

RAILWAY INVIGORATION SOCIETY
EAST ANGLIAN BRANCH
NEWSLETTER No. 23

August 1977

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

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USE YOUR LOCAL RAILWAY

This is the message being spread throughout East Anglia as the Railway Invigoration Society and its associated bodies vigorously publicise the services and facilities available.

7,000 copies of East Suffolk Travel, for the first time in a northern and southern edition, have been distributed in an area from Haddiscoe to Felixstowe. 3,000 copies of East Norfolk Travel have been issued by the newly-formed East Norfolk Travellers' Association. The South East Lincolnshire Travellers' Association has doubled to 3,000 the number of its second newsletter, Seltravel. West Norfolk Public Transport Users promoted the railway by mounting the RIS exhibition in Downham Market in early June, and issued a travel information sheet for the Lynn - Ely line.

The RIS itself has published two leaflets with the slogan, "Go by train to the sea." 500 copies of the first one, publicising trains to Felixstowe, were distributed in the catchment area of Derby Road station, Ipswich, by Mr. S.J. Hammond; who also arranged a display in nearby Tomline Road Library. 1,000 copies of the second leaflet, giving connections from Wymondham to Sheringham, Cromer, Yarmouth and Lowestoft, were distributed door-to-door in the town in early July - our thanks to Mr. L.J. Howes and WyDFRAC members for their footwork in Wymondham!

We have also actively spread the word about the 40p Awayday for accompanied children on trains up to September 10th. It is less well known that each adult can also take one or two children on East Anglia paytrains for 20p each, single, during the same period.

Accompanied cycles go by train free, until September 30th, under a scheme started by British Rail and the Cyclists' Touring Club. It was necessary to fill in a form for a special ticket - but the response was overwhelming - 40,000 tickets were issued in five weeks (compared with 11,000 at the same time last year). The CTC could not cope with all the applications, and now BR have said that you can simply wheel a cycle into a train and take it with you without any special ticket. This amounts to a 1/3rd reduction in fare, and opens up considerable travel possibilities. The response shows an obvious demand for this type of facility.

NEXT R.I.S. MEETING

The next meeting of the East Anglian Branch of the RIS will be on SATURDAY SEPTEMBER 24th, in room 3, Assembly House, Norwich. (The Assembly House is in Theatre Street, just south of the Market Place.)

The meeting will start with a business session, from 11.00 a.m. till about 12.30. The Assembly House has a good cafeteria; we shall also have use of the room throughout the lunch break.

The meeting will resume at 2.00 p.m. with a talk on "Freight Prospects for British Rail, in the Light of the White Paper". We are arranging for a local representative of BR to speak.

There will then be a session on "Can Bus Replace Train?", to launch in East Anglia the RIS' forthcoming pamphlet on this topic. Speakers will be Mr. J.S. Hull, on what has happened to the replacement bus services for the Wymondham - Wells line; and Mr. V.G. Christie, one of the authors of the RIS pamphlet. Mr. Christie is a member of the RIS National Committee and has written an M.Phil. thesis on Public Transport Provision in East Suffolk.

EXHIBITION

The RIS exhibition is due to be shown next at Woodbridge Public Library, for four weeks commencing on Tuesday, August 30th. The library is in the centre of Woodbridge, about five minutes' walk from the station.

R.I.S. BRANCH MEETING, CAMBRIDGE, MAY 14th

There was an attendance of 20, plus four apologies for absence. Reports were received and discussed of the Society's activities nationally and the actions of local users' associations and committees throughout the region - brought up to date elsewhere in this newsletter.

After discussion of the happenings at the Ipswich by-pass inquiry, the following resolution was carried unanimously:

"We condemn the undemocratic attitude of the inspector at the Ipswich Southern By-pass Inquiry, in refusing Mr. John Tyme permission to make his submission; and in ejecting Mr. Tyme and, when they tried to raise procedural points, Messrs. Garrod and Coles.

We are also disturbed at the inspector's indication that he would use his 'discretion' as to which objectors he would hear, and that he was 'unlikely' to hear statements on general transport policy. We contend that such statements inevitably have relevance to meaningful objections to this road scheme; Ipswich cannot be viewed in isolation.

While not accepting the validity of the inquiry, and continuing to campaign for a procedure which is fair and legal, we shall nevertheless still seek to present our objection.

We invite Mr. Tyme to appear as a witness on our behalf."

Discussion of the proposed increase in fares for pupils over 14, travelling to and from school, resulted in a further, unanimous, resolution:

"This meeting views with grave concern the suggestion that 14-18 year old school students should be charged full fare for rail journeys to and from school. This is the sort of traffic the railways are well-suited to handle, and we should not want to see it lost: We urge you to use your influence to ensure retention of the existing 2/3 fare facility."

This resolution was sent to all East Anglian MPs and to Chief Education Officers, as well as to British Rail. The East Suffolk Travellers' Association wrote along similar lines to the four MPs in its area. About half of the MPs said that they sympathised with our views and took the matter further - but to little avail, since on 8.7.77, the British Railways Board confirmed their decision to raise the fares.

The Branch Committee, meeting on 9.7.77, agreed to write to the Chairman of the BRB, Mr. Peter Parker, saying, "It would, in our view, be within the spirit of the recent White Paper on transport for British Rail to allow more local control over fares policy; and to therefore empower their Divisions to negotiate suitable fare scales with the individual local education authorities. We urge the BRB to allow this."

Suffolk County Council has agreed to pay the increased fares for one term and then to review the situation.

The Branch meeting then discussed Royston - Cambridge electrification. Introducing the subject, Mr. S.F. Wilkinson said that, if electrification from Kings Cross stopped at Royston, as at present proposed, many people would be inconvenienced by the change of train there, and traffic might be lost. The Cambridge - Kings Cross route was popular with many people as its terminal was more convenient than Liverpool St. was for the West End and Heathrow Airport. Most of the bridgework needed for electrification had already been done, and we should be urging BR to "finish the job" while electrification teams were on the site. Mr. M. Smith stressed the importance of tourist and academic traffic on the Kings Cross route.

A resolution was carried nem con: "This meeting urges British Rail to reconsider their decision not to electrify the Kings Cross - Cambridge service in its entirety. Not to electrify would be a retrograde step in view of the facts emerging from a recent snap survey on the line, and international warnings about future energy needs".

The resolution was sent to British Rail, the Government Ministers responsible, local MPs and local authorities.

Further improvements to local services were suggested by members: notably the reopening of a halt at Saxham, near Bury St. Edmunds, for workers in the adjacent industrial area; and stopping some Cambridge - Liverpool St. trains at Tottenham Hale, for good Victoria Line connections.

EAST SUFFOLK TRAVELLERS' ASSOCIATION

The Annual General Meeting of ESTA, held in Saxmundham on May 7th, was attended by over 40 people. ESTA's President, Mr. G.F. Fiennes, on behalf of the membership, commended the officers and committee for their efficient and successful teamwork in reactivating the association. Membership Secretary, Mr. V.W. Hinkley, reported that membership now stood at 500 - 432 individuals and 68 organisations.

The existing officers and nearly all the committee were re-elected. Mr. A. W. Long, of Lowestoft, and Mr. S.J. Hammond, of Ipswich, have also been elected on to the committee.

ESTA has commented on the first draft of Suffolk County Council's Transport Policies & Programme 1978/9. The association welcomes the council's aim that the present rail network in East Suffolk be maintained; but wants to see more encouragement for the transfer of freight from road to rail, and more publicity for rail and bus services.

7,000 issues of East Suffolk Travel No. 2 have been produced and distributed. ESTA Chairman Mr. A.W. Godfrey has made representations to BR and the British Transport Docks Board following the recent removal of a notice board from the south side of Mutford Lock, in the centre of Oulton Broad. This board used to display local rail timetables and other publicity and have signs pointing to each of Oulton Broad's two stations. It was greatly appreciated by local people and holidaymakers - but the Docks Board (who own the land) raised the rental to BR and a gentleman in BR Eastern Region HQ at York therefore decided that there would no longer be a notice board there. An agreement has however now been reached, and BR have promised to reinstate the board.

ESTA has also expressed concern at Eastern Counties' bus cuts in the area; and is writing to the bus company to put the case for a later evening bus from Halesworth to Southwold on Fridays, connecting with the train, to cater for weekend traffic.

Four committee members of ESTA met Mr. R.M. Senter, BR's Divisional Passenger Commercial Officer, on May 13th, when a useful and constructive discussion took place. It is hoped that, in due course, several improvements to local facilities will take place.

THE JIGSAW COMPLETED: EAST NORFOLK TRAVELLERS' ASSOCIATION FORMED

The last paytrain line in East Anglia without a local users' association was that from Norwich to Yarmouth. The missing piece was put into the jigsaw on May 24th, with the formation of the East Norfolk Travellers' Association.

The inaugural meeting was arranged by the RIS, and our Branch Chairman, Mr. P.R. Lawrence, presided. 24 people crowded into the room at the White Horse, Brundall and unanimously agreed to set up the association.

Mr. T.J. Garrod explained the work of the RIS in East Anglia, and the reasons for our policy of encouraging the setting up of local groups on each line. Mr. R. Pettitt and Mr. C.J. Wheeler, of North East Norfolk Travellers' Association, then spoke on the achievements of their organisation. In particular, they had been successful in getting improved bus/rail connections - the bus company, commented Mr. Pettitt, "had often seemed unaware of the existence of its competitors". NENTA's representations had also helped persuade BR to give a better service during the day, which was especially valued by the many retired people in North East Norfolk.

The upkeep of stations was discussed, with complaints being made particularly about Lingwood station, between Brundall and Acle. (It is pleasing to note that, since then, the station awning, platform edge and crossing gates at Lingwood have all been repainted and rough land rotavated! NENTA has passed on its thanks to BR)

A constitution was adopted, specifying the aims of NENTA as the retention and improvement of the Norwich - Yarmouth railway lines; the retention and improvement of bus services in East Norfolk and especially the integration of these with rail links wherever appropriate; and encouraging the greater use of public transport.

The following were elected: Chairman - Dr. B. Callan, 37 Busseys Loke, Bradwell, Yarmouth; Secretary - Mr. R.R. Darsley (Mr. Darsley has, however, unfortunately since had to resign, and a new secretary will be elected in September); Acting Treasurer - Mr. P.R. Lawrence; Committee - Mr. L.M. Baldwin, Mr. J. Bessey, Mr. A.E. Billson, Mr. T.J. Garrod, Mr. M. Collier (representing Yarmouth Chamber of Commerce); Burlingham Parish Council and Great Yarmouth Holiday Association are also to have representatives on the committee.

3,000 copies of the association's first newsletter, East Norfolk Travel, are now being distributed throughout the area.

The columnist "Scout", writing in the Yarmouth Mercury of 1.7.77, said, "The travellers' association is going to be a useful pressure group..For many, public transport is essential, while others of us would miss it if it wasn't there - which is all the more reason for welcoming the association and its efforts."

CENTRELINK BUS

According to the E.D.P. (22.4.77), the experimental Centrelink Bus (between Norwich railway station, bus station, hospital and shopping centre) carried 1,895 people in Easter week - 316 per day, compared with an average of 245 per day back in February. A third of the passengers came from outside Norwich. Centrelink is to continue at least until September, the City Council has decided, and so it will be possible to assess how useful it can be to summer visitors to the city.

WyDFRAC

The Wymondham, Dereham & Fakenham Rail Action Committee and several of its associate members lobbied candidates in the recent County Council elections, and has reported sympathy for its reopening project from individual candidates of all parties.

WyDFRAC has also published a new leaflet, which details the benefits that each of the three towns along the route could gain from a restored passenger service.

The Committee has also discussed, at its last two meetings, coal deliveries to merchants in Dereham, Fakenham and Shipham. Some coal comes into Dereham and Fakenham by rail; other coal reaches Norwich by rail and is then transported to Dereham and Fakenham by road. To local people, it would make sense for it all to come to Dereham and Fakenham by train - but not, apparently, to some gentleman in National Coal Board headquarters at Doncaster! The Chairman and Secretary, Messrs. D. Wick and J.S. Hull, have had discussions with 5 local coal merchants. Subsequently, one Dereham merchant has been able to increase his rail-delivered quota - in fact, it is estimated that he will now receive 2-3000 tonnes extra by rail per annum.

Pressure has apparently been put on Fakenham merchants to receive all their deliveries by road, but they have been against this idea. The present situation is that coal deliveries into Fakenham will continue by rail for six months, and then the position will again be reviewed. WyDFRAC will be monitoring the situation closely, and acting where appropriate; firstly because coal traffic is the sort of long-distance bulk freight that the railways are ideally suited to handle; and secondly because a healthy freight usage of the line would increase the possibility of reopening it to passengers.

BETTER RAIL FREIGHT FACILITIES FOR PORT OF IPSWICH

On May 21st, ships of Geest North Sea Line started operating to Ipswich West Bank Terminal, from which containers are moved by Freightliner train to London and further afield.

The Ipswich Port Authority was, on 21.6.77, awarded a grant of £119,087, under section 8 of the 1974 Railways Act, towards the £238,175 cost of buying container transporting equipment to speed movements within the terminal.

The chief executive of the Ipswich Port Authority, welcoming the grant, commented, "For some time we have been actively encouraging the wider use of rail transport."

SUDBURY - MARKS TEY RAIL USERS' ASSOCIATION

The Inaugural Meeting, held in Sudbury Town Hall on April 20th, was attended by 44 people and elected the following: Chairman, Mr. D. Philips; Vice-Chairman, Mr. F.O. Webber; Secretary, Mr. B.F. Tomlin; Treasurer, Mr. B.V. Tolputt; Committee, Miss V. Cutler, Messrs. H.R. Singh, M. Davies, L. Mansfield, D. Hands and N. Firth. The RIS is also entitled to one voting member on the Committee. 31 members enrolled at the meeting, and by the beginning of July, membership had risen to 120.

Concern was expressed about the future of Chappel Viaduct (the longest in East Anglia) on the line, if it became unsafe; and it was agreed to take up this matter with BR. Concern was also expressed about a lack of signs to Sudbury station, which Mr. J. Withers, attending on behalf of Suffolk County Council, undertook to investigate.

Mr. T.J. Garrod spoke on the activities of rail users' associations elsewhere in East Anglia; and stressed the need for an association to cater for all rail users, not just commuters. He said that it was important to encourage greater usage of off-peak services for leisure travel, mid-day and at weekends, both from the line's catchment area and into it from outside.

S-MTRUA has since produced the first issue of a lively and interesting newsletter which, amongst other things, gives details of connections from the line to Ipswich, Norwich and the Essex Coast; and of Merrymakers from the area.

Membership of S-MTRUA costs 50- minimum per annum. (Secretary's address on page 8.)

BRAMFORD - A STATION THIRD TIME LUCKY?

The village of Bramford was not given a station when the Ipswich - Bury St. Edmunds line was first opened through it in 1846. A wooden station was built on the north side of the bridge over Ship Lane in the 1850s but destroyed by fire in 1913. Bramford's second station was brick built, on the south side of the bridge, closed in 1955 and the last remnants demolished in 1965.

The RIS suggested Bramford as one of several sites for new halts in 1974, and our idea has now been taken up by the local Labour Party, which called a public meeting in the village on July 7th. 25 people turned out on a hot summer evening and heard Mr. T.J. Garrod put the case for a new halt to serve this village which has doubled its population, to nearly 2,500, since 1960. A halt could be served by 9 Ipswich - Cambridge trains each way, giving a 5-minute journey time to Ipswich for 15p. Bramford's only public transport at present consists of 9 buses a day, operated by Squirrell's Coaches, costing 16p for a single journey into Ipswich - terminating at Crown Street, some way from both the bus and railway station, and taking 15-20 minutes.

Mr. Paul Koppel, prospective Parliamentary Labour candidate for the Eye constituency, also spoke at the meeting, saying that the Transport White Paper encouraged public participation in determining transport needs, and pledging his support for the scheme.

A resolution was passed, with 4 votes against, "that this meeting would like to see Bramford railway station reopened and asks Bramford & District Labour Party to establish a non-political working-party to investigate this end." A meeting to establish the working-party has been provisionally fixed for September 15th; anyone interested should contact Mr. Jeremy Coles, Dairy Farm House, Somersham Road, Bramford (Phone Ipswich 830985)

FELIXSTOWE SPECIALS

The special 4-car diesel multiple unit to commemorate the centenary of the Felixstowe line, on April 30th, was a great success. The train left Ipswich full (several RIS members were on it) and ran to the closed Beach station, and then at walking pace over two lines in the Docks complex which had never before been used by a passenger train. Men with red flags walked at either end of the train. Several people, including the guard, wore period costume. Returning to Felixstowe Beach for a small ceremony, the train then proceeded to Trimley, reversed back into Felixstowe Town and then returned to Ipswich.

On June 25th, 120 people joined a 2-car D.M.U. special from Felixstowe to Lowestoft, which also included a trip over the freight-only Saxmundham - Sizewell branch.

Both trips were organised by the Felixstowe Branch of the East Suffolk Travellers' Association, and much of the credit for their success must go to Messrs. C.W. Taylor and K.F. Tricker.

NORTH EAST NORFOLK

The Norwich - Cromer - Sheringham timetable was recast in May, with the result that there is now a train from Sheringham to Norwich at 9.29, filling what was previously a 3-hour gap. It was the RIS which first produced evidence of demand for such a train, in our summer 1975 survey. We and NENTA have since pressed BR to introduce such a link, and are therefore very pleased that they have now done so.

NENTA held a members' meeting at Cromer on 15.6.77 and plans to issue its next newsletter very shortly.

At the beginning of July, the North Norfolk Railway carried its 100,000th passenger since receiving its Light Railway Order in spring 1976. It had not expected to reach this target until the autumn.

The RIS welcomes the success of this preserved line, from Sheringham to Weybourne, in attracting leisure traffic - of which as much as possible, we hope, will also be carried on BR's service from Norwich to Sheringham.

ELECTRIFICATION TO CAMBRIDGE?

Since our meeting at Cambridge at which this matter was discussed (page 2), we have heard that BR hope to extend electrification from Royston to Cambridge, and 1981-2 is quoted as a likely date. No official announcement has been made, however.

It has been reported that a site between Mill Road bridge and Coldhams Lane bridge has been chosen for a shed for electric multiple units.

SKEGNESS AND THE TEN-HOUR SHIFT (see last newsletter)

Latest reports are that the rail unions and management have agreed that the 10-hour shift between Boston and Skegness will operate from September 12th. This will mean no trains out of Skegness before 9.40 a.m. - which will not affect the vast majority of holidaymakers and day-trippers, but will, of course, greatly inconvenience local people.

The South East Lincolnshire Travellers' Association is continuing to campaign against the scheme, and has the support of the local press and Skegness Town Council. Several ideas are coming forward for alternative economies and for making the service more attractive.

Meanwhile, the line continues to see many special excursion trains - 19 over the Spring Bank Holiday/Jubilee Weekend, for instance, despite poor weather. The 12.03 Grantham - Skegness train on June 18th, it is reported, was made up of four 3-car d.m.u. sets, full, with loads of luggage.

SELTA's membership had reached 27 by mid-June, when the first Members' Newsletter was issued. Seltravel No. 2 has also now appeared.

WISBECH: The Wisbech & March Rail Action Committee held a meeting on April 30th, when Mr. T.J. Garrod gave a talk; a resolution calling for "a re-allocation of funds from road to rail in order to reopen the passenger service on the Wisbech - March railway line" was passed.

WAMRAC has decided to launch an associate membership scheme and has elected Mr. R.W. Laud, 8 St. Augustine's Road, Wisbech as Membership Secretary. Subscriptions are 30p a year minimum.

Meanwhile, Wisbech continues to lose its buses. In June, Eastern Counties axed the 8.15 p.m. from March (service 354) and the 8.50 p.m. from Wisbech.

WEST NORFOLK PUBLIC TRANSPORT USERS held their AGM at Downham Market on June 10th. WNPTU was unfortunate to lose its founder chairman and secretary during its first year of existence, as they both moved from the area. Mr. R. Callaby was elected Chairman and Miss C. Zilahi Secretary - both of whom had worked hard in an acting capacity to keep the association going during an awkward period. Two new members were elected on to the committee. WNPTU's

total membership now stands at 32. Concern has been expressed at the reduction of staff at Downham station - it is now staffed from 7.40 till 16.00 only and no parcels are handled.

IPSWICH SOUTHERN BYPASS PROPOSAL - PUBLIC INQUIRY STARTS

The weeks leading up to the Public Inquiry saw the distribution of expensive-looking leaflets by un-named "supporters of the by-pass", who also paid for large adverts in the "Evening Star" and even had drum majorettes parading for their cause.

The Public Inquiry opened at Copdock International Hotel on Tuesday May 3rd. RIS members handed out leaflets stating our case, and the NUR leaflets "More by road? Can we afford it?" to all people arriving at the hotel. (Incidentally, only about 10 people arrived by public transport, out of about 300, and a great array of expensive-looking cars was in evidence.)

The inspector, Mr. F. Clinch, said in his opening statement that he would use his "discretion" as to which non-statutory objectors he would hear; and that he was "unlikely" to hold evening sittings, as these would be "inconvenient" (to whom?)

Mr. John Tyme then rose and announced that, on behalf of 84 people (including many RIS members) he would like to make a submission questioning the validity of the inquiry; and asking that it be adjourned until fairer rules for the conduct of such inquiries be drawn up. Inspector Clinch twice refused Mr. Tyme permission to make this submission and then sent for stewards and police to eject him. "That, Sir," said Mr. Tyme, "you will find rather difficult", standing up to reveal that he had chained himself to the table at which he had been sitting. Police reinforcements had to be sent for to remove the table and Mr. Tyme.

Mr. T.J. Garrod, Mr. S.F. Wilkinson, Mrs O.F. Bridger, Mr. J. Coles and others rose in turn in unsuccessful attempts to raise procedural matters with the inspector, who refused to hear any such questions. He refused, for example, to deal with the matter of evening sittings; he refused to allow an official tape-recording to be made (as happens, for instance, at rail closure inquiries); he refused to give any undertaking that he would deal with procedural matters at all that day.

As Mr. Garrod and Mr. Coles remained standing, and insisted on proper intelligent answers to their questions, inspector Clinch sent for stewards, and then police, who ejected them, banning them from the hall for the rest of the day. Having established command, Mr. Clinch proceeded with the inquiry. There followed a six-week period during which the RIS had to contend with a stream of evasions and threats to refuse us a hearing. Mr. Garrod attended the inquiry again on June 9th, and asked for the opportunity to raise three procedural questions. Mr. Clinch reluctantly allowed him to ask one, about evening sittings, and then ordered him out. Nine letters from RIS members in and just outside Ipswich were then sent to the inspector, urging him to hear the Society's case. Upon receipt of these, the Programming Officer phoned Mr. Garrod and asked him to come to Ipswich and present the RIS case at rather less than 24 hours' notice - which, Mr. Garrod pointed out, was not exactly convenient. It was then agreed that the RIS should present its case on Tuesday, July 19th.

For a fuller report of the first day of the inquiry, read the July issue of the Waveney Clarion - 10p plus postage from Ruth Sparksman, 13 Wollaston Road, Lowestoft, Suffolk.

For an analysis of inspector Clinch's behaviour and its implications, read the June issue of Motorway Monthly - 20p from Friends of the Earth, 9 Poland Street, London, W1V 3DG.

A very useful study of the road and rail alternatives for moving freight from the Midlands to the Haven Ports, and others, is Routes to the Ports, published by Transport 2000 West Midlands. The Branch Secretary has a dozen free copies - if you would like one, please send 12p to cover postage.

MEANWHILE, AT BECCLES... A by-pass of over 3 miles is planned for this fairly small town, costing over £3 million. The RIS and Transport 2000 issued a joint letter, saying that a much shorter, and cheaper, relief road would suffice; and pointing to the Lowestoft - Norwich rail link as an alternative to the A146 for through traffic.

NEWS OF MEMBERS

Welcome to the following new members:

Mr. A.L. Adams and Mrs J.C. Adams, Hazelmere, Flowton Green, Ipswich, Suffolk
(Phone Offton 357)

Mr. B. Woolsey and Mrs A.R. Farrel, 200 St. Helen's St. Ipswich (Phone 55236)

Sir Benedict L. Hoskyns, Harewood, Great Oakley, Harwich, Essex, CO12 5AD
(Phone Ramsey 341)

Sudbury - Marks Tey Rail Users' Association: Secretary, Mr. B.F. Tomlin,
13 The Paddocks, Bures, Suffolk. (Phone 227641)

Change of address: Mrs R.H. Craigen has moved to 3 Leys Avenue, Cambridge.

IN THE MEDIA

RIS members have continued to have letters published in the local press - among them, Mr. B. Woolsey (several in EADT), Mr. D.J. Jasper (Evening Star, 20.6.77) Mr. P.R. Lawrence (Eastern Evening News, 30.4.77), Mrs O.F. Bridger and Mr. S. J. Hammond. Mr. T.J. Garrod was interviewed on the local radio programme, "Round About East Anglia" on 23.5.77, on the case for electrification of the Colchester - Norwich main line. Mr. D. Maudlin appeared on BBC television "Look East" in connection with Transport 2000's publication, "Routes to the Ports".

WyDFRAC secretary Mr. J.S. Hull had a letter in the EDP of 22.6.77, replying to a suggestion by the British Road Federation that subsidies to public transport be ended. The press officer of the BRF had argued that the money thus saved could be used for better things. "Perhaps", answered Mr. Hull, "it could be put towards the £374 million spent in 1975 dealing with the 6366 people killed on the roads and the 77,122 seriously injured."

IN BRIEF

1. Following a request from the Open University, the RIS has supplied them with copies of our newsletters and other publications over the last two years, for use by students in Systems doing a project on rural transport for their summer school at the University of East Anglia.
2. The RIS has provided material on transport, and particularly on rail re-opening schemes, to the Humanities Dept. of the Denes High School, Lowestoft, who are compiling a mode 3 CSE course in Environmental Studies.
3. The station garden at Brundall is looking attractive since the village's Flower Club dug and replanted it as a project for Jubilee Year.
4. Suffolk County Council refused to approve an application for a private siding at Barham, between Ipswich and Needham Market, to handle roadstone from the Midlands, on the grounds that it would involve lorries passing within 30 yards of houses. Following RIS comments on this in the press, we were asked by the firm, Tilbury Roadstone Ltd., to write to the Department of the Environment stating why we supported the project. This we have done, and we hope that the firm will succeed in their appeal, and the siding will be built.
5. Norwich City Council has given outline planning permission for office, hotel and conference centre development in the area around Norwich station.
6. The Aylsham & District Rail Action Committee has completed a survey of likely usage in Buxton, and now plans a similar survey in Cawston, as part of its campaign to get the local line reopened to passengers.
7. It is with great regret that we record the death at the beginning of July of Mrs Joan Siedlecka, after a fairly long illness. Mrs Siedlecka was Membership Secretary of WyDFRAC and her hard work did much to aid the progress of this reopening campaign.
8. It is worth recording that Lowestoft concrete depot, which BR had wanted to run down and close by January this year, and which the NUR and RIS campaigned to retain, is still very much in business and sending out its products by rail.
9. The London & Home Counties Branch of the RIS is planning a social function at Witham, Essex, in October to celebrate the start of electric trains on the Braintree line. East Anglian members will be welcome. Details later.
10. It is hoped to hold a joint RIS - Breckland Line Users' Assn. public meeting in the autumn, possibly at Attleborough - details later.

LATE NEWS LATE NEWS LATE NEWS LATE NEWS LATE NEWS LATE NEWS LATE NEWS

AYLSHAM SPECIAL TRAIN SATURDAY SEPTEMBER 17th

A few tickets for this special train (advertised in our last Newsletter) are still available. The route of the train has had to be slightly altered, but it will still travel over the line from Wroxham to Lenwade via Aylsham and Reepham. If you would like to travel over this section, you can still book with ADRA's Chairman, Mr. J. McCarter, York House, Church Street, Reepham Norwich, NR10 4JW (Phone Reepham 584)

ONE2DAY ANGLIA RANGER - £2 !!!

From the beginning of August, for a three month period, BR will be offering a one-day Anglia Ranger ticket for £2 (children £1). This is a most attractive bargain. The ticket will, in effect, be able to be used as an Awayday between a staffed station and any other station in East Anglia. It will make it much cheaper to do a day return trip between, say, Norwich and Cambridge, Lowestoft and Ipswich or Thetford and Sheringham.

BR will be issuing thousands of leaflets to publicise this offer. If you can help distribute these in any way, please contact the Branch Secretary.

CHEAPER SEASONS ON THE WAY

BR have also announced that, from August 14th, new season ticket rates (monthly, three-monthly and annual) will come into force for local journeys in East Anglia, and that these will be cheaper.

IPSWICH BYPASS INQUIRY JULY 19th

Inspector Clinch and the Department of Transport had something of a shock when Mr. John Tyme arrived in the morning and asked to make a submission. This time, they agreed to hear him. He alleged that the inspector had infringed the rules of conduct by restricting cross-examination by objectors; and said that these breaches were enough to get the inquiry halted and reopened under a new inspector.

Member Mrs. A. P. Moon told the inquiry that she now had 105 letters signed by people in support of Mr. Tyme challenging the inquiry.

Mrs. Moon later presented her own personal objection to the inspector, and cross-examined Department of Transport officials; who were unable to give her very satisfactory answers as to the numbers of lorries the bypass would remove from the centre of Ipswich. At the end of Mrs. Moon's detailed and masterly submission, there was applause from members of the public.

The RIS submission and cross-examination was presented by Mr. T. J. Garrod; who, cross-examining the officials, drew largely negative answers on the account taken by them of likely future energy shortages; and the inability, or effectiveness, in controlling where lorries went. Nobody, for instance, was able to give any figures on the numbers of road hauliers or lorry drivers prosecuted (if any) for contravening existing restrictions; nor could any estimate be given of the cost of effectively enforcing a lorry-route network.

Mr. Garrod called Mrs. O. F. Bridger as a witness, to speak on the likely effects of extra traffic generated by the bypass; and Mr. S. F. Wilkinson, to deal with the effects of extravagant road-building upon agriculture; and the effects upon Histon of the building of the Cambridge Northern Bypass, and the implications for villages in the Ipswich area.

The RIS' appearance lasted 2½ hours. ~~XXXXXXXX~~ Pro-rail views were also expressed to the inquiry by our member Mr. B. Woolsey, appearing as an individual objector; and by Mr. Jeremy Coles, who also called Ipswich NUR secretary Mr. J. Wales as a witness.

....., one of the authors of the RIS pamphlet. Mr. Christie is a member of the RIS National Committee and has written an M.Phil. thesis on Public Transport Provision in East Suffolk.

EXHIBITION

The RIS exhibition is due to be shown next at Woodbridge Public Library, for four weeks commencing on Tuesday, August 30th. The library is in the centre of Woodbridge, about five minutes' walk from the station.