitive and, therefore, action must be taken as soon as possible.

No question of money raising has been mentioned as yet, this cannot really be done until we know the amount we require and the interested parties are ascertained.

I would ask that this communication be placed before the Council at the earliest possible moment.

Yours faithfully,

(signed)

R. C. PEARMAN