

RAILWAY DEVELOPMENT SOCIETY  
EAST ANGLIAN BRANCH  
NEWSLETTER No. 39

Summer 1981

Branch Chairman: Mr. S.F. Wilkinson, 52 Manor Park, Histon, Cambridge, CB4 4JT.  
(Tel: Histon 3981)

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

WIRES NOT WORDS!

How much longer will it be before we see the electrification wires up to Cambridge, Ipswich, Norwich, Peterborough and other major centres?

Secretary of State for Transport, Norman Fowler MP, made a statement in the House of Commons on June 22nd which, while better than nothing, fell far short of a clear commitment.

The positive conclusions of the Department of Transport British Rail study group last February, in favour of a rolling programme of large scale electrification were apparently not good enough for a decision. They were referred to the Government's "Think Tank". Now Mr. Fowler says that he will continue to look at proposals individually - which is not very helpful to the long-term planning of British Rail or electrical equipment manufacturers.

Mr. Fowler also made his approval for electrification schemes dependent on reductions in railway manpower. Where, in East Anglia, are reductions to be made? The majority of our stations are already unstaffed. Between 1970 and 1976, railway employees in the Norwich Division decreased from 5000 to 3250. In recent years there have at times been staff shortages in certain sectors.

One sector in which reductions could be made is level crossing keepers. But this would require investment in new equipment - and in mid-July we are still waiting for Mr. Fowler to give the go-ahead for such investment in the East Suffolk Line!

These points and others were made by the Branch Secretary in a letter published in most major local newspapers after Mr. Fowler's statement. RDS has also reprinted 2000 copies of our pamphlet "Electrify Now!" which must form the core of renewed efforts to secure from the politicians a firmer commitment to a rolling programme to electrify the arteries of our rail network.

"Electrify Now!" is available from Mr. A.F. Johnson, 38 Grange Park, Ealing, London, W5.

WELL DONE, B.R.!

BR have reduced fares on all trains on the Felixstowe branch by 25% from May 25th till September 5th. A single fare for the 15 $\frac{3}{4}$  mile journey from Ipswich to Felixstowe now costs just 50p. RDS welcomes this initiative, as we have in the past called for experimental reductions in fares, accompanied by wide publicity. Our members are playing their part in distributing BR's special leaflet about this reduction.

Another new departure is the 09.00 from Yarmouth, every Wednesday till August 26th. A refurbished DMU will operate the "Suffolk Coast Rover" circular tour to Lowestoft, Woodbridge and Felixstowe, then back via Ipswich and Norwich - all for £3 (child £1).

Every Tuesday till August 25th, a similar tour, the "Anglian Heritage Rover" leaves Yarmouth at 09.25 for Norwich, Ely, and Bury St. Edmunds at a fare of £4 (child £1.50) (Connections from and to Lowestoft).

Tribute must also be paid to BR for their co-operation with the RDS/WyDRAC special train which carried 455 people from Dereham to York on May 30th. The 9-coach Inter-City train was profitable, gained good publicity and provided a memorable day out. It arrived back after dark, and effective lighting was provided at the branch stations - thus making another "first" for the Dereham line.

Also welcome is BR's new arrangement with Ipswich Borough Transport - the Felixstowe rail service is advertised on their buses in return for BR's display of posters about the new circular bus route, calling at Ipswich station, at various local stations.

RDS BRANCH SPRING MEETING, CAMBRIDGE, JUNE 6th

About 40 RDS members and supporters attended the spring meeting of the East Anglian Branch, when our guest speaker was Mr. David Pepperell, of CIBA-Geigy, who gave a most illuminating talk on the role played by Railfreight in his company's operations.

Their factory at Duxford, 10 miles south of Cambridge on the main line to Liverpool Street, was now served by 1500 metres of new track. They were the seventh largest chemical company in the world, and the Swiss parent company was rail-orientated. After starting in 1934 as a small works making adhesives for bonding the bodies of aircraft, the company had been taken over by Chemical Industries (Basle) Associated ("CIBA") in 1947, and shortly afterwards it made first overtures towards getting a rail link.

These overtures came to nothing; and similar plans in 1969 failed because BR at that time were unable to make any financial contribution towards a siding. Methanol and urea were being transported from ICI on Tees-side to Great Chesterford, three miles from the factory, by rail. The last section then had to be covered by road tankers using winding narrow rural roads. BR said that it would not save them anything financially to put in a siding at Duxford; but the advent of the 1974 Railways Act, with section 8 grants, gave new impetus to the firm's efforts.

CIBA-Geigy's Board approved new investment proposals in December 1977 and application was made for a government grant. Meanwhile, the wagons being used to transport the urea from ICI was 25 years old, and BR announced plans to withdraw them. 15 months of discussions between BR and ICI led to the latter obtaining a section 8 grant for new wagons, conditional upon CIBA-Geigy getting their grant. Tenders were put out to six construction companies, for the railhead, and a quote of £940,000 was accepted, of which half would be paid by the government.

It took twelve months to construct the siding and get it fully operational. The villages of Ickleton and Duxford were now relieved of 16,000 road vehicle movements per year. Mr. Pepperell stressed the company's concern for the local communities - and said that they had had letters of support from the local authorities, which helped them to gain their grant. They stressed the safety aspect - influenced by the disaster at Westoning, Beds., in 1977.

The railhead gave a 10% return on capital - whereas normally CIBA-Geigy looked for a 33 $\frac{1}{3}$ % return. During the construction stage they applied for progress payments from the Department of the Environment every 3 months, and received these within 14 days. Checks were kept on them by the Department, who could ask how much freight was being carried, and they had to agree to use the railhead for 10 years.

Mr. Pepperell showed slides of the site at various stages of its development and of the two daily trains, which moved annually 75,000 tonnes in and 15,000 tonnes out of the site. A weighbridge with a micro-processor and mini-computer - the first of its type in the country - could weigh the whole train while this was moving over it at 5 mph. They had just completed their first export order, to Portugal, and hoped to expand this, using train ferry services.

Mr. Pepperell dealt with many other questions asked by those present, who showed by their applause at the end of the meeting their appreciation of the impressive pro-rail policy of this major local firm.

PRESSING THE RAILFREIGHT CASE

Our Branch Chairman has been active in pressing the case for more freight to go by rail. He has written to Weston Foods, following press reports of their plans for Corby, and for grain traffic through the port of Ipswich; drawing their attention to rail facilities and section 8 grants. Mr. Wilkinson has enlightened Cambridge City Councillors on the scope for a rail link to the proposed industrial development at the former cattle market. Another issue, on which he has had correspondence with BR, is that of timber, from the forests around Brandon, being exported via Ipswich Docks, and the possibility of this traffic going by rail.

FOR YOUR DIARY

Sunday August 23rd: Fakenham & Dereham Railway Society Special Train from Ryburgh, North Elmham, Dereham, Yaxham, Thurston, Kimberley Park, Wymondham and Norwich to Clacton, Frinton and Walton-on-Naze. This excursion by our corporate member the F&DRS will be the third seaside special from the freight-only Dereham line in three years, and the first excursion from north of Dereham since closure of that section to passengers in 1964.

The train will leave Ryburgh at about 8.15 a.m. and return from Walton at about 5.30 p.m. A connecting bus will run from Fakenham to Ryburgh. Light refreshments will be available on the train. Return fares: adults £6.50 (first class £7.50); children 4-14 yrs. £3.50. Bookings to Mr. E. Woolley, East End Cottages, Billingford, Dereham, Norfolk, NR20 4RA (Tel: Elmham 450)

SATURDAY, SEPTEMBER 19th IS RAIL DAY IN DEREHAM

On Rail Day, RDS and WyDRAC have chartered a 2 x 2 DMU from BR to run a service from Norwich to Dereham, calling at Wymondham, Kimberley Park, Thuxton and Yaxham. Departures from Norwich will be at 07.27, 09.51, 14.00 and 17.40, taking 55 minutes for the trip. Departures from Dereham will be at 08.36, 11.40, 16.44 and 18.59, taking 49 minutes. These are faster timings than our previous trains on the branch, because we are paying for the 5 crossings to be manned.

The four trains from Norwich will be called A - D; those from Dereham E - H. You can pay for your ticket on the train, but are strongly advised to book in advance. The return fare between Norwich and Dereham will be £1.50, though it will not be possible in most cases to go out on one train and back immediately for this fare. A single fare of £1 will be available, and there will be lower fares for short trips, e.g. Yaxham - Dereham.

For full details, and to book tickets, please send a stamped addressed envelope to Mr. J.S. Hull, Cydonia Cottage, Station Rd., Yaxham, Dereham (Tel: 5154)

The 9.51 from Norwich will connect at Yaxham with a coach excursion to Walsingham (for narrow gauge railway) and Sheringham, returning to link with the 18.49 from Dereham. Next to Yaxham station there will also be a railway exhibition and narrow gauge line.

Saturday, September 26th RDS EAST ANGLIAN BRANCH AUTUMN MEETING in the Edmund Bacon Room, Assembly House, Theatre Street, Norwich, starting at 2.00 p.m.

The agenda will be:-

1. Apologies for Absence.
2. Minutes of last meeting and Matters Arising.
3. Correspondence.
4. Treasurer's Report.
5. Report on what RDS is doing nationally.
6. Reports around the region, from users' groups and reopening campaigns; and on rail matters generally.
7. Special Trains.
8. Future Activities and Any Other Business.

In the second part of the meeting, Mr. R.B. Whipps will show his new film on the Leyland Experimental Vehicle in East Anglia, complete with commentary and interviews with passengers. This will be followed by a film which Mr. Whipps shot this summer on the West Somerset Railway.

THE AGM of the North East Norfolk Travellers' Association will be held, provisionally, on Wednesday, October 7th in Sheringham. Date and venue are subject to confirmation, however, and will be announced and publicised locally in due course.

Saturday, October 17th RDS EASTERN REGIONAL CONFERENCE OF RAIL USERS' GROUPS Cinema Two, Sleaford, Lincs. The premises will be open for informal gathering from 11.30, and the formal part of the conference will be from 1.00 p.m. till 4.30 p.m. It will be chaired by RDS National Chairman Mr. R.V. Banks and the guest speaker will be Mr. W. Fordham, of the National Executive of the NUR. Conference will be open to all users' groups in the BR Eastern Region and to individual RDS members, at a fee of £1. Details from Branch Secretary.

Saturday, October 24th: F&DRS Mid-Anglia Rambler - from Ely & Cambridge to Ipswich, Sizewell, Lowestoft and Felixstowe Beach. 1st class £10; second class £8.75. Details and bookings, F&DRS, 19 Marshleys Court, Northampton, NN3 4XU.

Saturday, November 7th RDS/WyDRAC special train from Dereham to Kings Cross Intermediate stops and timings should be similar to those of our popular Breckland Express in April 1980. Details, when available, from Mr. J.S. Hull, Cydonia Cottage, Station Road, Yaxham, Dereham, Norfolk.

Saturday, January 23rd 1982: RDS East Anglian Branch AGM, room 2, Ipswich Town Hall (provisional)

Fourth RDS National Conference of Rail Users' Groups - it is planned to hold this in Friends House, Euston Road, London on March 20th or 27th 1982.

The 1982 National AGM of RDS will be held in Reading on Saturday, April 24th.

#### CLOSURE PROPOSALS

MARCH - SPALDING: The TUCC Public Hearing is to take place in the South Holland Centre, Market Place, Spalding on Friday, July 31st, starting at 11.00 a.m. Most of the 71 registered objectors (who include 8 local rail users' associations representing, between them, well over 1000 people) are from East Anglia. The Transport Users' Consultative Committee have arranged the hearing in Lincolnshire. They timed it for 10.00 a.m. The first train from March along the threatened line arrives in Spalding at 10.23. Strong protests by RDS and certain other objectors, coupled by publicity for our case in the media, forced the TUCC to change the time.

As well as appearing at the hearing, RDS has hired the exhibition area in the entrance hall of the South Holland Centre for July 31st, to mount a display showing objectors, TUCC members and the general public the background to this closure proposal and how the line could be developed. On past experience, we may not be able to say these things at the hearing itself.

RDS members and supporters are urged to try to attend this hearing - the first of its kind in the Eastern Counties for more than a decade.

On Saturday 18th July 40 people attended a public meeting called by RDS and the March Action Group in the Hereward School, March, and unanimously passed a resolution calling for the retention and development of this line.

In the Chair was Mr. W. Fordham, leader of the Action Committee, who warned against a repetition of the mistakes of the Beeching era, when so many lines had been axed.

First speaker was Mr. T.J. Garrod, who described how an increasingly serious financial situation, caused by lack of investment and reduced government support, was forcing BR into a situation of having to propose closures. March - Spalding could be the first of many, and must be viewed as something of a test case - a view echoed by several other speakers at the meeting. BR must also take some of the blame for allowing the passenger service to decline. Very little effort had been made to promote it - partly, no doubt, because it was half in one Division and half in another - and, he reiterated RDS earlier proposals for a completely re-cast timetable and some station reopenings, and put the case for a Fenland Rail Action Group to campaign for the line's development.

Mr. P.B. Jowett (South East Lincs. Travellers' Assn.) foresaw a harmful effect of this closure on the rest of the Joint Line northwards to Sleaford and Lincoln. Mr. L. Adams (ASLEF National Executive) said that the railways had for too long been a political pawn. He described how many projects researched and developed by BR had then been hived off to private industry, while BR workshops were starved of jobs and BR itself deprived of profits which would enable it to subsidise routes like March - Spalding.

A recurrent theme in other contributions was the longer journey time involved for passengers when travelling via Peterborough - yet in other contexts BR claimed that shorter journey times meant increased revenue; and road builders were always eager to point out the financial benefits to the community of cutting down travelling times!

WENSUM CURVE: RDS has obtained a ruling from the Central Transport Consultative Committee that, if BR wish to close permanently this avoiding line at Norwich, it must go through the same consultative process as for March - Spalding. Two derailments in Norwich Goods Depot in early June - one involving the liquid chemical Algeco from North Walsham - of freight that would otherwise have used the curve, caused considerable local concern, and RDS wrote to local BR management and unions, local MPs and the press on this question.

## REOPENINGS PROSPECTS

The amendment to the 1962 Transport Act, introduced by Tony Speller, MP for North Devon, has passed successfully through the Commons and the Lords, and is now almost certain to become law. RDS has supported this Bill, which would make it easier for BR to reopen a freight-only line to passengers, for an experimental period. It is encouraging for those who have campaigned in Dereham, Aylsham, Wisbech and along the St. Ives line for the restoration of their passenger services. However, the other problems besetting our rail network are being felt on some of the lines that could be reopened.

Freight services to Lenwade have been suspended since March - partly, it appears, because of concern over the state of a bridge west of Reepham. Maintenance costs on the line in general have meant that, although our Reepham Centenary special was allowed to run on May 2nd, the RDS/ADRAC special from Reepham to Lowestoft - which we had expected to be as popular as our Reepham - Yarmouth train last year - had to be cancelled. Recently, however, a track-recorder and weed-spraying train have been seen on the line, and there are rumours that the freight may resume shortly.

Passenger specials on the St. Ives line have also been stopped. Two RDS specials from Swavesey have therefore had to be cancelled. Also affected are three enthusiast trips planned for July and October. A sixth train was also due to run from Histon on July 16th - a schools special carrying over 200 local pupils, plus more from Cambridge, to York. This train did still run from Cambridge, picking up Histon and Impington pupils at Waterbeach - but the cancellation of the two RDS trains has meant lost revenue to BR.

The reason for the bar on passenger trains is rotting sleepers at certain points on the line. Lack of cash to maintain BR's "branches on the brink" is hitting hard. The freight trains are still running, at reduced speed, on the line, - but for how much longer, if cash is not forthcoming?

It was with this in mind that RDS Branch Chairman Mr. S.F. Wilkinson and Committee Member Mr. P. Wakefield had a special meeting with Cambridgeshire County Council's Planning and Transport officials on July 9th. To ensure that sand traffic from Fen Drayton pits is not forced on to local roads, Mr. Wilkinson has urged the Council to hold a top-level meeting with BR and ARC (the firm concerned) and if necessary an application should be made for a section 8 grant to repair the line. He described the prospect of the line's 250,000 tonnes of freight a year having to go by lorry through Swavesey, Foxton, Royston etc. as "an environmental disaster."

Another suggestion made by RDS is the lifting and sale of one line of the double track between Histon and Chesterton Junction (as this is not essential to the operation of the line) to defer some of the costs of re-sleepering. Or, alternatively, this track could be relaid between Fen Drayton and St. Ives.

A further problem is contained in a request by ARC to the Council, to alter the planning permission given for excavation at the St. Ives end of the track-bed. ARC are unable to buy pieces of land that they wished to work first (cf. last Newsletter). RDS is urging the Council not to rescind its previous decision - but if it does, then a condition should be attached, "That the planned access route across the site should be restored immediately after extraction to a width suitable for possible future use as a single track railway."

RDS continues to put the case for an up-to-date feasibility study on reopening the line; and is also encouraged by the interest shown by the local Ecology Party, who had hoped (before the ban on passenger trains) to run the Lucas Aerospace experimental Road-railer vehicle on the line and then by road to St. Ives and Huntingdon. We are maintaining contact with the Ecologists and will be interested to see how this experimental vehicle performs if suitable track can be found for it. The Barrington Light Railway has been suggested as a possibility.

BEALINGS STATION REOPENING? RDS and local residents sought the views of both local candidates in the County Council elections. The Labour candidate (who was not elected) expressed support for reopening; the Conservative said he would like to discuss the matter further with us. Unfortunately, our local member Mr. R.T. Walters has had an accident which has prevented him from doing any further work on the project. We wish him a speedy recovery and look forward to a resumption of this campaign.

### BUSY TIME FOR ESTA

The Felixstowe section of the East Suffolk Travellers' Association went continental on May 16th, when a party of members travelled by boat to Zeebrugge, tram to Ostend and rail to Lille, where they toured the tramway system. Back home, members have been active distributing leaflets about this summer's reduced fares at Felixstowe.

On Saturday, June 27th, over 200 people celebrated the fifteenth anniversary of the reprieve of the East Suffolk Line from the Beeching axe, at the ESTA Fiesta. This was held in Woodbridge Youth Club, with a variety of stalls and amusements, three model railways and stands by RDS and the Stour Valley Railway Preservation Society. Music and an interesting showing of video cassettes on modern railway themes was presented by Mr. R.B. Whipps. Particular thanks for the success of this event, which also aimed to stimulate interest in the local line, is due to Mr. G.G. Lilley, who headed the sub-committee organising it. Consideration will be given by ESTA to making this an annual, or biennial, event, at a different place along the line each year.

On Saturday, July 26th, an ESTA special train is due to run from Ipswich and all stations to Lowestoft, then Somerleyton, Wroxham, Cromer and Sheringham. This will provide the first excursion from East Suffolk Line intermediate stations for several years.

By the previous weekend there were 250 bookings, and every likelihood of the 6-car DMU being full.

ESTA members have also been distributing 5000 copies of the tenth edition of their newsletter, East Suffolk Travel; and are now making plans for a meeting in Saxmundham on September 29th, for local councillors. This will be to hear about, and discuss, the use of new technology on the line, and promotional ideas; and how Parish, District and County Councils can help ensure its future.

### "RAIL GROUP SHOWDOWN WITH FELL"

This was the headline in the Yarmouth Mercury on July 3rd, following the AGM of the East Norfolk Travellers' Association at which it was resolved to seek a meeting with Anthony Fell, MP for Yarmouth, to discuss the issues surrounding the future of local rail services. The move was prompted in particular by Mr. Fell's statement supporting the closure of the Wensum Curve.

The existing officers of the association were re-elected. It was reported that the financial situation was healthy; and membership was just over 50. Support for ENTA's work is much wider than this, however, as has been shown by, for example, the numbers on its special trains; and consideration is now being given to a special recruitment leaflet. Chairman James Apsey, in his annual report, also appealed for more members. He drew attention to ENTA's success in getting the local council to improve lighting on the approach to Yarmouth station; and to the recent introduction of cheap £7 returns from Norwich to London by BR, in response to coach competition. He also suggested that, with the likelihood of electrification being extended to Norwich, ENTA should press for it to be continued thence to Yarmouth and Lowestoft.

### STEAM TO SUDBURY?

The Stour Valley Railway Preservation Society has proposed running a Sunday afternoon steam service between its premises at Chappel station and Sudbury, and is holding discussions with BR. RDS is one of a number of bodies asked by the SVRPS for comments. We have said that we would not object to such trains provided that they did not interfere with the existing BR diesel trains on the branch. Indeed, such a tourist attraction ought to attract extra business to BR's own trains to Chappel.

HUNTINGDON: Mr. R.J. Wakefield represented RDS at a seminar on the future of Huntingdon at the local college of further education on July 18th.

WATERBEACH: RDS has sent comments to South Cambs. District Council on the Waterbeach and Landbeach Local Plan - drawing particular attention to the desirability of improving park and ride facilities at Waterbeach station; and suggesting extra trains that could stop at this large and expanding village, including some on Sundays.

BOOK REVIEW

JUGGERNAUT by John Wardroper (Temple Smith, 1981; £9.95 cased; also available in paperback at £4.95)

This is a disturbing and revealing account of one aspect of support given to road interests over the past 20-odd years by the Department of Transport. It is summed up in a remark made by the head of the freight directorate at the start of an interview he gave to the author in 1979: "We are the sponsor directorate for the road haulage industry."

The book is essential reading for everyone concerned with the effect on the environment of the heavy lorry and the distinct prospect of even heavier lorries making life still more unbearable. You are urged to inundate your local public library with requests to borrow it.

L.G. Hipperson.

VICTORY OVER ARMITAGE (AT LEAST IN PART)

RDS was one of the many bodies which submitted evidence to the Armitage Committee on heavy lorries and the environment. It was announced in June that the Government was not accepting Armitage's recommendation in favour of 44-tonne lorries - which, apart from their immediate environmental effects, would doubtless have taken traffic away from the railways.

However, the Secretary of State has not actually said there would be no increase at all, and so we must remain vigilant. The RDS booklet "Railfreight or Juggernaut?" is still very relevant, and obtainable (35p plus postage) from our new Sales Officer, Mr. A.F. Johnson, 38 Grange Park, Ealing, London, W5.

RDS is also producing a 4-page leaflet on the true costs of road transport, as part of our ongoing campaign for the railways to obtain a greater share of transport investment. This new leaflet will be available in the autumn. Orders may be placed now with the Branch Secretary.

QUOTE "The jumbo juggernaut will not reduce the number of lorries, but increase them by undercutting Railfreight, which means you will pay more rates to repair the roads and more tax to support the railway. Mr. Eglen (previous correspondent) will not gain by jumbo juggernauts unless he owns one." (RDS member Mr. P. Dunn in letter in Eastern Daily Press, 11.7.81)

IPSWICH BY-PASS (CONTINUED)

The Eastern Road Construction Unit of the Department of Transport announced in June its revised plans for the western section of the Ipswich by-pass. The 4 miles of road will cost £17 million - as against an estimated £6 million in 1977.

RDS has lodged an objection to the scheme, as we did to the original 1977 proposals. Our letter of objection questions the need for such heavy expenditure, especially at a time when the railways are crying out for investment.

We ask the Department of Transport what up-to-date studies it has made of the rail alternative. We also ask it to provide information on the value of agricultural land that would be taken up by this road; and whether the Department has examined the cost and effectiveness of improving the A1100 (which, like the new road, runs from Washbrook to near Claydon) as an alternative.

NEW FELIXSTOWE RAIL LINK - COMING SOON?

Secretary of State Norman Fowler was at Felixstowe on July 6th to open the port's northern extension. He was featured that evening on BBC television proclaiming the need for further investment in roads to the port, but breathing not a word about the railways.

However, the Act of Parliament to build a new rail link from Trimley to the Felixstowe northern development received royal assent some time ago, and the application for a section 8 grant is understood to be on Mr. Fowler's desk. At the time of writing we are still waiting for an announcement...

FREIGHTLINER: A further freightliner set of 15 containers has been allocated to Yarmouth for movement of sawdust from Hopton sawmills to Hexham. In conjunction with Freightliners Ltd., a pool of empty containers is being held in Norwich Full Loads Yard so that customers can be supplied at short notice.

### NEWS OF MEMBERS

Welcome to more new members:

1. Mr. N. Hammond, 3 Oberon Close, Hartford, Huntingdon, Cambs. PE18 7TB.
2. Mr. P.R. Clark, 273 Queen Edith's Way, Cambridge, CB1 4NH.
3. Mrs E.M. Benstead, 15 Coronation Street, Cambridge.
4. Mr. G. Haywood, 24 Neatherd Moor, Dereham, Norfolk, NR20 4AX.
5. Mr. T. Vincent, Room 4, 38 Grosvenor Road, Norwich.
6. Mr. I. Frith, Woodlands, St. Mark's Road, Beccles, Suffolk, NR34 9NQ.
7. Mr. K.F. Jobson, 30 Elmdon Place, Haverhill, Suffolk, CB9 0AH.
8. Mrs A. Daly Briscoe, Seckford Lodge, Woodbridge, Suffolk.
9. Mr. W. Fordham, 9 Truman Avenue, March, Cambs.

Mr. A.G. Brown has moved to 100 Castle Street, Woodbridge, Suffolk, IP12 1HL.  
Mrs M.E. Hall has moved to Chelmsford (London & Home Counties Branch)

### OBITUARIES

Mr. S.K. Oates: It is with regret that we report the death of our member Ken Oates on April 17th. He was a stalwart supporter of the railways, a former Chairman of Histon Parish Council (on which he had served since before the war) and was closely involved in many activities in the village.

Mr. J.A. Dennis: Mr. John Dennis, who also died recently, had been a member of our Society for more than a decade, was a founder member of the East Anglian Branch of the then RIS and served on the Branch Committee from 1972-74.

### SPONSORED TRAIN RIDES - TWO NEW RECORDS

It is possible to travel  $676\frac{1}{4}$  miles for just £4 on the railways of East Anglia - this is what our member Ian Brakewell and one of his colleagues proved when they bought Anglia Ranger tickets and left Ely at twenty past midnight on June 20th - arriving back at Kings Lynn 23 hours later. Ian thus easily broke his 1980 record and gained good publicity for this BR facility in the west of our region - including progress reports during the day on Radio Hereward.

For those using the Anglia Ranger for a more normal day out, and not wanting to sample the pleasures of overnight mail trains, our member Simon Harman also set a new record. On the same day he left Lowestoft on the 05.36 and returned at midnight having clocked up 596 miles.

Both members were sponsored at a rate per mile or per ten miles, and several RDS members have already paid in their sponsor money, raising £51.86 so far for Branch funds. If you agreed to sponsor one or both, but have not yet sent in your money, please do so now to Mr. L.G. Hipperson, 4 Homefield Avenue, Beccles, NR34 9UB. Thanks to all who have so far sent in money.

### PHOTOGRAPHIC CONTEST

The East Anglian Branch of the RDS is holding another photographic contest this year, with two prizes. One prize will be for the best photo of any of the special trains being run in East Anglia by RDS or one of its corporate members during 1981. The other prize will be for the picture that best illustrates the theme of Railway Development. In this latter category may be included photos from anywhere in the world provided that they have been taken in 1981.

Photos may be colour or black and white and should be at least enprint size. They may be sent to our Branch Chairman at any time up to January 20th 1982. Any number of photos may be entered, and entrants do not have to be RDS members.

Judging will be done by the guest speaker at our Branch AGM on 23.1.82.

RDS EXHIBITING: On June 20th, RDS took part in the Norfolk Voice fair, along with a large number of other voluntary bodies, in Norwich. Messrs. P.R. Lawrence, A. Fawcett and J.W. Page manned a stand with exhibition material, books and leaflets and spread the word about our policies and activities. Two weeks later, material from RDS was on show in a shop window in Histon as part of the village's Feast Week.

For two weeks starting on Monday, August 3rd, there will be a display of RDS exhibition material at Colchester Library.

Contact the Branch Chairman if you have any other ideas as to where the exhibition could be shown.