

RAILWAY DEVELOPMENT SOCIETY

EAST ANGLIAN BRANCH

NEWSLETTER No. 38

Spring 1981

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(Tel: 3981)

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(Tel: 81721; or at work, Norwich 28181 ex. 44)

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RDS IS GROWING - AND IT NEEDS TO!

This was the message of the East Anglian Branch Annual Report presented to the recent AGM. The Branch had started 1980 with 155 members and finished the year with 172, of whom 22 were corporate members including 8 local rail users' groups and 3 rail reopening campaigns.

Nationally, the Society has also continued to grow, and has just reached 800 members - compared with 500 at the time of its formation, by the merger of the Railway Invigoration Society and Railway Development Association, in October 1978.

Our Society, and the local groups affiliated to it, must keep on growing - because the need for a strong pro-rail lobby is as great as ever.

34 secondary lines in British Rail's Eastern Region are "on the brink" unless government cash is forthcoming for new stock and equipment, and to maintain tracks to a satisfactory standard. BR has taken the unusual step of producing a special leaflet and audio-visual presentation to get across this message. RDS is about to produce a third edition of its book "Your Local Trains in the 80s", stressing the same need. The Branch Secretary was interviewed on "Look East" and Radio Orwell's "8 Days" programme about this question.

A substantial programme of railway electrification would be "financially worthwhile" concluded a joint BR/Dept. of Transport study group in February. RDS has been saying this for some time, and we have also been stressing other advantages of electric trains, not just the financial ones. We are still waiting, in mid-April, for the Government to agree to this much-needed investment. How many more reports and studies must be produced before we see electric trains running into Cambridge, Ipswich and Norwich?

RDS' own leaflet "Electrify Now!" was sent to all East Anglian MPs with constituencies along the main line to Norwich, urging them to press the Secretary of State to give the go-ahead.

We are also waiting for the Department of Transport to agree to spend the £2 million which it would cost to modernise the East Suffolk Line, with new lightweight trains, automatic crossings and radio signalling - a scheme which could in turn lead the way for modernisation of our other local services.

Yet that same Department has readily agreed to spend over £5 million on a section of the proposed Ipswich by-pass which its own inspectors said was unjustified.

BR's Annual Report, just published, shows that the railways are costing the taxpayer 14% less in support than they were five years ago. Indeed, studies have shown that BR gains a higher proportion of its revenue from earnings than almost any other European rail network. Yet the Annual Report stresses the urgent need for "a massive injection of State capital" into the industry. RDS, as an independent consumer body, must keep up the pressure for a fairer financial deal for the rail system.

MARCH - SPALDING CLOSURE PROPOSAL

RDS has issued 3000 leaflets entitled "Save this link!" putting the case against the closure of the 19<sup>3</sup>/<sub>4</sub> miles of line from March to Spalding, and has lodged an objection with the Transport Users' Consultative Committee. This line is the only direct link between East Anglia and Lincolnshire and should, in our view, be retained and developed. The present service does not connect very conveniently and is very poorly publicised - but we have suggested ways in which it could be improved (cf. Newsletter 36).

The Branch Secretary has also had a meeting with trade unionists at March who have mounted a vigorous campaign against the closure in that town; and it is proposed to have a further, larger-scale, meeting once the date of the public inquiry into the closure is announced.

### ST IVES LINE USED AGAIN FOR EXCURSION

182 people travelled on the Railway Development Society's first charter train of 1981, from Swavesey to London on Saturday, April 11th. This was the fourth passenger train we have run on the former Cambridge - St. Ives line, and the sixth on the freight-only line during the last two years.

The 2 x 2 diesel multiple unit left Swavesey at 8.30 with 50 passengers, picking up more at Long Stanton, Oakington and Histon (the busiest station, with 60 passengers), arriving at Chesterton Junction ten minutes early and then giving a good fast run to Liverpool Street, where it was also ahead of schedule, at 10.30.

By now the early morning rain had given way to sunshine, and our passengers were able to enjoy a day in London, returning in the early evening. Several bookings were taken for our next proposed trip from the line, on September 5th (see p. 7).

As on previous occasions, full co-operation was received from BR management and staff, and a wide range of BR leaflets was provided for distribution on the return journey. For the outward trip, London Transport sent us a supply of maps and other literature for the passengers. Tribute must also be paid to the hard work and careful planning by our local members, led by our Branch Chairman, which resulted in a successful day out and a small profit for RDS funds.

### ST. IVES - STILL SO NEAR AND YET SO FAR...

As many members will know, the town of St. Ives itself -  $3\frac{1}{4}$  miles beyond Swavesey - can no longer be reached by rail, following the lifting of the short section from Fen Drayton pits to St. Ives in January 1980. At that time (cf. Newsletter 33), we said that RDS would keep a watch for any planning applications that might interfere with the trackbed, and make appropriate representations against these.

It was during March this year that such an application did indeed come to light, when ARC applied for planning permission to extract sand and gravel from the area east of the St. Ives by-pass, including the former trackbed.

Our Branch Chairman lodged a detailed letter of objection, on behalf of the RDS, listing 15 points which the County Council's Planning Committee should take into consideration. These included the factors which have emerged since the 1973 feasibility study into the line's reopening (e.g. special trains; light-weight technology; Speller's Bill; higher petrol prices; increased housing planned at certain places along the line, like Milton.) Mr. Wilkinson also drew attention to the extra lorry traffic, and consequent annoyance to residents, that would be generated by these workings, if they were not rail-served.

The letter of objection concluded by suggesting three possible compromise decisions which the Committee might reach, and repeated our call for an up-to-date feasibility study into the line's reopening.

Mr. Wilkinson also delivered a letter outlining our objection to the Chairman of the Committee in person, and attended the Planning Committee as a member of the public at its meeting on the afternoon of April 1st.

Our letter of objection was not circulated to Committee members (though it was put on display in the room), and they received instead a report from their officers which simply made reference to it and recommended acceptance of ARC's application. Discussion of the item lasted precisely 8 minutes, and the application was granted, with the rider that "the rail track area be worked as the last phase of the development". This, it was said, would give the RDS time to carry out a reopening feasibility study itself.

Our Chairman has written to the County Council's Director of Planning to ask how the Council proposes to enforce certain conditions it has made on ARC; and seeking a meeting to discuss in detail various points made in our letter of objection. The question is also on the agenda for the next Branch Committee meeting.

RAIL USERS' NEWS BOARD - Local users' groups are reminded that their posters, leaflets and newsletters can be displayed on this board at Norwich station. Send items to Mr. P.R. Lawrence, 75 Marlpit Lane, Norwich, NR5 8XN.

#### WYMONDHAM & DEREHAM RAIL ACTION COMMITTEE

Donations and fund-raising activities have kept WyDRAC's Passenger Service Reopening Fund growing, to an extent whereby the Committee has felt it possible to begin discussions to see whether private finance could be used to improve the line. An initial suggestion has been to pay for Garvestone crossing to be converted to an open crossing, and a traffic survey has shown that the number of road vehicles using it is low enough for this.

The Department of Transport has said that it has no objection to groups financing such improvements, but BR's first reply has been largely negative. WyDRAC hopes that, by explaining its case in more detail, and continuing to raise funds, it will obtain a more satisfactory response.

Fund-raising continues with a Jumble Sale to be held in Church House, Dereham, on Saturday, May 2nd at 2.30 p.m. Any offers of items for sale or tombola prizes to 56 Boyd Avenue, Toftwood or 75 Crown Road, Dereham.

Apart from the Dereham - York train, for which bookings are coming in steadily, WyDRAC is also running a service of 4 return trips on the line on Saturday, 19th September, using a 2 x 2 DMU. The return fare to Norwich is expected to be £1.50 - a lot less than the bus - and, all being well, the crossings between Wymondham and Dereham will be manned, thus enabling us to offer a faster journey than on any of the previous passenger trains run on the branch. Full details of this interesting venture will be in the next newsletter.

#### AYLSHAM & DISTRICT RAIL ACTION COMMITTEE

The AGM of ADRAC was held in Aylsham on January 28th, when Mr. J. McCarter was re-elected Chairman; Mr. B.J. Eyre Acting Secretary; Mr. A. Glasspoole Membership Secretary; Mr. C.F.C. Brenan Treasurer. Other committee members elected were Messrs. M. Clark, E. Giblett and Mr. Clarry. The sudden death of Mr. McCarter in March (cf. p.8) was a sad blow to ADRAC; and the committee has made a donation in his memory to one of the several charities with which he was associated. Mr. M. Clark has agreed to become the new Chairman of ADRAC.

A further members' newsletter has been issued, and a letter sent to the local MP asking him to support Tony Speller MP's bill on experimental rail reopenings. Most of ADRAC's energies are currently being devoted to ensuring a successful special train on May 2nd (cf. p.7)

#### WISBECH & MARCH RAIL ACTION COMMITTEE

At the end of 1980, after the Wisbech - Cambridge Christmas Shopper special train, Lt.-Col. J.A.V. Bolam resigned as Co-ordinator of WAMRAC - a position which he had held since the formation of the committee in 1974. Colonel Bolam has not enjoyed good health in recent years and felt that the time had come to hand over to a younger man.

The Wisbech reopening campaign has had its ups and downs over the years, but Colonel Bolam kept it going with remarkable tenacity, and the concept of using the line for excursion traffic has now been established with the running of four special trains for local people during the last three years.

Four individual members of WAMRAC are currently keeping the campaign going, in close consultation with RDS, and it is felt that the main emphasis in the coming months must be on education - getting across to people the significance of Tony Speller's Bill; advances in railway technology and other factors relevant to the long-term aim of a regular restored passenger service.

#### QUESTION MARK OVER WENSUM CURVE

The Wensum Curve at Norwich, used by some freight trains and by special passenger trains to the coast (including certain RDS specials in the past), is currently out of use, and it is understood that summer Saturday trains to Yarmouth from the Midlands will this summer have to reverse in Norwich station. Meetings have been held between rail unions and management on this matter and, although to date no public announcement of closure has been made, this could be imminent. RDS is in regular contact with local rail unions on this matter.

SUFFOLK TRANSPORT POLICIES & PROGRAMME draft for 1982/3 has been received and it is hoped to submit RDS comments on it before the end of April.

#### BEALINGS STATION REOPENING CAMPAIGN

The suggestions made over a number of years by RDS and others, that there is a case for reopening Bealings station, between Ipswich and Woodbridge, took a step further on March 30th, when a Parish Meeting was called in Little Bealings to discuss the question.

The calling of this meeting resulted from the efforts of our local member, Mr. R.T. Walters, who spoke about successful station reopenings elsewhere notably Magdalen Road, Ruskington, Metheringham and Dronfield. The meeting agreed that Mr. Walters should set up an advisory committee to monitor developments in the Bealings station question, explore possibilities and report back to the Parish Council at their next meeting.

Mr. Walters adds, "I am therefore setting about the task of getting together as powerful a committee as I can, not too large, but easily assembled and containing some local people."

Any other local RDS member willing to help should contact Mr. Walters at The Grove, Little Bealings, Woodbridge, Suffolk, IP13 6LL.

#### WATTON-AT-STONE STATION REOPENING CAMPAIGN

Of interest to members in the west of our region, in particular, is the campaign to reopen Watton-at-Stone station, between Stevenage and Hertford, in which our newly formed Great Northern Outer Suburban Branch is playing an active part. Some of the cost of reopening this station can be expected from Herts. County Council and the District Council; but some will also have to be raised by voluntary efforts.

RDS has therefore agreed to launch a national appeal; and hopes to be able to hand over a donation to Watton-at-Stone Parish Council (which is a corporate member of the Society) towards the end of May. Any RDS member or supporter who would like to give a contribution, however large or small, is asked to send it (made out to RDS) to Mr. W.A. Thomson, 120 Swinburne Avenue, Hitchin, Herts, SG5 2QT, by May 16th.

RDS hopes to run an appeal like this annually, donating a sum towards a rail improvement project in a different part of the country each year.

#### SOMERLEYTON STATION

At this station, between Lowestoft and Norwich, the building and most of the station approach land has been sold by the BR Property Board; the waiting room on the Lowestoft-bound platform closed and replaced by a seat-less bus-type shelter, adjacent telephone booth removed and the main entrance on to the platform blocked up by railings. The land that has been sold is shortly to be fenced off by the new tenant, meaning that rail passengers will have to park their cars elsewhere.

RDS and ESTA have taken this matter up with BR Divisional Manager, the Property Board and Waveney District Council. BR have told us, "we are considering seating in the shelter, although our experience is that it is very vulnerable to vandalising... the new car park is to the north east of the station, near the trees... the telephone box has been moved to 'Slugs Lane' (sic!)"

Waveney District Council told us at the end of February that they had received no planning application for change of use of the station building (though local rumours abound) and that, even if they did, they would be too busy to inform local users.

No signs have been erected so far to indicate where the car-parking area or telephone booth is. Clearly this matter needs careful monitoring.

SAXMUNDHAM STATION: The new down platform came into use on March 23rd. It is opposite the up platform and means that the 16.50 ex Liverpool St. no longer fouls two level crossings when it stops here! It is believed that the old down platform will be demolished in due course, and one of the two level crossings closed.

HOPTON SAW-MILLS: BR has recently gained some new traffic from these mills, which is taken by road to Yarmouth in miniature containers and sent to Scotland by Speedlink freight.

RDS EAST ANGLIAN BRANCH ANNUAL GENERAL MEETING

There was a good attendance at the AGM held in Ipswich Town Hall on Saturday, January 24th. The Secretary reported another year of growth for the Branch - in membership and activity - and thanked all members for their work and support over the past year.

The Treasurer presented a balance sheet showing £91.88 in hand at the end of 1980, resulting from income of £463.09 and expenditure of £422.88 over the twelve months. Of the income, it was stressed that only £137.04 came from the capitation which the Branch receives from members' subscriptions - the remainder being raised by sales and other branch fund-raising activities. The Branch maintains separate accounts for special trains, which showed a balance of £217.33 at the end of the year.

The following were elected: Chairman - Mr. S.F. Wilkinson; Vice Chairman - Mr. C.W. Taylor; Secretary - Mr. T.J. Garrod; Treasurer - Mr. F.I.S. Carter; Minutes Secretary - Mr. P. Wakefield; Sales Officer - Mr. P.R. Lawrence; Archivist - Mr. L.G. Hipperson; Committee - Messrs. K.O. Cutmore, C.J. Milnes and J.W. Page.

Mr. D.J. Jasper did not stand for re-election to the committee, and was thanked for his past work.

Messrs. B. Woolsey and R.C.D. Edwards were thanked for their assistance in newsletter distribution and publicity respectively, and asked to continue. Mr. S.J. Harman also offered to help with distribution. Mr. N.H. Baylem was thanked for his work as Hon. Auditor and re-elected.

On display at the meeting were 52 photographs of special trains run by the RDS and its associated groups in East Anglia during 1980. These attracted much interest and were judged by RDS National Chairman Mr. R.V. Banks, who pronounced his task in choosing the best to be an unenviable one.

Winner of the first prize - a £5 gift token - was Mr. G. Garrett, of Crowland, for a shot of the RDS Swavesey - London special arriving at a crowded Swavesey station. Mr. Banks commented, "This picture sums up what was going to be a happy day - all the smiling faces awaiting their special train." Second prize, £3, went to Mr. C.J. Milnes, for a photograph of the LEV in Bury St. Edmunds station whilst on the RDS charter trip. Mr. Banks remarked, "This is a photo of what East Anglia could well look like in the future on its rural lines."

Introducing a discussion on the issues facing RDS in 1981, Mr. Banks stressed the need for investment in the railways "to keep the wheels turning and to develop for the future." Britain's rail network should get a bigger share of the one-and-a-half billion pounds to be invested in the country's transport system this year (and this sum did not include the billion pounds just promised to British Leyland.) He outlined the range of leaflets being issued by RDS, on issues like electrification, the Channel Tunnel and investment in general, to convince public opinion and the politicians of the need for this.

Mr. Banks' comments received favourable treatment in an editorial in the "Eastern Daily Press" on 27.1.81, which concluded, "When the time does arrive to place the deterioration of the rail network into a proper historical context, there is no doubt that it will be a difficult and embarrassing thing to explain."

IPSWICH BY-PASS: DEPARTMENT OF TRANSPORT RULES - OK?

For 4½ years RDS and its predecessor have argued the rail alternative to the multi-million pound Ipswich by-pass proposal; and have said that the road, if built, should at least be on a less extravagant scale. The £5 million Bentley Spur, for example, has been questioned by us and some other objectors as unnecessary, since it would just duplicate the existing A12.

On March 9th the Department of Transport released the report of Inspector Tickell, whom they appointed to conduct last year's inquiry. The Inspector concluded that this £5 million piece of road did not justify the money. (His pre-decessor, Inspector Clinch had reached the same conclusion in 1978). However, the Department announced simultaneously that they were not accepting the Inspector's recommendation, but were going to build this section of road anyway.

The Inspector's report costs £8.40. RDS has a free copy, which can be borrowed from the Branch Secretary.

#### EAST SUFFOLK TRAVELLERS' ASSOCIATION

Nearly 30 members attended the AGM of ESTA at Saxmundham on April 11th. It was reported that membership had increased over the last year from 414 to 433; and the accounts showed a healthy balance. The existing officers were re-elected, as was most of the committee. Mr. S.J. Harman was also elected to replace a committee member who had resigned.

ESTA has just issued a new recruitment leaflet in 2000 copies, and these were distributed at the meeting.

Guest speaker was Mr. J.B. Davies, BR's Divisional Passenger Sales & Marketing Officer, who pledged that there were no train cuts planned for the Ipswich - Lowestoft line. After a few years of buoyancy in passenger carryings, these had gone down on the line by about 6% during the winter of 1980/1, but the figures for March again showed an upturn. Carryings on the Lowestoft - Norwich line had been more constant, however. Overall in the Norwich Division, Paytrain journeys had taken a substantial dip in 1975/6 (when there had been several substantial fare increases) but had improved since then to a point close to the 1971 figures. He also produced graphs to show the steady increase in Anglia Ranger sales, especially since the introduction of the 1-Day Ranger in 1977. The Division now had a small budget for promoting Paytrain services (whereas 3 years ago they had nothing at all to spend on advertising these), and had settled on two main promotions per year.

In the summer of 1981, promotion would be aimed at the holiday market, with day return fares to London off the East Suffolk line; and, in the high season, round trips by refurbished DMU once a week from Yarmouth and Lowestoft to Woodbridge and Felixstowe.

Reference was also made to the £2 million proposals to modernise the line and after some discussion it was agreed that ESTA would attempt to organise a special meeting for local councillors to explain to them the issues involved.

#### ENTA LOBBIES COUNCILLORS

ENTA's sister organisation, the East Norfolk Travellers' Association arranged a special meeting at Yarmouth Town Hall on March 11th when the BR tape and slide presentation "Branches on the Brink" was shown to local councillors, to inform them about the financial difficulties which BR face in maintaining secondary lines.

ENTA has also continued discussions with BR on a new-look timetable for the Yarmouth services.

ESTA (FELIXSTOWE) membership increased by 15% in 1980 and stood at 219 at the end of the year. Part of this increase was due to the association's stand against train cuts (see last newsletter). The Association protested strongly at BR's action in lifting 120 yards of track in Felixstowe station, so that, in the middle of winter, passengers had to board trains out in the open, on the part of the platform beyond the station building. The BR Property Board is attempting to sell Felixstowe station building, and it was stated that track was removed "so that potential buyers could get a better idea of what they might be getting for their money."

SUDBURY; PROMOTION EFFORTS CONTINUE - SMTRUA is hoping to get the East Anglia Tourist Board to agree to launch a publicity campaign promoting the attractions of the area served by the Sudbury branch. The Association is also producing its own poster, green and cream 15" x 20", to advertise the line. It is hoped to display this throughout East Anglia. Any member willing to display one or more posters should contact Mr. M.J. Davies, 45 Elm Road, Sudbury, Suffolk.

BRECKLAND LINE USERS' ASSOCIATION: At the AGM, Rev. E.J. Buck resigned as secretary, and Mr. A. Fawcett has stepped in as Acting Secretary until September. A poster advertising the line and the association was designed and is on display at several locations - including Thetford booking office, where BR have given the association some space. A public meeting was held in Thetford on April 11th, at which Mr. P.R. Lawrence (RDS Branch Committee) and Mr. M. Taylor (ENTA) spoke. A thousand leaflets on "The future of your local trains" have been distributed, a further newsletter is being prepared, and consideration is being given to a local opinion survey between Norwich and Thetford.

FOR YOUR DIARY

Saturday May 2nd RDS/ADRAC joint special train to commemorate the centenary of Reepham station. The 2 x 2 DMU will leave Norwich at 10.14 for a return trip to Reepham, calling at all stations on the branch from Wroxham; and again at 16.35, getting back to Norwich at 19.21. Tickets are £2.50 return (£1.75 for children 5 - 15). Bookings to Mr. B.J. Eyre, 127 Bullard Road, Woodcock Road, Norwich, NR3 3RA. Cheques/POs made out to ADRAC. You can buy a ticket on the day, but are strongly advised to book in advance.

Saturday May 9th RDS National Committee Meeting, Cambridge.

Saturday May 16th (subject to confirmation) RDS Branch Committee meeting.

Saturday May 30th RDS/WyDRAC joint special Inter-City train, Dereham - York.

The train will leave Dereham at about 7.30 a.m. and pick up at all stations to Wymondham, then Attleborough. The fare will be £7.50 return (children £5) - or, if you book before April 30th, £7 for adults and £4.75 for children.

Please send remittance and stamped addressed envelope to Mr. J.S. Hull, Cydonia Cottage, Station Road, Yaxham, Dereham, NR19 1RD (cheques to be made payable to J.S. Hull (WyDRAC)).

Saturday June 6th RDS Branch Spring Meeting, Kennedy Room, Cambridge Union Society, Cambridge, commencing at 2.00 p.m.

The Union Society's premises are behind the Round Church, near St. John's College, some 20 minutes' walk from Cambridge station. There are frequent buses from the station into the city centre.

After Branch business, we shall welcome as guest speaker Mr. David Pepperell, Logistics Services Manager of CIBA-GEIGY, whose Duxford works recently became rail-connected thanks to a grant under section 8 of the 1974 Railways Act. Mr. Pepperell will speak on "Rail distribution - its role within CIBA-Geigy." He will cover issues including the development of the Duxford site, the procedure when applying for a section 8 grant, the role of rail distribution within his firm's operation and how we can encourage more freight by rail. His talk will be illustrated by slides.

Saturday June 20th SPONSORED TRAIN RIDES

The record set by RDS member Ian Brakewell last year was 520 miles in one day with an Anglia Ranger ticket. This year he will attempt to break his own record, starting from Ely; while from the other side of the region he will be challenged by Simon Harman, starting from Lowestoft.

RDS members and supporters are invited to sponsor either, or both, of these intrepid travellers, for a certain amount per mile or per 10 miles. Sponsor forms will be issued shortly.

As with previous sponsored rides, volunteers are sought to meet one or both travellers at a particular station to sign their itinerary, and prove that they were there! Itineraries cannot be finalised until the new BR timetable is published - but if you would be willing to meet Ian or Simon on June 20th at your local station, please contact Adrian Fawcett, 69 The Avenues, Norwich, NR2 3QR, who is co-ordinating these arrangements.

Saturday June 27th FIESTA! To celebrate the 15th anniversary of the reprieve of the East Suffolk Line from the Beeching axe; and the plans to modernise it; ESTA is holding a fete at Kingston Field and Youth Club, Woodbridge, from 2.15 till 5.15 p.m. The site overlooks the line and is only a few minutes' walk from Woodbridge station. There will be sales stalls, fun stalls, music, refreshments and two model railways. RDS will also have a stand at this event, which will also aim to promote the local rail service.

SUNDAY July 26th ESTA special train from Ipswich, and major East Suffolk Line stations, via Lowestoft and Somerleyton, to Wroxham, Cromer and Sheringham. Fare: £4 return (children half fare). Full details (and offers to help publicise the train) from RDS Branch Secretary.

Saturday September 5th RDS Mystery Excursion - by Inter-City train from Swavesey and all stations on the branch. The only information we can divulge about the destination is that buckets and spades may be used there. You can book now with £1 deposit to the Branch Chairman. (£7.50 return; children £6.50)

Saturday September 26th RDS Branch Autumn Meeting, Assembly House, Norwich.

## OBITUARIES

### FRANK MELVIN

It is with deep regret that we report the death on 20th January 1981 of Frank Melvin, who had been a member of the RIS and then RDS for many years. Frank had served with distinction on the South Cambs. District Council and was a staunch member of Histon Parish Council, and on both bodies always put a case for rail whenever the opportunity arose. He vociferously opposed the closure of passenger services on the Cambridge - St. Ives line and had consistently campaigned for its reopening. His loss to the local community and the RDS will be hard to fill. He rarely missed an East Anglian Branch Meeting or a National AGM, and was also a member of SELTA. At the East Anglian Branch AGM held in Ipswich, members stood for a few moments of silent tribute to their friend and colleague.

Steve Wilkinson.

### JAMES McCARTER

It is with great sadness that I report the sudden death of Mr. J. McCarter, Chairman of the Aylsham & District Rail Action Committee. I am pleased to have personally known "Jim" since the inception of the railway reopening campaign in December 1975. His motivation and the hard work which he put into running a number of very successful special trains on the branch will be greatly missed, by members of ADRAC and the RDS. On behalf of the RDS branch committee and members, may I express our sympathy to his widow and relatives.

Peter Lawrence.

### MRS. H.M. CORSELLIS

We also announce, with regret, the death of RDS member Mrs. H.M. Corsellis, of Aldeburgh, in January. Failing health prevented Mrs. Corsellis from taking an active part in the Society's work, but she maintained a keen interest in RDS activities, and rail matters in general.

### NEW MEMBERS: Welcome to the following -

1. Mr. J.L. Stone, 4 Rider Haggard Way, Ditchingham, Bungay, Suffolk, NR35 2RE.
2. Mr. H.N. Moore, 46 Handford Road, Ipswich, Suffolk, IP1 2BB.
3. Rev. R.G. Clarke, 76 Hardwick Lane, Bury St. Edmunds, Suffolk, IP33 2RA.
4. Mr. S. Norton, 6 Hertford Street, Cambridge.

CHANGE OF ADDRESS: Mr. M.R. Hicks has moved to 4 Halcyon Crescent, Lowestoft. Mr. A.G. Brown has moved to 12 Wimborne Avenue, Ipswich, Suffolk. Mr. A. Hadingham is now on the phone: Lowestoft 715227.

### NATIONAL CONFERENCE OF RAIL USERS' GROUPS, APRIL 4th

Representatives from most East Anglian groups were among the fifty delegates from all over the country who met at the RDS' third conference, in London. Talks by Mr. H.I. Quayle (Felixstowe) and Mr. M.J. Davies (Sudbury) and how their groups had combatted threatened cuts were particularly appreciated, as was a showing of the BR "Branches on the Brink" presentation and a talk by the Kings Cross Divisional Manager. Resolutions were passed urging a phasing out of company car tax "perks" or the introduction of financial inducements for rail travellers; and that income received by the BR Property Board from the renting or sale of redundant land and buildings along secondary lines should be ploughed back as investment into the secondary services.

A full report of the conference is available from the Branch Secretary, at 30p. (Participating groups receive one free.)

### RDS EAST ANGLIAN BRANCH 10th ANNIVERSARY - FEBRUARY 1982

During the coming months, work will be proceeding on the anniversary booklet, which it is proposed to give free to all members and also to sell to non-members. To help cover costs, it is hoped to include advertisements. If you have a business, or know of somebody with one, and would be interested in advertising in the booklet, please contact the Branch Chairman. The booklet will probably be A5 size, and display adverts could be full, half or quarter page. Please let Mr. Wilkinson know which size would interest you.