

RAILWAY DEVELOPMENT SOCIETY
(incorporating Railway Invigoration Society
and Railway Development Association.)

EAST ANGLIAN BRANCH
NEWSLETTER No. 31

July/August 1979

Branch Secretary: Mr. T.J. Garrod, 15 Clapham Road, Lowestoft, Suffolk,
NR32 1RQ. (Tel: 81721; or at work Norwich 28181, ex. 44)

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YOUR LOCAL TRAINS IN THE 80s - Action is needed NOW!

The Railway Development Society's new booklet, Your Local Trains in the 80s, was published in mid-June, and makes a strong plea for speedy investment in trains to operate secondary services, like most in East Anglia, during the next decade.

Prompted by the news that an extra £25-30,000,000 per annum needs to be invested to replace ageing diesel multiple units, the booklet examines, in its 40 pages, how existing diesel railcars can be refurbished, improved and have their lives extended; various new types of vehicle that are being, or could be, developed; the introduction of hauled trains, or electric trains, on some routes; and other ways in which secondary services can be improved.

Several East Anglian Branch members were amongst more than 20 RDS members who worked upon the book, which is illustrated and, while the result of six months' research, written in a way that, it is hoped, will carry its message across to the non-specialist reader. Copies have been sent to BR officials, the Secretary of State for Transport, his Shadow counterpart and a selection of MPs; as well as to the news media. Mr. T.J. Garrod, one of the authors, was interviewed on Radio Orwell on June 21st, and on the About Anglia television programme on June 22nd.

We now need to ensure the booklet and its message reaches as many people as possible. It contains a wealth of information to help you argue the case for more rail investment. Copies are obtainable from the Branch Secretary; or from Mr. R.F. White, "Latymer", The Drive, Belmont, Surrey. Price 50p plus 10p postage.

THE FUEL SHORTAGE - TRAIN CUTS "DEPLORABLE"

The fact that British Rail were forced to cut certain train services at the beginning of June, owing to a 7% cut in their diesel fuel supplies, was described as "deplorable" by the RDS Branch Secretary in a letter widely reported in the local media.

The letter was sent to the Secretaries of State for Transport and Energy, and the Chancellor of the Exchequer, on June 6th. It appealed to them to ensure that adequate fuel be made available to the railways - if necessary by restraints on private road transport; and to press ahead with increased investment, especially in electrification, to enable the railways to play a fuller role in easing the energy problems confronting us.

The RDS National Chairman, Mr. R.V. Banks, also issued a statement calling for "an acceleration of the electrification of our railway system, so that in the future our vital transport needs will be less dependent on oil".

A number of individual RDS members, and corporate members, have also written to their local MPs, pressing these views. But it is not only the pro-rail lobby that has reacted in this way; Mr. Norman Potter, local spokesman for the Motor Agents' Association, in a local radio interview on June 29th, was asked what action should be taken by the government in the face of the petrol shortage, and replied in favour of a "greater move towards public transport".

By mid-July, no reply had been received by the RDS from the Department of Energy, and only a formal acknowledgement from the Chancellor. A reply has been received from the Private Secretary to the Secretary of State for Transport, reiterating his statement to Parliament on June 11th refusing to introduce a system of priorities in order to ensure supplies for public transport. The reply argues that "many motorists use their cars to get to work or in the course of their business" - but seems oblivious to the fact that an attractive and reliable rail alternative could persuade them to make some of, or part of, these journeys by train and thus help bring down the country's overall fuel consumption.

The lack, so far, of a coherent fuel-saving transport policy by the government is summed up by RDS member Miss C. Zilahi in a letter published in the Sunday Telegraph on June 17th, in which she said, "Is the nation being asked to save energy, in the long as well as in the short term, or is it not? I can't help wondering."

Local Cuts: In East Anglia, not so many trains have been cut from the timetable as had at first been feared; partly because of a small amount of extra fuel supplies which BR were able to obtain from the oil companies after their initial shock announcement; and partly because of certain limited "good-housekeeping" measures. The 09.55 Lowestoft - Ipswich and return working on a Sunday has been withdrawn; as was the 19.30 Ipswich - Saxmundham and return - though the latter was reinstated after protests by the East Suffolk Travellers' Association and individual users.

Certain workings between Cambridge and Audley End, Peterborough and Doncaster were also curtailed; though the latter were put back in early July. Altogether, BR made 170 alterations to scheduled services; and while it is pleasing to report that some cuts have been restored, we must not relax the pressure - on BR and, more particularly, on the politicians - until all are restored, and we see an expanding rail network playing a greater role in efficient fuel consumption.

RDS SPECIAL TRAINS MAKE AN IMPACT

The train chartered by the RDS in co-operation with the Wymondham, Dereham & Fakenham Rail Action Committee and the Fakenham & Dereham Railway Society provided Fakenham with its first passenger service since 1964. On April 21st, the 4-car DMU brought over 220 people to Fakenham, including 40 from Dereham, to travel on by bus to Thursford museum or go shopping in the town. 200 people joined the train at Fakenham for an afternoon's ride to Dereham and back, with others joining at Ryburgh, County School and North Elmham.

Efficient work by BR staff kept the train in good time on this rather complex trip, leaving Norwich at 10.58 and back by 19.40 (including a change of crew - the relief crew being ferried out to Dereham from Norwich by road!). It was a most successful venture, which was well-reported by the BBC and local press.

The next special is due to run on the line on July 22nd, when a 6-car DMU will run out to Dereham and form an excursion from there to Lowestoft and back. At the time of writing, the train is almost fully booked, and all the signs are of another memorable trip. On the first two Saturdays in July, WyDFRAC members (with special permission from BR) tidied up Dereham Station and sold tickets from the former bookstall. A report will appear in our next newsletter.

May 19th saw another well-filled special, when over 200 people travelled from Wisbech to Cambridge on the train chartered by the RDS and the Wisbech & March Rail Action Committee.

This venture was largely a repeat of our special on the March - Wisbech line last September - and for this reason photographers, film cameramen and rail enthusiasts were less in evidence than last year (although some 30 of the latter travelled out from March to Wisbech and contributed some 8% of our total revenue.) Indeed, the scene on the platform in Wisbech Goods Depot was little different from that at an unstaffed terminus such as Sheringham or Felixstowe, with a large number of local people boarding a train to go shopping and sight-seeing in the city.

However, the Eastern Daily Press did not see it that way. Their issue of May 23rd carried an editorial entitled "No Return", which sought to pour as much cold water as possible on the RDS efforts to get this line reopened.

Apart from inaccuracies like getting the name of WAMRAC, and the day of the excursion, wrong; the EDP claimed that the bus service from Wisbech to Peterborough (only once every two hours) was "excellent" and implied that, with a restored passenger service, the train crew would have to open and shut all the gates. But the main distortion was to ascribe the success of the train to what the EDP called "devotees from all over the country" - when in fact such people made up barely one in eight of the passengers! - and then not on the main part of the journey.

A letter putting right the main points in this tissue of distortions (whether deliberate or accidental) was delivered by hand by the RDS Branch Secretary to the EDP office on May 23rd. After ten days had passed without its

being published, the editor was contacted, and he told us that the letter had never reached his hands. A copy of the letter was then sent to him, and it was published in the paper on June 11th.

While we must accept that the press may criticise what we do from time to time, we expect such criticism to be well-informed - which this particular EDP editorial patently was not.

FOR YOUR DIARY

August 2nd - 7th: Southwold Railway Centenary Exhibition - the RDS and ESTA will have a joint stand. Details on enclosed leaflet.

Sunday September 2nd: March - Wisbech - Lowestoft and return. RDS and WAMRAC special train. Wisbech - Lowestoft and return, £2.95; March - Wisbech and return, 80p. Details and tickets from Catours, Nene Quay, Wisbech, Cambs. (Please enclose stamped addressed envelope). It is hoped to leave March between 08.30 and 9.00, departing from Wisbech an hour later and travelling via the Ely Curve and the Wensum Curve, stopping at March, Thetford, Brundall and Oulton Broad North. The train will be a 1 x 2 and a 1 x 3 DMU.

Saturday September 8th: RDS National Committee Meeting, Birmingham.

Sunday September 9th: Broadland Model Railway & Engineering Society special train Norwich - Dereham - Fakenham and return. dep. Norwich 11.30, arr. back at 18.00. Photo stops at Yaxham, Kimberley Park and County School. 20-minute stops at Dereham in both directions, when WyDFRAC members are arranging to serve refreshments from the old station bookstall. Fare: £2.00.

The train will be a 2 x 2 DMU. Details and bookings: Mr. H.A. Telling, 59 The Street, Brundall, Norwich, NR13 5LZ. Please enclose stamped addressed envelope.

Saturday September 29th: RDS BRANCH AUTUMN MEETING, Sexton Room, Assembly House, Theatre Street, Norwich, starting at 2.00 p.m. Non-members also welcome.

The meeting will consist of:

1. Business Section - including reports and discussion of RDS activities, local groups' activities and rail happenings around the region.
2. Report of visit to Derby Works by three RDS members.
3. Film: People on the Move - made by the Midlands Branch of the RDS.
4. Film: The Fakenham Flyer - the first public showing of our member Mr. R.B. Whipps' film of the special train to Fakenham on excursion to Thursford on April 21st this year. This is a 20-minute colour film with music and commentary. Mr. Whipps would be pleased to hear from any other group or individual interested in hiring it.

Saturday October 13th: Aylsham Line Special Train: 1 2 x 2 DMU chartered by the RDS and Aylsham & District Rail Action Committee will leave Norwich at about 11.00 for Aylsham, Cawston, Reepham and Lenwade, returning directly to Norwich. On the way back, it will pick up passengers at Reepham, Cawston and Aylsham (and possibly Duxton and Coltishall) and take them into Norwich for the afternoon. The train will then leave Norwich again at about 17.00 and travel as far as Reepham before returning to Norwich. A coach will meet the morning train at Lenwade and run to Thursford Museum, returning to Reepham to meet the evening train.

Norwich - Lenwade return fare: £1.75. It is also intended to offer a package fare covering train, coach and entrance to Thursford Museum. Details of this, and intermediate fares, and bookings to: Mr. J. Cotton, 63 Soame Close, Aylsham, Norwich, Norfolk. Please enclose stamped addressed envelope.

ADRAC is also planning to run a photographic competition in connection with this train - with a prize for the best photo of the special train, which could be used by the Committee on its future publicity.

Wednesday October 17th: North East Norfolk Travellers' Association AGM, Cromer.

Saturday October 27th: RDS Branch Committee Meeting, Histon.

Sale: RDS member Mrs. O.F. Bridger is hoping to hold another fund-raising sale at Leiston in the autumn - but not before October. Any member willing to assist - or with jumble or other saleable items, should contact Mrs. Bridger at 8 Cross St. Leiston, Suffolk (Tel: 830293).

CAMBRIDGESHIRE STRUCTURE PLAN - PUBLIC HEARING

The RDS has been invited to take part in the session on transport, which will take up one day, at the Hearing in Public of the Cambridgeshire Structure Plan in September. Our Branch Chairman Mr. S.F. Wilkinson will be the Society's main spokesman, but one or two other members will also be able to speak on our behalf; and of course, any member of the public can attend all or part of the Hearing and listen to the discussion.

The fact that we have been included in the relatively small number of bodies invited to take part in this discussion can be seen as a sign of acceptance by the Department of the Environment (which runs these Hearings) that the Society has something important to say. We shall use the occasion to argue the case for more serious treatment of, and a greater share of spending for, public transport in Cambridgeshire; and in particular to put the case for speedy electrification to Cambridge; better bus/rail co-ordination and the restoration to regular passenger trains to Wisbech and St. Ives.

Our Chairman has already been in contact with St. Ives Town Council, who have also been invited to take part, and has had a fruitful discussion with their representatives.

Local members are urged to watch their local press for details of the Hearing.

HUNTINGDON STATION BUS LINK

A good example of bus/rail co-ordination is the new service 132 from Somersham to Huntingdon railway station, which commenced last winter. Passengers from Holywell, Needingworth and St. Ives can phone the bus operator (Eastern Counties) and arrange to be picked up at their homes by the bus which connects with morning trains to Kings Cross. In the evening, the bus does not leave Huntingdon station until after the arrival of the train with which it is connecting.

A 10-trip ticket, valid on certain other buses to some of the villages, costs £2.00 - which, says the publicity leaflet, "is less than the cost of driving your car and parking at the station." The 10-trip ticket is not just for daily commuters. Passengers only wishing to catch the London train from time to time can also use it, as it is valid for 10 journeys within 3 months of issue.

LINCOLNSHIRE ISSUES

Structure Plan: The RDS has submitted comments on the Draft Written Statement of this Plan. Thanks to Mr. S.F. Wilkinson for co-ordinating the work on this. SELTA: The South East Lincolnshire Travellers' Association continues to have difficulty in getting publicity material for the Grantham - Skegness line with reasonable promptness from BR Divisional HQ at Doncaster.

SELTA is also annoyed at the fact that the new Paytrain Guide for the line contains five errors and that none of the weekday, Saturday or Sunday extra trains to Skegness are included in it (although these are running!)

The 10-hour shift continues to cause problems. On May 14th, for example, late running by the last two trains from Grantham to Skegness meant that there was no unit available to form the 19.20 back to Boston (the last train before closedown) and passengers bound for Nottingham and London were ferried by a fleet of taxis, at BR's expense, all the way from Skegness to Grantham. As RDS member and SELTA treasurer Mr. R.L. Waite commented, "This must have been quite an expensive night for BR!"

On a brighter note, local day return fares between Skegness, Boston, Sleaford and Grantham have now been introduced - something which SELTA and our Society have been advocating for three years.

BUS/RAIL TIMETABLE: Lincs. Road Car Co. have produced a combined bus and rail timetable with effect from June 1st. At 20p it is very good value for money.

GRIMSBY - LOUTH RAIL GROUP: This recently-formed reopening campaign has become a corporate member of the RDS. Its Joint Secretary is Mr. T.E. Smith, 132 Durban Road, Grimsby, S.Humberside, D32 8AY.

RDS ASKS EUROCCANDIDATES ABOUT TRANSPORT

In May, a letter was sent by the Branch Secretary to all nine candidates in the EEC Election for the constituencies of Norfolk, Cambridgeshire and Suffolk with Harwich.

The letter asked for their comments on a rail-based Channel Tunnel; the speedy introduction of tachographs in lorries; support for investment in improvements to rail links to the East Coast ports; and investment in continental-style level crossings where appropriate on East Anglian lines. Candidates were asked whether, if elected, they would use their influence to press for such measures.

Only three of the nine candidates replied. Of these, Mr. M. Mackie (Lab. Cambs), who was not elected, expressed a wide measure of agreement with the RDS; while Mr. P. Howell (elected Conservative Member for Norfolk) wrote a brief letter agreeing with us; and Mr. A. Turner (elected Conservative Member for Suffolk with Harwich) wrote a longer letter agreeing with us and expressing an interest in meeting members of the Society for a discussion at some future date. It is hoped in due course to arrange such a discussion.

SUDBURY: PASSING THE BUCK?

"Babergh accused of 'buck passing' over rail link" was the headline in the EADT of 10.7.79, for a report of the RDS' comments on the long-awaited Sudbury District Plan (cf. RIS Branch Newsletter No. 27).

Although the draft Plan contains a general statement of support by Babergh District Council for the retention of the Marks Tey - Sudbury line, "provided there is sufficient justification", it contains no positive ideas or commitment to improve the service or facilities. Any idea of improving Sudbury station, or providing the halt at Cornard for which the RDS and other bodies have long been pressing, is shelved "until the line's future is assured" - whatever that may mean! No consideration appears to have been given, either, to resiting the station in the old goods yard, and combining it with a new bus station - despite repeated suggestions by our Society and the Sudbury - Marks Tey Rail Users' Association; and despite the Council's own acceptance of the fact that the present bus station is quite unsatisfactory. Nor is anything said about a possible role for the Council in helping to publicise the line.

The RDS comments therefore seek to be constructive in persuading the District Council, the Council Councils and BR to stop passing the buck between each other and act positively and imaginatively to improve the Sudbury branch.

SOME POSITIVE NEWS: It is more pleasing to report that SMTRUA have been successful in persuading BR to re-time the second train out of Sudbury, from October 1st, to run at 7.57 and give a better connection at Marks Tey. Cheap day fares will be available on this train, and it is hoped to attract day trippers as well as the substantial number of local people who at present motor to Colchester to catch a main line train at this time of the morning.

Sudbury station is now signposted with modern signs, and similar signs are promised for the town's ring-road and one-way systems very shortly.

The possible extension of Sudbury trains to and from Colchester St. Botolphs station has been put into BR's computer for a feasibility run on the recast 1981 timetable.

This news was given to SMTRU members by BR after the Association's recent survey was published. This had been conducted in March and, while confirming many of the findings in last year's survey (see newsletter No. 28), also showed a small decrease in casual passengers, but a small increase in season-ticket holders, over last summer. A copy of the results of this survey is available from the Branch Secretary.

NORTH HERTS RAIL GUIDE PLANNED: RDS member Mr. M. Hadley plans to issue a rail guide sheet for the Letchworth/Hitchin/Stevenage area in September, publicising rail facilities; and especially to show local people that, apart from their excellent electric train service to London, they also have rail links to Cambridge, Peterborough and the North.

FAKENHAM & DEREHAM RAILWAY SOCIETY

Officers of the F&DRS met officials of Norfolk County Council in April to discuss the future of the Ryburgh - Fakenham section of the line. The County Council officials expressed interest in the Society's project and have asked them to undertake a feasibility study of a privately operated freight service.

The AGM of the F&DRS on May 19th - which was told that the Society now has 90 members - discussed the setting up of a private company to buy and run the line if and when BR decide to close it. Moves are now afoot to form such a company, whose first aim would be to raise capital. It would, of course, work in close conjunction with the F&DRS itself, which is to become an Industrial Provident Society.

Mr. P.R. Lawrence has resigned as Chairman of the F&DRS, and the new Chairman is Mr. R.A. King, 18 Heywood Avenue, Diss.

New freight reached Fakenham recently in the form of fertiliser which had come from Willenbroek, Belgium, via the Zeebrugge - Harwich train ferry. It is not known yet whether this will be a regular traffic; but it indicates possible diversification of freight at the northern end of the line.

'EAST SUFFOLK TRAVELLERS' ASSOCIATION

Thirty members attended the AGM of ESTA at Saxmundham on June 23rd. Most of the officers and committee were re-elected; except that Mr. M.J. Farahar did not stand for re-election as Secretary but has been elected Treasurer instead. Tribute was paid to the very effective job which Mr. Farahar has done as ESTA secretary since the re-activation of the association in 1976. A new secretary will be chosen at the next meeting of the committee - which has two new members Mr. G.G. Lilley and Mr. Kent.

ESTA now has 384 members - including 35 new ones over the past year, which has however unfortunately been offset by quite a number of deaths.

The meeting heard a talk by Mr. D.W. Gibson, recently appointed Divisional Passenger Manager of DR, on the operation of passenger services in the Division and future prospects. Members put a considerable number of questions and suggestions to Mr. Gibson - ranging from free or cheaper carriage of dogs on trains; to the need for more BR agents, or places where a limited number of cheap tickets (e.g. Anglia Rangers) could be bought, in places with unstaffed halts.

The Felixstowe Branch of ESTA recently completed a leaflet-drop in 2,000 homes in the town, publicising the association and local rail and bus services. More than 30 new members were gained as a result. The sixth issue of ESTA's newsletter, East Suffolk Travel, has also appeared, and 5,000 copies are being widely distributed from Ipswich to Haddiscoe, from Bungay to Felixstowe.

EAST NORFOLK TRAVELLERS' ASSOCIATION

The committee of this recently re-activated association for the Norwich - Yarmouth routes has held two meetings and four of its members spent an afternoon with Divisional Passenger Manager Mr. D.W. Gibson, putting to him their comments on present and future services on the line. ENTA has selected three issues as priorities for action: stops in the 07.18 Yarmouth - Liverpool St. at either Acle or (with re-routing) Reedham and Cantley; a more attractive Sunday service for Acle and Lingwood (and possibly running it during the winter as well as the summer); improved rail publicity in Yarmouth, especially using sites in the town which are still believed to be in BR hands.

The new Chairman of ENTA is Mr. W.J.H. Apsey of Acle (who is an RDS member and works in London, commuting from Liverpool St. to Acle at weekends!) and the secretary is Mr. L.H.B. Mills, 28 Clarence Road, Gorleston.

Yarmouth's popularity as a Golden Rail resort seems to be increasing. RDS member Mr. J.H. Greenacre reports that 6,500 Golden Rail travellers came last summer, and that the figure will be well exceeded this year according to first accounts.

NEWMARKET & DISTRICT RAIL USERS' ASSOCIATION secretary Mr. D. Maudlin sold 600 special Awayday tickets to London during the ten weeks that this special offer was available last winter.

THE RAIL ALTERNATIVE TO NEW ROADS

The rail alternatives to major new roads and motorways from the Midlands and the South and East Coast ports are set out in a document issued by Transport 2000 East Anglia in April and available free of charge (though a stamped addressed envelope would be appreciated) from Mr. D. Maudlin (address on p.8). The document urges railway development, and the construction of small-scale by-passes where necessary, concluding, "the by-pass/rail solution is preferable on financial, environmental, land take, safety and energy grounds."

It is with these thoughts in mind that the RDS has written to the Eastern Road Construction Unit of the Department of Transport, commenting on its proposals to dual much of the A11 between Newmarket and Norwich, and provide by-passes at Attleborough and Thetford, at a cost of at least £23 million plus at least 270 acres of agricultural land.

We have no objection to modest local bypasses at Thetford and Attleborough (which need not be dual carriageway); or to road improvements that may eliminate local danger spots; but remain unconvinced of the need to spend a minimum of £23 million on this road, and ask the Department of Transport what investigation-if any- they have done of the rail alternative. (In this case, in particular, the line between Norwich and Thetford, which was built as a main line; and the effects on road traffic of an electric service from Norwich to London.)

South Cambs Traffic Concern Group: Our Chairman is in contact with this recently-formed group, who are campaigning for measures to ensure that heavy lorries actually use the expensive new roads built for them instead of taking short cuts through villages and other residential areas. The Group started in the area between Cambridge and Royston but is expanding its activities to cover the area north of Cambridge as well. It supports the sending of more freight by rail, and the giving of section 8 grants to firms wishing to do so.

LOWESTOFT FREIGHT

There are no immediate prospects of the car traffic handled by BR at Lowestoft in the first three months of this year becoming a regular traffic, the Divisional Freight Manager has told the RDS. He went on to say, "the increased activity in the export of grain and the securing by the Docks Board of the export of steel scrap through the port resulted in rail traffic volume of approximately 25,000 tonnes during 1978. This is some 18/20,000 tonnes more than dealt with in earlier years." Welcome news - though it shows how much Lowestoft rail freight had declined up to 1977.

ST. IVES BLACKING CONTINUES

Blacking of demolition trains between Fen Drayton and St. Ives by the local rail unions continues, at least for the time being (see also Newsletter 29). The Department of Transport has given BR its consent to dispose of this section of track, and it is understood and ARC (the owners of the adjacent pits) are ready to buy the trackbed.

Meanwhile, tamping and other engineering work has been continuing along the rest of the former St. Ives line; and one BR employee has told us that it is now in better condition than the Ely - Cambridge main line!

EXTRA SERVICE ON BRECKLAND LINE: A new summer Sunday morning train has been introduced from Peterborough (dep. 08.12) to Yarmouth (with connections from Cambridge and to Lowestoft). This is a welcome improvement enabling people along the Breckland Line, in particular, to have a reasonable day out at Yarmouth and Lowestoft. The need for such improvements was first put to BR by our Society in 1976.

50p FOR ACCOMPANIED CHILDREN: Another welcome move by BR is the introduction in June of the Family Railcard enabling an adult travelling on a normal ticket to take one other adult and up to four children for 50p each. Holders of Senior Citizen Railcards can also take up to four children almost anywhere with them for 50p each.

NEWS OF MEMBERS

Welcome to more new members:

1. Mr. J. Yelverton, 19 Queens Road, Felixstowe, Suffolk, IP11 7QT.
2. Mr. R.J. Holliday, 49 Jesus Lane, Cambridge, CB5 8BL.
3. Mr. R. Adams, 2 Milton Court, Coles Road, Milton, Cambridge, CB4 4BP.
4. Mr. M.J. Hadley, 39 Holmdale, Letchworth, Herts. SG6 1QQ.
5. Mr. P.A.G. Draper, 18 Myrtle Green, St. Ives, Huntingdon, Cambs.
6. Mr. R. Pratt, 126 Minerva Way, Kings Hedges, Cambridge.
7. Mr. A.T. Webb, 21 Court Street, Nayland, Colchester, CO6 4JL.
8. Prof. and Mrs. L.W. Forster, 49 Maids Causeway, Cambridge, CB5 8DE.

Mr. D. Maudlin has moved to: 8 Graham House, Birdcage Walk, Newmarket, Suffolk, CB8 ONE (Tel: 4775)

Mr. M. Farley has moved to: 98 Hamble Road, Park View, Bedford (Tel: 49870)

Mr. L.J. Howes is now on the phone: Bunwell 8159.

SPONSORED TRAIN-RIDE; OR HOW TO TRAVEL 402 MILES FOR £2.50

"Robin's Railroading" was how the Cambridge Evening News described the sponsored train-ride undertaken by RDS member Mr. Robin Adams on Saturday June 30th. Armed with a £2.50 Anglia Ranger he left Cambridge station at 6.23 and travelled to Norwich, Sheringham, Yarmouth, Ipswich, Felixstowe, Cambridge, Downham, Ely, Bury St. Edmunds (via Soham) before reaching Cambridge again at 21.34. Only one train on which he travelled was late - the 11.08 Norwich - Yarmouth - which necessitated getting from there to Ipswich via Norwich and Diss, instead of via Reedham and Lowestoft as originally planned. However, Mr. Adams proved what good value the £2.50 One Day Anglia Ranger can be, getting around our region at just over $\frac{1}{2}$ p per mile.

Thanks are due to RDS members Messrs. W.W. Boyles, J.H. Greenacre, M.J. Farahar, C.W. Taylor, S.F. Wilkinson, P. Wakefield and Mr. and Mrs. D.J. Jasper for meeting Mr. Adams at various points on his journey and signing his itinerary.

Thanks also to all members and supporters who offered to sponsor Mr. Adams at a certain rate per mile, or per 10 miles, to help boost Branch funds. He covered 402 miles. Sponsor money should be sent direct to the Branch Treasurer Mr. F.I.S. Carter, 1 Oak Green, Halesworth, Suffolk, IP19 8EA.

TRANSPORT 2000 EAST ANGLIA

Three members represented the RDS at the regional Transport 2000 meeting in Norwich on April 11th.

The draft Transport Manifesto for the region was approved with two slight amendments. Mr. H.G. Smith was elected as Chairman and Mr. R. Callaby was re-elected Treasurer. Mr. D. Maudlin and Mr. T. Higgin were elected as Joint Secretaries, Mr. Maudlin (address above) dealing with the western half of the region (as far east as Bury St. Edmunds and Thetford inclusive), the remainder being the responsibility of Mr. Higgin (2A Whitehorn Road, Norwich, Tel: 610993)

Transport 2000 will continue to campaign on issues brought to it by its constituent members; and is always willing to provide speakers for private or public meetings of any organisation.

RDS SPEAKERS

Mr. S.F. Wilkinson spoke about the RDS to a meeting of Cambridge Civic Society on June 20th; while Messrs. D. Maudlin and T.J. Garrod addressed the East Anglian District Council of the NUR on June 30th. Mr. Garrod has also been invited to speak about railways in the Lowestoft area to the 25 Club at Lothingland Hospital in October. Mr. Wilkinson is speaking to Ipswich Friends of the Earth in October.

The RDS is always pleased to provide speakers for meetings of other bodies, and a wide variety of speakers and topics is available.

RDS MEMBERS TO VISIT DERBY: Messrs. S.F. Wilkinson; D.H. Johnson and D. Maudlin will be visiting the BR Works at Derby on August 3rd, by special invitation, to view technical developments there. We look forward to receiving a report of their visit at the Autumn Meeting.