

Branch Secretary: Mr. T.J. Garrod, 15 Clapham Rd., Lowestoft, Suffolk, NR32 1RQ.
Telephone: 81721

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SPECIAL TRAIN FOR FELIXSTOWE CENTENARY

A special 4-car diesel multiple unit will run on the Felixstowe branch on Saturday, April 30th, to celebrate the hundredth anniversary of the opening of the line from Westerfield to Felixstowe Dock.

The special is being organised by the Felixstowe branch of the East Suffolk Travellers' Association; and is also being supported by the Ipswich Historical Transport Society and Stour Valley Railway Preservation Society.

The train will leave Felixstowe Town station at about 9.30, for Westerfield and Ipswich (where passengers may also join it). It will then return to Felixstowe, stopping at the closed Beach station for a small ceremony. Afterwards, it will continue over the freight line, which last saw passenger services in 1951, to the Docks, where representatives of the Docks Company will provide a commentary on points of interest. It will then return to Felixstowe Town station by mid-day.

The fare is likely to be £1.25 per person, or possibly a little more. Full information will be available soon.

If you would like to ride on the special train, please contact Mr. C.W. Taylor, 15 Gainsborough Rd., Felixstowe, Suffolk, IP11 7HT (Phone 70612).

NEXT R.I.S. BRANCH MEETING should be in Cambridge on Saturday, May 14th or 21st. Full details in the next Newsletter.

BUS/RAIL LINK AT NORWICH

A new bus link is shortly to be introduced between Norwich railway station and the Norfolk & Norwich Hospital, via the city centre. Called "Centre Link", it will replace the experimental "Shopper Hopper" bus service and provide a frequent service on a flat rate 8p fare. It will also pass close to the bus station. We have written to the Director of Planning of Norwich City Council, whose idea this was, welcoming the move. Ipswich and Cambridge - take note!

EXHIBITION

The RIS exhibition has been on display in the foyer of Yarmouth Central Library since Saturday, January 22nd and will remain there until Saturday, February 19th.

Owing to restrictions on space, some items have had to be left out - but the basic message of more use for railways is still spelt out loud and clear.

The Central Library is about 15 minutes' walk from Yarmouth station. Cross the bridge and turn right, continue past the Town Hall, along the quay, then turn left into a clearly signposted cul-de-sac.

In co-operation with West Norfolk Public Transport Users, it is planned to show the full exhibition at Downham Market in June, in connection with the local Festival. Details should be in the next newsletter.

WyDFRAC SPREADS THE WORD

The case for reopening certain closed railways to passengers was broadcast nationwide on November 19th, in the Thames Television programme, "Money-go-round".

The RIS had been approached by the producer for details of areas in East Anglia which had suffered as a result of losing their trains. Out of several places suggested by us, they chose Dereham. A crew was sent Inter City to Norwich and then in a fleet of taxis to Dereham station, where a group of local residents, led by Mr. J.S. Hull (Secretary, Wymondham, Dereham & Fakenham Rail Action Committee) was interviewed. The programme also included shots of the daily goods train.

Over 40 people attended WyDFRAC's Public Meeting in Church House, Dereham, on November 24th.

Mr. Hull stated in detail the case for reopening the line to Dereham and Fakenham, especially in view of inadequate existing bus services (Nearly all the supposed replacement bus services had gone); the rising cost of motoring (150% rise in petrol prices in 3 years) and the designation of the two towns as growth points in the Structure Plan.

WyDFRAC would like to run occasional special trains on the line, e.g. taking shoppers to Norwich, but BR's attitude had not so far been helpful.

He gave details of how the £247,000 quoted as alleged reopening cost in 1974 could be pared down; and accused Norfolk County Council of "flannel" and not fulfilling its responsibilities with regard to public transport.

"But", concluded Mr. Hull, "we're not going to go away and we're not going to be fobbed off. We're asking for a re-allocation of money to more efficient forms of transport."

The second speaker, Councillor R.R. Grimmer, asked, "Does Norfolk County Council have a policy?" He outlined its discussion of reopening in the wake of the oil crisis of late 1973, but said that apart from the reopening of Magdalen Road (to which the Council only contributed £150 anyway), nothing more had been done. He and his colleagues on the Transportation Sub-committee were, however, now pressing for a full report on the possibility of a halt at Suffield Park. He contrasted Norfolk's meagre spending on public transport with that of West Yorkshire, which spent £17 million per year on public transport subsidies and had bus fares less than half those in Norfolk. He advised Dereham and Fakenham people to "make a real big noise" for money to be considered for their line.

The last speaker, Mr. T.J. Garrod (RIS Branch Secretary), described the work of the Society and its associated local bodies throughout East Anglia.

The efforts of the line users' associations to boost existing lines and the action committees to get stations and lines reopened were complementary. For example, a reopened line to Dereham and Fakenham would act as a feeder, bringing extra traffic to the Breckland and Wherry Lines in particular; while it would also increase the number of rail journeys that could be made from stations on existing lines.

The BR Divisional Manager had recently intimated that, assuming the block grant were not increased and BR had to subsidise extra lines, like that to Fakenham, it might mean less money for existing lines. However, said Mr. Garrod, the line users' associations were working to get more use of the latter, so that less subsidy might be needed for them. He concluded, "We're all in the same boat. Let's hope that before long we're all in the same train."

Those present signed a resolution calling for the reopening of the line; and pressing Norfolk County Council (following a suggestion by Mr. Grimmer) to set up a Public Transport Consultative Committee, where all organisations interested or involved in public transport would be able to meet elected members and officers of the council direct.

Several people who had not previously been WyDFRAC supporters also joined up as associate members.

In December, WyDFRAC's Press and Publicity Officer, Mr. B.D. Woodgett, resigned as he is moving to Germany. Mr. Woodgett has played a major role in WyDFRAC's progress since its formation in October 1974. The wide publicity that the campaign has enjoyed owes much to his flair and energy. We understand that he will be taking a close look at German secondary lines during his stay over there, and so we may expect some new ideas on his return!

SOUTH EAST LINCOLNSHIRE TRAVELLERS' ASSOCIATION

SELTA held its second meeting on November 27th, at Sleaford. Messrs. S.F. Wilkinson and T.J. Garrod were present to represent the RIS.

The following officers of SELTA were elected: Chairman - Mr. P. Jowett (an RIS member); Secretary - Mr. J. Parry, 8 Leicester Street, Sleaford; Treasurer - Mr. R. Waite. Mrs E. Wattam and Mr. C. Cann were also elected on to the Committee.

A newsletter entitled "Seltravel" is being prepared for distribution throughout the area served by the Grantham - Sleaford - Boston - Skegness line, to promote the service and to act as a means of recruitment to SELTA.

SPECIAL TRAIN FROM LOWESTOFT

On Saturday, November 27th, 450 people joined a special train from Lowestoft to London, arranged by the Social Club of the Bird's Eye factory - the first time they had run such a trip. The train was wired for record sessions and had bar and buffet facilities. It arrived back in the small hours of Sunday morning. The organisers described it as a great success, with many people asking when the next one would be.

We welcome more new members:

1. Mr. S.J. Hamond, 54 Pierce Road, IPSWICH, IP3 8HU.
2. Mrs J.M. Wilkinson, 52 Manor Park, Histon, Cambridge, CB4 4JT.
3. Mrs R.H. Craigen, 55 Fairfields, ST. IVES, Huntingdon, Cambs.
4. Mr. C. Symonds, 9 Elm Drive, ST. IVES, Huntingdon, Cambs.
5. Miss F.M. Poole, Durnford House, Station Road, Sutton, Ely, Cambs.
6. Mr. C.H. Banks, 31 Heather Close, Thurston, Bury St. Edmunds, Suffolk, IP31 3PX.
7. Mr. P. Dunn, 33 West Road, STANSTED, Essex.

Please note these changes of address:

Mr. C.J. Milnes, 25 Thetford Way, South Wootton, Kings Lynn, Norfolk.
Mr. B.F. Bryant (Secretary, ADRAC), 16 Peresa Court, Camping Field Lane, STALHAM, Norfolk (Phone 80970)
Mr. R. Pols (Brundall & Dist. Liberals), 48 Ashleigh Gardens, WYMONDHAM, Norfolk, NR18 OEY.

From the Membership List issued in October 1976, Mr. C.J. Crumpler should be deleted; and Mrs E.M. Jones, 29 Kings Road, DEREHAM, Norfolk, NR19 2AG should be added.

The following are now on the telephone:

Mr. T.J. Garrod - Lowestoft 81721
Mr. S.F. Wilkinson - Histon 3981
Miss C. Zilahi - Downham Market 3954.

HELP!

Posters: we are grateful to many local libraries for displaying posters advertising RIS meetings. These posters have to be made, and at present we do not have a member with responsibility for this.

Any offers? You don't have to be artistic - only reasonably neat. We normally need up to 6 small posters to advertise each of 4-5 meetings a year. Any volunteers, please contact the Branch Secretary.

KETTERING - CORBY: This line is just outside the area of the East Anglian Branch and on the very edge of the East Midlands Area. The Branch Secretary would be pleased to hear from any member willing to help organise a campaign there. We know that the local authorities have, in recent years, shown some interest in restoring passenger services on this freight - only line to the expanding town of Corby, and have written to them. Any member who can help, in however modest a way, will be welcome.

MOTORWAY MONTHLY

Members who are particularly interested in the campaigns around the country against various road schemes should find this publication, just launched, very informative. The RIS at national level will be subscribing to it; but individuals can also do so. It costs £2.50 per annum and is available from 9 Poland Street, LONDON, W1V 3DG.

RAIL TRAFFIC NEWS

DERBY ROAD: Our member Mr. S.J. Hamond writes, "It is pleasing to see a small place like Derby Road flourishing on the freight side. Normal traffic includes coal to the Co-op coal distribution depot, scrap iron from Roe Bros. and goods from Ransome, Sims & Jeffries works. Roe Bros. have been busy cutting up condemned BR wagons. Less common traffic being unloaded at Derby Rd. in the past year has been grain and stone."

KINGS LYNN: Our member Mr. C.J. Milnes writes, "The railway at Lynn has been busy lately with some heavy freight traffic. Trains of 40 trucks can often be seen and the Goods Yard and Dock sidings are loaded with traffic. Some improvements to the infrastructure have been made. The track through Downham together with the goods yard and switches have been relaid and more deep ballasting has been done."

IN THE MEDIA: RIS members with letters in the local press recently have included Miss C. Zilahi (EDP ca. 31.10.76), Mr. G.J. Heathcock (C.E.N. 21.11.76.) both on fares policy; Mr. D. Maudlin (EADT 17.12.76), Mr. T.J. Garrod (EADT 18.12.76 and 29.12.76), F.I.S. Carter (EADT 12.11.76, C.W. Taylor (EADT 18.12.76) and S.J. Hamond (Evening Star 6.1.77) on various aspects of the road-or-rail debate.

A report on Alternative Strategies was issued during the autumn by Cambs. County Council, and the RIS published its comments on October 29th.

We stated that the future development of the county should make "best use of the existing and potential rail network".

Stressing the importance of public transport, as recognised at various points in the Council's report, we continued, "We are surprised to find only one remark in the whole of the Report mentioning the need to maintain existing rail services, and nothing about improving these. We shall expect the Council, in its Draft Plan, to spell out its rail policy in more detail."

Interestingly, the Cambridge Evening News of 13.11.76 reported the Planning Committee's latest deliberations on the structure Plan; and said, "The committee felt a clause on the future of rail services should be more strongly worded and said any further reductions in rail services should not be made without full proper consultation, and in the overriding case that closures are in the public interest." Still not as strong a recommendation as we want to see, but at least some improvement.

Our report went on to argue that the benefits from by-passes and lorry routes were not as great as was often claimed. We supported policies to restrict the private car in urban areas, provided that these were coupled with better public transport, and expansion of "park and ride" facilities at railway stations.

We also re-stated the case for reopening the Cambridge - St. Ives and March - Wisbech lines to passengers; drawing attention especially to the continuing growth of Histon, on the St. Ives line; and noting fears that the northern part of the county, around Wisbech, may stagnate.

EAST SUFFOLK TRAVELLERS' ASSOCIATION

The first issue of "East Suffolk Travel", ESTA's newsletter, was distributed in late November and early December.

"Help is at hand for those of us whose minds go a blank at the sight of a railway timetable," was how it was greeted by the Eastern Evening News columnist Random (27.11.76). The newsletter is packed with details of trains, connections, buses and bargains. "It's worth keeping a copy by you," the EEN concluded.

Most of the 4,500 copies were available from libraries up and down the line, some post offices and shops, council offices in Woodbridge and Southwold, the Citizens' Advice Bureau in Lowestoft etc. Others were distributed door to door in various areas.

The Committee of ESTA met at Darshan on 17.1.77 and, after paying its respects to the late Lord Britten, its President, elected Mr. G.F. Fiennes, to succeed him. During a discussion on fares, it was pointed out that the recent fare increase on East Anglian Paytrain lines was only about 6%; compared with an annual price inflation rate of 15%; and that BR had promised not to raise fares again before the autumn, if then.

ESTA has gained 20 new members since October. Plans are being made for the AGM and a film show to be held at Saxmundham on Saturday, May 7th.

NORTH EAST NORFOLK TRAVELLERS' ASSOCIATION

A further Newsletter was issued in October 1976. The AGM took place in Cromer on November 10th, followed by a discussion on rural transport in Norfolk with speakers from British Rail, Eastern Counties and North Norfolk District Council.

Acting Secretary of NENTA, Mr. P. Dunn, has now moved from the area; and the new Secretary is Mr. N. Buxton, The Flat, Bradfield Hall, North Walsham, NR28 0QW (Phone Southrepps 501)

SUDBURY

Following the RIS survey of local opinion, and a Transport Users' Consultative Committee survey of passengers' views, two meetings have taken place between ourselves and the Sudbury & District Rail Action Committee. The meetings, on November 30th and January 11th, were also attended by officials of Suffolk and Essex County Councils, and at the second one, Mr. C. Williams, Divisional Passenger Commercial Officer of BR was also present.

Full minutes are available from the Branch Secretary. The main points to emerge were; more publicity is needed for the line, especially in the Norwich Division; connections from Sudbury to Ipswich and Norwich are now better, but not in the opposite direction; Suffolk County Council are waiting for a government assurance on the line's future before going ahead with plans for a halt at Cornard and a resited Sudbury station; Colchester Borough Council are interested in possible halts at Great Tay and Mount Bures.

FARES: ANY CHANCE OF A REDUCTION?

The Times of 11.12.76 reported that the British Railways Board is to investigate the possibility of choosing an area of Britain which has both commuters and ordinary passengers, in which to cut fares for an experimental period - an experiment previously suggested by both the RIS and the NUR.

Mr. D. Maudlin and Mr. T.J. Garrod, wearing their Transport 2000 and RIS hats respectively, therefore wrote to Mr. Gordon Clarke, BR Divisional Manager at Norwich, suggesting, "If this is so, then East Anglia could well be a suitable area in which to try the experiment, bearing in mind that on every line in the area there is an effective line users' association, which could help to maximise the publicity and monitor the results".

In his reply, dated 10.1.77, Mr. Clarke wrote, "The policy ... must be one to be decided by the Board, and in the event that such a decision... is taken we would obviously consider its application as far as our Anglian services are concerned.

I know you will agree with me, however, that as far as Grant Aided lines are concerned, whilst the social function is of prime importance, equally we must at all times keep in the forefront of our minds the need to maximise our Paytrain revenue. If there is any doubt that a reduced fare policy would not generate extra revenue, then clearly we would jeopardise the future of the local services and I know you will be with me in that this is the last thing we would wish to do."

TRANSPORT WITHOUT WASTE CONFERENCE, LONDON, SATURDAY 26th FEBRUARY

A conference on this theme, with speakers on land use, energy and railways has been organised at the City University, London, on the above date. Tickets are £2 each (including coffee, lunch and tea), from Victor Bignell, 86 Liverpool Road, London, N1 (Phone 01-359 2235). It would be good to have someone to represent East Anglia there. Any member interested should contact Mr. Bignell. The Branch Secretary would also appreciate a short report from participants.

COUNTY COUNCIL ELECTIONS

These take place in late April/early May, when all councillors come up for re-election. In view of the important responsibility of the County Councils in transport matters, the Branch Committee has decided that we should make candidates aware of our views during the election campaign. We should like all individual members to write to their own local candidates, whose names and addresses will, of course, be appearing in the local press, and (after nominations close), on posters.

A sample letter is enclosed with this newsletter, and further copies are available from the Branch Secretary. Alternatively, you may prefer to use this letter as a basis and include questions of local importance also.

We should like to receive the candidates' replies, particularly if they do in fact get elected. Please therefore send on the replies to:

Norfolk: Mr. P.R. Lawrence, 75 Marlpit Lane, Norwich, NR5 8XN.

Suffolk: Mr. D.J. Jasper, 14 Kelly Road, Ipswich, Suffolk, IP2 0JU.

Cambs.: Mr. J.W. Barfield, 70 Alnwick Rd., London, E16 3HW.

Replies from the part of Essex in our Branch can be sent to the Branch Secretary.

POSSIBLE MEETING WITH SHADOW TRANSPORT SPOKESMAN

Mr. Norman Fowler MP, Opposition Spokesman on Transport, is to visit Norwich on Saturday, April 2nd. Our Branch Chairman, Mr. P.R. Lawrence, is endeavouring to arrange for a delegation to meet him then, to put to him our views on transport in East Anglia.

If you would like to take part, please contact Mr. Lawrence (address above; or phone 743446)

BENTLEY STATION REOPENING CAMPAIGN (see also last Newsletter)

Continued correspondence with Suffolk County Surveyor has not thrown very much light on the reasons for the Transport Co-ordinating Committee's rejection of Bentley's case, at least for the time being. The Surveyor, Mr. E. Williams, has cast doubts on the reliability of surveys of potential usage. In reply, we have said, "We ... have had enough experience to realise that these are not perfect. The problem is: what better way is there of testing potential usage of a proposed rail or bus service? If there is one, we should be pleased to try it out." We still cannot obtain any answer to the question: how many people would have to use Bentley station, in the Committee's view, to make its reopening worthwhile? Nor is there yet any sign of any improved bus services to the village.

IPSWICH SOUTHERN BY-PASS (see last Newsletter)

We have been in contact with Mr. John Tyme who has appeared at various enquiries into road schemes, and who is interested in the Ipswich campaign. If, as we hope, a public enquiry is held, we shall arrange to meet Mr. Tyme and other members of his team of environmentalists, to discuss how our case can best be presented.

The very mention of Mr. Tyme's name has brought forth accusations of "professional objectors" and "disruptors" from Ipswich MP, Mr. Ken Weetch; and a succession of hostile editorials (including some personal attacks on Mr. Tyme) from the local press.

Meanwhile, the RIS was well-represented at a meeting for objectors called at Ipswich by Transport 2000 East Anglia on 7.1.77, and addressed by Dr. W. Robert Jondorf. 16 people attended the meeting, which was by invitation only, chaired by Mr. Jeremy Coles of Bramford, Ipswich. A useful and informative exchange of views took place; a few spare copies of the minutes are available from the Branch Secretary.

Our own objection was issued on 6.1.77, and led to Mr. T.J. Garrod being interviewed on Radio Orwell on 10.1.77. In 4,500 words, we argue that a new road will not necessarily improve safety or stop juggernauts from using Ipswich streets; and that rail lines parallel to the A12 and A45 could all take extra traffic. Doubling the track between Derby Rd. and Trimley would take up far less land than a new road. The western and eastern sections of the proposed £39 million road scheme would just duplicate existing main roads; there could be a case for the southern section only (i.e. less than half the amount of road suggested) but even this may not prove to be necessary if a full investigations of the alternatives is undertaken. A few spare copies of our objection are available from the Branch Secretary.

FREIGHT: Ipswich: Freightliner trains start operating regularly this month from the West Bank terminal to link the Lovell Line operation with Stratford and other depots throughout the country (EADT 17.1.77)

Histon: It's the narmalade season again, and Seville oranges are going to Cadbury-Schwepes' Histon factory by rail - but for how much longer? Two of our local members, Messrs. S.F. Wilkinson and F.R. Melvin (both Parish Councillors) have expressed concern that a new access road to the factory will entail removal of some sidings. The Parish Council on 10.1.77 was divided 50-50 on the issue. The matter is due to come before South Cambs. District Council shortly. The RIS has written to the District Council, objecting to the removal of the sidings.

IPSWICH STATION BUS STOPS: We have written to Eastern Counties suggesting that a plan be displayed, similar to that at Norwich, showing the three different bus stops outside the station, and which services use each. The present set-up is not at all clear to strangers.

ANY CHANCE OF SOME DELTICS? Introduction of the High Speed Train between London and Edinburgh, planned later this year, would displace some class 55 Deltic locos. The Branch Committee has written to BR (Eastern) suggesting possible use of the Deltics between London and Norwich, as an interim measure pending electrification. Using Deltics (which have the same power output as class 86 electric locos) would enable an "electric-type" schedule to be introduced on the line.

BY PLANE OR TRAIN? The RIS was represented at the enquiry on 25.11.76 into proposed Norwich - London flights by our national Chairman, Mr. R.V. Banks. Counsel for one airline twice objected (on an alleged technicality) to Mr. Banks appearing at the enquiry. As a compromise, he was then allowed to appear as a witness for British Rail and put across the points he would have put across as an objector.

REOPENING CAMPAIGNS: AYLSHAM - ADRAc's associate membership has passed the 200 mark and is still rising. The AGM was held in Aylsham on 17.1.77 and attended by about 30 people. The existing officers were re-elected and the meeting then heard a talk by Mr. P.R. Lawrence, RIS Branch Chairman. He outlined the history of the line and showed how the reopening campaign fitted into the work of the RIS throughout the region.

WISBECH: A survey of students enrolling at the Isle of Ely College last autumn yielded the following results: of the 2078 enrolled, 778 replied; 344 said they would be able to commute on a restored rail passenger service from March; 434 said no, mainly because they lived in Wisbech or had a subsidised bus service.

ANNUAL GENERAL MEETING IPSWICH TOWN HALL SATURDAY JANUARY 29th

The Annual General Meeting of the Branch was attended by 22 people, and there were 15 apologies for absence.

In his Annual Report, Mr. T.J. Garrod announced that membership at the end of 1976 stood at 73, an increase of 12 over the figure at the end of the previous year. 5 years ago when the Branch was formed, it had had just 33 members. The number of local action committees and line users' associations in our region had also increased from three to more than a dozen, since 1972, and now embraced over 1000 individual members.

After reviewing the year's work, Mr. Garrod continued, "We must thank all those members who have given their time to the organisation, performing all the tasks that have to be done. Thanks also to those members who, for one reason or another, may not be very active, but without whose subscriptions to fuel us, we could not turn in such a high performance."

The Chairman paid tribute to Mr. J.W. Barfield, who has moved to London and so did not stand for re-election to the Branch Committee. Mr. Barfield has been "a tower of strength", particularly in the first few years of the Branch's existence. It was agreed to send him a letter of thanks and best wishes.

Elections were as follows:

Chairman: Mr. P.R. Lawrence.

Vice Chairman: Mr. F.I.S. Carter.

Secretary: Mr. T.J. Garrod.

Committee: Messrs. S.F. Wilkinson, C.J. Milnes, K.O. Cutmore, D.J. Jasper and C.W. Taylor.

It was agreed to donate £5 towards production of a leaflet, which could be issued jointly with S&DRAC, to publicise the Marks Tey - Sudbury line. It is also planned to issue a leaflet in the eastern part of Ipswich, to encourage usage of the Derby Rd. - Felixstowe link. Better advertising of Anglia Ranger tickets (which, we understand, will cost £5.50 this year) was also suggested.

Our guest speaker was Mr. John Withers, Transport Co-ordinating Officer of Suffolk County Council, who traced the development of transport during the nineteenth and twentieth centuries, and the gradual involvement of the government and local authorities.

The increase in road traffic after the First World War led to many different bus operators, some good, others pirates, and by the late 1920s there was felt to be a need for some control over these. This led to the 1930 Road Traffic Act which established Traffic Commissioners who granted licences to companies to serve specific routes. In 1933 "A", "B" and "C" licences for goods vehicle operators, also controlled by the Traffic Commissioners, were introduced. These systems worked successfully in the 1930s. After the war, plentiful money brought a boom to all forms of public transport; but then car and motorcycle production was increased, and this hit buses and trains. Television, keeping people in their homes more in the evenings, also led to evening rail and bus services being less well-used. By the late 1950s, operators were less able to sustain services by letting their more profitable links subsidise the less-used ones. Various committees recommended finance from outside sources to help maintain reasonable public transport levels; but not until the 1968 Transport Act was there a real attempt by the government to deal with the problem.

Local authorities could now subsidise bus and train services - which led some councils to demand some control over the level of service provided. County Councils now had a duty to consult interested bodies over transport. They realised the need for "grass roots information". He hoped that the promised White Paper on Transport (expected in May) would give the councils "more teeth" to achieve co-operation between various transport concerns.

Mr. F.I.S. Carter moved a vote of thanks to Mr. Withers, after an interesting discussion.

LATE NEWS LATE NEWS LATE NEWS A LATE NEWS LATE NEWS LATE NEWS LATE NEWS
SPECIAL TRAIN from Cambridge to Parkeston Quay, Felixstowe Beach, Norwich (Wensum Curve), Lenwade and back to Cambridge. Saturday March 5th. £6.75 first class; £5.25 second class. Details: Mr. R. Rose, 26, London Road, Downham Market (Phone 3895)

NEMTA secretary, Mr. N. Buxton has moved to 28, Corbett Rd., North Walsham, NR28 0DP (Phone 4179)

A Cafe has opened in part of the building on the down platform at Woodbridge. A new island platform at Huntingdon comes into use on March 13th as part of the improvements leading up to introduction of the High Speed Train.