

40th Anniversary – The ICRS Story

Following on from last month it is fascinating to see that during the fairly turbulent first few years there were many changes in officials due to work commitments and simply the workload of running a voluntary Society. To finish the story on the initial set-up, the editorial from issue 2 is reproduced below.

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THE INTER-CITY RAILWAY SOCIETY

March, 1973.

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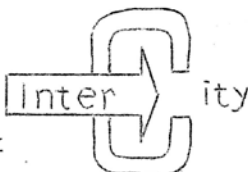
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EDITORIAL

It is clear, from the large membership that we already have, that our new railway society is flourishing. The members who have given us their support and encouragement are to be thanked by the few who have worked hard to get Inter-City launched. However, we have trodden on the toes of the D.R.C. and it is not surprising that some harsh words have been exchanged. A state-of-the-club meeting of the interim I.C. officials took place in Cardiff on 27th January to which the D.R.C. president was invited so that we could clear up any further upheavals and misunderstandings between D.R.C. and our new, independent society. As a result of this meeting, the two societies will pursue their own, separate courses, with no association whatsoever between them. Inter-City is completely independent of any other society and will be run on a democratic basis, as far as is possible. (A copy of our own constitution is included with this news-sheet for you to examine and comment upon, if you so wish.) As soon as this society is well-established, postal elections of all officials will take place and an A.G.M. will be held next January, when we shall be able to examine how the society is functioning and discuss any changes of structure or new policy. In this way, it is hoped that Inter-City will be run by you and for you. The present constitution can, therefore, be altered if the majority of members so wish, and in this way we hope to avoid a position where any official or group of officials can dictate how the society should be run. Perhaps this is not an ideal way to run a society. It is an experiment which may or may not work, but it will, at least, give all members a say in how the society should progress. It is up to you to make your opinions known, for without them the society will not be able to function in the way it should. Although our news-sheet is no 'glossy monthly' it will attempt to give you exactly what you want. That means you should try and contribute what you can – however small – whenever you can, including news items, interesting workings, items of general interest, questions, jokes (yes, why not a few railway jokes?), letters, etc., so that our news-sheet has something that will interest everybody. It is your news-sheet so you must make it what you want it to be. I cannot edit the news-sheet unless there are some contributions to be edited! How about it? The news-sheet can be as big as you want it and can contain whatever you want it to contain, (within reason, of course!). There's no shortage of paper!

G. A. James . . . Editor.

One fascinating issue raised constantly re-iterated over the years was one of getting members to provide articles for their magazine....*seem to have been there, ed.* In the end it was and always will be

down to the editor to garner what they can from members and add to it through their own talent / experience. This inevitably changes the style and content of the magazine. I am sure the early editors would never have believed we would be producing a 40 page magazine now.

What is also apparent from those early editorials is that the aims of trying to keep membership fees low and produce a cost effective magazine has constantly been thwarted by postal rate increases, paper costs and the availability of technology. The style and production of the magazines will be covered in a later article but suffice to say the difficulty of typing each issue and printing it via stencils on a hand printing machine is heroic to anyone who remembers those days, not to mention hand writing 500 + envelopes each month !! The postal rises meant that fees doubled in two years from the original 50p to a £1 from 1st January 1975, doubled again to £2 in January 1977 and by the 10th year had risen to £4. By the start of 1983 the cost of servicing each member was stated as £4.25 with publication sales subsidising membership. Nothing has much changed over the years, which is why we are still the best value for money Society around...tell your friends !!

Though the stated aim of the Society was to raise membership to 1000 in the first year, this was too difficult and in a climate of rising costs which forced many other Societies to fold, ICRS did well to reach 500 then 600 by 1975. However the 1000+ was reached in 1976. The figure has fluctuated over the years but we still have over 630 members. This is remarkable considering the quantum changes to the railways, technology and competing interests and even more so as it appears many early members were juveniles....which can't be said of today's membership.

Though the obvious aims and indeed the reason for the Society was to conduct trips, the desire and talents of some members to produce helpful spotting books produced the first ICRS publications in 1974, **Shunter Duties** being the first of four titles. Again a separate article will be forthcoming on what publications have been produced over the years.

to be cont

Preservation Photo Spot

The last remaining CI.11 12088 has finally been preserved, moving from Butterwell Opencast Mine, Widdrington to the fledgling Aln Valley Railway at Alnwick. Reported last month, here it is seen on the 5th January 2013. An article on the railway will appear in a future issue. All 10 remaining ex-BR CI.11s are now preserved....time for a feature article !

