

RAILWAY DEVELOPMENT SOCIETY

EAST ANGLIAN BRANCH

NEWSLETTER No. 40

Autumn 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)

.....
"BACK IDEAS WITH PUBLIC MONEY"

This is the message of the Railway Development Society's latest publication - an 8-page illustrated supplement to our book "Your Local Trains in the '80s". The supplement looks at the progress of schemes to replace our ageing diesel railcars, at electrification, radio signalling and crossing modernisation.

After examining BR's financial problems, the supplement ends with a call for relatively modest investment: "The last two years have shown that the technology is there, and the ideas, to provide us with an attractive secondary rail network. The political will must be found to invest, and translate those ideas into practice."

The supplement is available at 22p (including postage) from the RDS Sales Officer, Mr. A.F. Johnson, 38 Grange Park, Ealing, London, W5. The complete book, including supplement, costs 65p including postage.

The various East Anglian Members of Parliament have each received a copy of the supplement from an RDS member in their constituency.

The same theme was pressed home at a meeting organised by the East Suffolk Travellers' Association (a corporate member of RDS) at Saxmundham on September 29th. Representatives of Parish and District Councils in the catchment area of the Ipswich - Lowestoft line filled the council chamber to see the BR "Branches on the Brink" presentation.

ESTA's President, Mr. Gerard Fiennes, also addressed the meeting. He recalled his own proposals, when BR Eastern Regional General Manager in the late 1960s, to abolish manned crossings, and the opposition he had run into at that time from local councils. "That opposition," he said, "has cost British Rail £100,000 per annum and £1,500,000 has gone down the drain because we did not carry out those plans in 1966 when we wanted to.

"If local councils continue to battle against and oppose the abolition of manual crossings, then it will not be one small nail in the coffin of the East Suffolk Line, but several nails. To oppose these technical advances would be at the peril of the railway itself."

Investment in the East Suffolk Line, as a cost-cutting experiment, was one of five points made by the RDS Branch Secretary in a letter to the new Secretary of State for Transport, Mr. David Howell MP, on September 17th. Welcoming Mr. Howell to his new appointment, the letter also drew his attention to four other important points to improve East Anglia's rail network: main line electrification DMU replacement; no more line closures; and one or more experimental line reopening.

By October 25th, when this newsletter went to be printed, no reply had been received from Mr. Howell.

AUTUMN FARE CUTS

This autumn, BR is making some welcome cuts in fares, in a bid to attract new business. The fare-cutting experiment on the Felixstowe branch in the summer pushed up passenger loadings by 32% and has now been extended until Christmas. Two off-peak trains remain withdrawn - but the increased overall usage must make the case for their reinstatement even stronger.

An attractive range of Saturday Shopper tickets to London, Sunday Londoners and Big City Savers has been introduced from staffed stations in our region. As part of a national price-cutting move, monthly return fares to London from any station in Norfolk are being cut to £7; and a monthly return from Bury St. Edmunds is being reduced from £10.50 to £6. This facility will also apply to Newmarket, Dullingham and Kennet - a welcome innovation for these unstaffed stations. Similar reductions are also being offered to school parties travelling to London.

SUCCESSFUL DEREHAM LINE SPECIALS

People from north of Dereham had their first chance of a rail excursion since 1964, on Sunday August 23rd, when our corporate member the Fakenham & Dereham Railway Society chartered a 3-car refurbished DMU for a seaside trip. Leaving Ryburgh at about eight o'clock, with passengers from the village and a contingent bussed in from Fakenham itself, the special picked up further trippers at North Elmham, where the former stationmaster, now retired, flagged it away. A large number boarded at Dereham, and smaller numbers at other stations, making a full trainload for the swift journey down the main line to Colchester.

The diesel train raised a few eyebrows among BR staff and other passengers as it sped along the all-electric Clacton branch. About half the passengers alighted at Clacton itself. The train reversed back to Thorpe-le-Soken, then on to Frinton (where a small number left) and Walton-on-Naze, which was also popular. Staff there could not remember the last time a special had visited this Essex resort.

After 4-5 hours in warm sunshine on the coast, the Norfolk visitors returned, drinking dry the makeshift buffet provided by F&DRS members in the guard's compartment, reaching Ryburgh again at dusk.

Four weeks later it was Rail Day at Dereham - Saturday September 19th, when RDS and WyDRAC chartered a DMU to provide four return workings between Norwich and Dereham. A total of 600 journeys were made, the heaviest loadings being on the 11.40 from Dereham (140 passengers) and the 17.40 from Norwich (108 passengers.) Even the 07.27 from Norwich out to Dereham attracted 5 passengers.

The service was run as much as possible like a normal one would be if the line were reopened permanently, with most passengers paying their fares (to RDS and WyDRAC stewards) on the train. Speeds were comparable to what they would be under normal circumstances, as we paid for the five manual crossings on the branch to be manned for the day.

The only slight problem was the need to slow to 10 mph at Hardingham, where a speed restriction has been imposed because of rotting sleepers. It has, however, since been announced that BR will be replacing 200 rotting sleepers on this section with second-hand ones; and so hopefully the restriction will have been lifted by the time the next passenger train runs.

WyDRAC's Passenger Service Reopening Fund (see Newsletter 38) will not at the moment be able to be used for help with level crossing modernisation. After giving the matter some consideration, BR have replied that they could not accept privately-raised cash for such projects unless enough was available for all five crossings; modernisation or simplification of just one would not be worth their while.

The F&DRS, as part of its fund-raising activities, was due to run its Mid-Anglia Rambler special train, to such places as Ipswich West Bank, Felixstowe Beach and Sizewell, on October 24th. With 150 bookings for the 3-car train, it seemed likely to be very profitable.

F&DRS has also just produced the autumn issue of its magazine, Blastpipe. This costs 25p including postage, and can be obtained from Mr. I. Jowett, "Cheniston", Market Place, East Harling, Norfolk, NOR 12X.

BRECKLAND LINE USERS' ASSOCIATION

The new secretary of BLUA is Mr. Tom Walshe, 3 Poplar Way, Attleborough, NR17 2JR; and Mr. F. Purley has become Treasurer. There has been a gradual increase in membership of BLUA, which now stands at 40. Further members are always welcome - at 50p until January 1982, when the subscription will rise to £1! BLUA's main concern recently has been pressing for the retention of the 23.15 from Norwich to Wymondham Thetford and Attleborough; and the introduction of an extra morning commuter train into Norwich, to ease overcrowding on the present one and hopefully attract new business. During September a questionnaire, which was drafted with BR's co-operation, was delivered door-to-door in Attleborough, and the results are now being analysed by the association.

FOR YOUR DIARY

Saturday November 14th: Our corporate member, the South East Lincolnshire Travellers' Association is holding its AGM at the Parade Hotel, Skegness, at 1.45 p.m. Interested RDS members, particularly from the western part of East Anglia, will be welcome. Guest speaker will be Mr. Don Nutt, of Lincolnshire County Council.

Wednesday December 2nd: Faraday Lecture 1981 "Railways Have an Electric Future". This annual lecture organised by the Institution of Electrical Engineers will be in Ipswich Corn Exchange (next to Town Hall), with performances at 10.30 am, 2.30 pm and 7.30 pm. RDS has been given permission to hold a literature stall in the foyer, and any members willing to help set this up, or man it, should contact Mr. M.J. Farahar, 35 Ashmere Grove, Ipswich, IP4 2RE (Tel: 217630). RDS has also been allotted ten free tickets for the evening performance, and these can be obtained from Mr. Farahar on a first-come first-served basis. A limited number of tickets for day-time performances can be obtained direct from Mr. A. Ross, Eastern Electricity, PO Box 40, Wherstead, Ipswich, IP9 2AQ.

The lecture lasts for one hour. RDS welcomes the initiative of the IEE in helping put across the case for rail electrification, and urges members to support it.

Saturday December 5th: Lowestoft Sunday Football League are running a special train to London, for Christmas Shopping and an evening out - returning via Norwich in the small hours of the morning. A limited number of Beccles passengers can also be carried. Fare: £5.75. For details and bookings, contact Mr. P. Riches, 29 Hawthorn Avenue, Lowestoft (Tel: 82862)

Saturday January 23rd: RDS EAST ANGLIAN BRANCH ANNUAL GENERAL MEETING

Room 2 in Ipswich Town Hall, starting at 2.00 p.m.

The agenda will be:

1. Apologies for absence
2. Minutes of 1981 AGM and Matters Arising
3. Any urgent correspondence
4. National Committee Report
5. Branch Annual Report
6. Treasurer's Report and Balance Sheet
7. Election of officers and committee (Nominations/offers to serve should be in the Secretary's hands, in writing, by January 20th)
8. Local reports and future activities.

There will be a short interval before we hear our guest speaker, Mr. Richard Cottrell MEP, on Rail Links with Europe. Mr. Cottrell is the Member of the European Parliament for Bristol, and is well-known as an authoritative writer and speaker of European rail matters.

Mr. Cottrell has also been invited to judge and present the prizes in our Photographic Contest, conditions for which were in our last newsletter. To remind you, there will be two classes, with at least one gift voucher prize in each:

1. The best photograph taken in 1981 on the theme "Railway Development" - which you may interpret as you wish!
2. The best photograph of a 1981 special train run by RDS or any of its affiliated bodies in East Anglia.

Photos may be black-and-white or colour, of en-print size or larger, and there is no limit to the number of entries, all of which will be displayed at the AGM. Send entries to the Branch Chairman by January 20th 1982.

Saturday February 27th: "Where is RDS going?" is the title for a special meeting in London, to assess what our Society has achieved nation-wide, and what its priorities should be for the future. Organisation and financing will be major topics to be discussed. Please write to the General Secretary if you are interested in attending.

Saturday March 27th: RDS Fourth National Conference of Rail Users' Groups in Friends House, Euston Rd., London. Guest speaker: Ray Buckton (ASLEF)

Saturday April 23rd: RDS National AGM at BRSA Club, Reading.

RDS representatives will be meeting BR officials at the end of October to discuss chartering special trains for 1982, and it is hoped to announce some of these in the next newsletter, due out in mid-January.

RDS BRANCH AUTUMN MEETING - SEPTEMBER 26th, NORWICH

Russell Whipps' films have become a feature of our autumn meeting, and this year's was no exception. The 35 members present enjoyed an informative film, with music, commentary and interviews, of the Lightweight Experimental Vehicle on trial in East Anglia, including the journey for which RDS chartered it, from Felixstowe to Cambridge, on November 1st 1980. This film is also suitable for showing to users' groups, reopening campaigns and other bodies interested in the future of secondary services; and anyone interested in hiring it should contact Mr. Whipps at 42 Derby Road, Ipswich, IP3 8DN (Tel: 73366).

Mr. Whipps also showed a film which he had shot on the West Somerset Railway this summer; and, as something of a rarity, a short piece of film of the South-wold Railway in the 1920s.

The rest of the meeting consisted of a wide-ranging discussion of RDS business and rail issues around the region. The Branch Treasurer reported a bank balance of £97.42, which included nearly £80 raised by the Sponsored Train Ride. The Charter Train accounts also contained £171.

The Chairman read correspondence he had had with Cambridgeshire County Council, on St. Ives, March - Spalding and other issues. The replies were not very helpful, and concluded with a statement from the Director of Transportation that he would give no guarantee that our Society would be consulted on any matter in the future. Not surprisingly, this last statement was not well-received by members, and the Chairman was instructed, as a first step, to seek a meeting with the Chairman of the County Council.

Mr. Wilkinson also reported on a useful and informative meeting that he had had with the Chairman of the East Anglian Transport Users' Consultative Committee, Mr. Flaxman; and said that he now hoped for greater co-operation between the TUCC and RDS. He also welcomed to the meeting a member of the TUCC, Rev. Norton, who announced that the Government was expected to produce a discussion paper shortly on the future of nationalised industry consumer councils including the TUCCs.

Other questions discussed at this meeting are reported under separate headings elsewhere in this Newsletter.

CHANNEL TUNNEL

RDS member Mr. R.G. Crawley had a letter published in the Eastern Evening News on 7.10.81, urging that "the time is now, when our Prime Minister has met the French President, and agreed in principle to a dry crossing, to continue the scheme that started in 1974, without spending more time on plans for a road bridge or tunnel.

"A bridge will obstruct the seaway and, like several new bridges in the last few years, may be damaged by ship. A road tunnel is vast compared with rail and will cost a fortune to ventilate, so let us continue with the only oil-free crossing from Sheffield to Strasbourg, or Reading to Rome, for passengers and containerised goods, to keep the monsters off the road."

RDS National Chairman Mr. R.V. Banks, speaking to our Sleaford Conference, also urged local groups to keep up the pressure for a rail-based Channel Tunnel. It might seem a remote project to some people on secondary lines, he said, but the extra freight it would generate for BR would benefit the railways' overall finances, ultimately to the good of us all.

MILK TRAINS RESUMED: Long-distance milk traffic has been going by road in recent years, but now some of it has returned to rail for a few weeks. From the beginning of September there was a regular flow of special freight trains from Chard Junc., Somerset to Stowmarket, composed of blue tankers in Milk Marketing Board livery. Obviously a move to be welcomed.

EXHIBITION: The RDS exhibition has been on show, during October, at Needham Market Public Library. Thanks to our local member Mrs J. Adams for organising this. Any further offers/suggestions for displaying this material?

FOR SALE: Second-hand but in good condition: Ian Allan Pre-Grouping Atlas & Gazetteer; histories of South Eastern Railway and London & South Western Railway. £1 each plus postage. Proceeds to Branch funds. Please contact Branch Secretary.

MARCH - SPALDING: FIRST BATTLE WON

On October 16th the East Midlands Transport Users' Consultative Committee announced that it had reported to the Secretaries of State for Transport and Trade that hardship would be caused if the March - Spalding line were closed to passengers. This vindicates the stand taken by RDS and associated line users' groups against this closure proposal. We must now wait to see if the Secretary of State will heed the TUCC's advice and refuse consent to closure.

A full report of the hearing at Spalding appears in the October issue of our national magazine, "Railway Development News." Since then, RDS has not been idle. We wrote twice to the Secretary of State pointing out the wider, strategic implications of closure; and giving results of our own research into origins and destinations of passengers using the trains. The most popular stations for starting or finishing journeys were Lincoln, Spalding, Ely and Cambridge. Most passengers were using the line as part of a journey of at least 40 miles. They clearly appreciated its usefulness for trips like Cambridge - Lincoln; Norwich - Sleaford; Harwich - Spalding - yet the service is hardly advertised at all in most of these places.

To help exploit the line's potential, RDS has taken the initiative in forming the Fenland Rail Action Group. This held its inaugural meeting at March on October 3rd, and its aims are the retention and development of all lines radiating from March and Spalding. As a corporate member of RDS, it will of course work closely with us and with the network of local groups throughout East Anglia and Lincolnshire.

FRAG welcomes new members, and the minimum annual subscription is £1. The Secretary is Mr. W. Fordham, 9 Truman Ave., March, Cambs. Chairman Mr. A. Webb and Treasurer Mr. Fairbanks. Committee members, who are drawn from March, Spalding and Wisbech, are Messrs. E. Cooke, K. Steward, P. Bevan, J. Ransome, M.I. Brakewell, S.J. Goose and Mr. Louth.

FRAG will concern itself with freight as well as passenger matters, and will also take over from WAMRAC the Wisbech reopening campaign.

HISTON: Cadbury - Schweppes are planning an expansion programme, and current plans envisage the lifting of sidings which were used for fruit and fruit-pulp traffic but are at present disused. RDS has consistently argued the desirability of rail use wherever possible and this is also recognised in the Local Plan. We shall therefore monitor the situation carefully and take whatever action is appropriate.

CAMBRIDGE GOES HST! Our Chairman and his wife were among the passengers who filled an Inter-City 125 for the first excursion by High Speed Train from Cambridge, to Edinburgh, on October 24th. In view of high demand, further such excursions are planned by BR shortly. Local members, watch for details.

WENSUM: WE WANT AN INQUIRY!

BR staff at Norwich were told that the Wensum Curve was officially closed to traffic on October 11th. There has been no opportunity for the public to object under the 1962 Transport Act. Apparently BR studied this issue at a high level, and their lawyers advised them that there was no need for public consultation.

On the other hand, the argument in favour of such consultation, pressed by RDS and the rail unions, has been supported by the Transport Users' Consultative Committee, locally and nationally.

The RDS Branch Secretary therefore wrote to Mr. David Ennals, MP for Norwich North, asking him to intervene; and Mr. Ennals has passed on our case (with which he agrees) to Mrs. Oppenheimer, the Minister for Consumer Protection (who is ultimately responsible for TUCCs). We await the outcome.

As Mr. D. Murdie (E. Anglian District Council, NUR) put it in a letter to the Eastern Evening News (22.10.81), "What the trade unions and rail users' groups are seeking is the opportunity to present our objections to the closure at a public inquiry under the Transport Act." Apart from its own merits, the Wensum case could set a dangerous precedent, depriving the public of the chance to object to a closure and indeed to transport policy in general.

WHEN IS A PASSENGER TRAIN NOT A PASSENGER TRAIN?

- When it's a mail train, seems to be the answer to that question, to judge by the experience of the last few weeks.

BR announced their intention to withdraw half a dozen overnight or early morning trains in East Anglia from October 5th. This move was discussed at the RDS branch meeting and, while members were sympathetic towards the financial pressures on BR, they felt that two of the affected trains - the 22.32 Lynn - Ely and 23.15 Norwich - Liverpool St. via Cambridge - should not be withdrawn.

Our stand on the 22.32 was supported by the Transport Users' Consultative Committee, who felt that a town of the importance of Kings Lynn ought not to be deprived of any southbound service after 18.31 (as is now the case.) The NUR have also called for a later train from Lynn - possibly at about 20.30 - especially as there is in any case an empty carriage stock working southwards two evenings per week. BR have so far remained unconvinced that such a train would be viable; but we are pursuing matters further.

The other "withdrawn" trains have not in fact been withdrawn at all. They are mail trains and, not only do they continue to run, but they continue to carry passenger accommodation. This fact has exposed BR to a certain amount of public ridicule in some quarters. The reason for passenger accommodation is that in most cases these trains have to be used by BR staff on late duty - e.g. crews from March, who may have worked an evening freight to Ipswich, return on the Peterborough mail train. In the case of the 23.15 ex Norwich, accommodation is provided for John Menzies' staff travelling from Cambridge to London to work back on the newspaper train.

After a flurry of letters, phone calls, even telegrams, involving BR staff and management, including regional HQ at York, it has been agreed that passengers may still use these trains if they have a valid ticket; but apparently this is not being advertised. RDS is in correspondence with the Divisional Passenger Manager in an effort to clarify the issue further.

We understand that the re-classification of these trains, as parcels rather than passenger, enables BR to make a technical saving. We also appreciate that demand for such trains is never likely to be high - but they obviously have uses for some people. It is unfortunate that Government pressure for economies forces BR into such a position of attempting such measures, and we hope that a reasonable compromise will prevail.

ESTA SHERINGHAM SPECIAL

350 people filled a 6-car DMU set on Sunday July 26th, for an excursion from all East Suffolk Line stations to Wroxham, Cromer and Sheringham. It was the first time for many years that people from places like Woodbridge, Saxmundham, Darsham and Halesworth had had the opportunity to use a special train from their local station, and they responded extremely well. Bookings had to be stopped four days before the train ran. The East Suffolk Travellers' Assn., which chartered the train, considers that a market certainly exists for specials from the line, and is already thinking of running more next year - or even persuading BR themselves to run some!

On arrival at Sheringham, some passengers were a little surprised at having to alight from the guard's compartment via specially provided steps on to the lineside. The train was, of course, more than twice as long as Sheringham's diminutive platform.

LENGTHEN SHERINGHAM PLATFORM?

Should Sheringham platform be lengthened? It is normally adequate for the resident population of the town, but quite inadequate for the influx of visitors during the summer months, from the point of view of width as well as length. Apart from the ESTA special, there were several occasions last summer where a 5-car set was working to Sheringham, and passengers in the last two coaches had to be moved into the front three before the train had left Cromer or West Runton. Several trains have only a 4-minute turn-round time at Sheringham and this is not enough time in the height of the season to cope with loading and unloading in such conditions. Even in the winter, the Monday-Friday 07.24 commuter train from Sheringham is a 5-car set. So would it not be worthwhile to build a wooden extension on to Sheringham platform?

REOPENINGS PROSPECTS

The Bill by Tony Speller MP to amend the 1962 Transport Act became law at the end of the summer; and so it is now easier legally, but not financially, for a railway line or a station to be reopened experimentally.

The British Railways Board are understood to have written to all County Councils inviting them to submit schemes; and so the RDS Branch Secretary has written to the County Surveyors of Norfolk, Suffolk and Cambridgeshire, drawing their attention to this move, and reminding them of the pressure for reopenings within their own counties.

So far, only the Norfolk County Surveyor has replied, saying that he would bring the matter to the attention of the Council, but adopting a very cool attitude, dismissing the various special passenger trains to Dereham, Aylsham and Reepham as "excursions by the enthusiasts." Needless to say, the Branch Secretary has replied to this assertion with some facts about the trains.

While it would be unrealistic to expect the total costs of any reopening, even an experimental one, to be borne out of the pockets of local ratepayers; we have stressed that the Government should be prepared to make some extra money available to the Counties, via the Transport Supplementary Grant, specifically for such experiments. We would obviously support Norfolk or any other county in lobbying central Government for this.

"STOP-GO" ON THE LENWADE LINE

Freight services resumed from Lenwade in late summer, after being suspended for about six months, and so trainloads of concrete beams are again rumbling past Reepham and Aylsham. However, it is understood that these will cease again at the end of the year, and that the line will be "mothballed" for twelve months.

Against this uncertain background, the Aylsham & District Rail Action Committee is stepping up its local pressure, concentrating on the freight side. The line really depends on just one firm at present, and the Committee will look at other possible sources of traffic. RDS and ADRAC also hope to resume running passenger specials to Reepham and Aylsham as soon as possible.

An article by Mr. T.J. Garrod on the past, present and future of the line appeared in the August/September issue of the Aylsham & District Advertiser. ADRAC now has a paid-up associate membership of 96, and the Committee itself has been strengthened by the co-option of Mr. W. Coman and Mr. R. Davies.

During November, it is planned to distribute 2000 ADRAC recruitment leaflets door-to-door in places along the line. ANY RDS members willing to lend a hand will be very welcome. The first distribution will take place on SATURDAY NOVEMBER 7th. Transport will be provided to and from Wroxham station, meeting the 10.00 train from Norwich (arrive Wroxham 10.15). If YOU can help on this date, or later in the month, please contact ADRAC's Chairman, Mr. M. Clarke, Point House, Rectory Road, Coltishall (Tel: Norwich 737513.)

NENTA: The North East Norfolk Travellers' Association held its AGM at Sheringham on October 7th. The association has 66 members and a reasonable bank balance. A committee of seven was elected and will be holding its next meeting on October 28th - when a major item for discussion will be an approach to BR over possible lengthening of Sheringham platform.

SMTRUA: Sudbury - Marks Tey Rail Users' Assn. will shortly be producing a new poster to publicise the line, showing a train climbing out of the Stour Valley up Bures bank. This photograph may also be published as a picture postcard - an idea for other promotional campaigns? Higher petrol prices have led to fewer anglers from London visiting the area, and SMTRUA is trying to get BR and the Anglian Water Authority to agree to a special anglers' ticket.

"SAVE FUEL - USE PUBLIC TRANSPORT" is the message on RDS economy labels. These are gummed and are ideal for re-using envelopes - apart from the many other uses for which labels can be put. They also advertise the Society and bring in useful funds. 35p for 50; 70p for 100; £3 for 500 from the Branch Secretary.

NEWS OF MEMBERS: A warm welcome to more new members -

1. Mr. F.E.M. Allen, 40 Marlowe Way, Lexden, Colchester, Essex CO3 4JP.
2. Mr. C. Hughes, 7 Chichester Drive, Oulton Broad, Lowestoft, NR33 8PX.
3. Dr. R.H.S. Carpenter, 47 Tenison Road, Cambridge.
4. Mr. E.J. Graves, 60 St. Audrey's Close, Histon, Cambridge, CB4 4JY.
5. Mr. R.N. Forsythe, Scoutbush, 129A North St., Burwell, Cambridge, CB5 0BB.
6. Mrs E.W. Wakefield, 43 High Street, Oakington, Cambridge, CB4 5AG.
7. Miss M.E. Goodyear, 43 High Street, Oakington, Cambridge, CB4 5AG.
8. Mrs D.E. Wakefield, 43 Station Road, Oakington, Cambridge, CB4 5AH.
9. Mr. D.R. Reeve, 26 Garrick Green, Old Catton, Norwich, NR6 7AL.
10. Mr. S.J. Goose, Homefield Farm, Cants Drove, Murrow, Wisbech, Cambs. PE13 4HN.
11. Mr. A.W. Cocker, 11 Franklin Road, Ipswich, Suffolk, IP3 9DX.
12. Fenland Rail Action Group - Chairman Mr. A.J. Webb, 7 Norfolk Street, Wimblington, March, Cambs.
13. Mr. P.C.W. Warner, 10 Heron Gardens, Stalham, Norwich, NR12 9PL.

80.08
 2.71
 82.79

Mr. P. Buswell has moved to 4 The Close, Norwich, NR1 4DH.

Mr. J.L. Stone has moved to 4 Clark Road, Holly Hill Gardens, Ditchingham, Bungay, Suffolk, NR35 2QQ.

Mr. A. Fawcett has now commenced his studies at Southampton University, and at our Autumn Meeting, the Chairman paid tribute to the hard work and enthusiasm which he has devoted to the Society's cause during the last two years. Adrian has made a very significant contribution to our work, and we look forward to seeing him again during vacations. Meanwhile, the loss of the East Anglian Branch will, we are sure, be the RDS Wessex Branch's gain.

NEWSLETTERS: Thank you to Messrs. A. Hadingham and E.J. Graves for addressing the envelopes for this newsletter; and to Mr. S.J. Harman for doing a similar job with the previous one. The Branch Committee is considering putting our membership details on computer next year, which should streamline distribution and communication.

Back issues of most Branch Newsletters are available from the Branch Secretary and may be of particular interest to members who have joined fairly recently. Did you know what our present Chairman told the Minister of Transport on July 10th, 1976, for example? Or the events leading to the closure of the Yarmouth Quay Line?

Please send a stamped addressed foolscap envelope for single back issues; for bulk supplies, 10p per copy would be appreciated, any surplus going into Branch funds.

"TEN YEARS ON" 1972-82: The RDS East Anglian Branch anniversary book is to be published in January, and can be ordered now at £1.20 (including postage) from Mr. P.R. Lawrence, 75 Marlpit Lane, Norwich, NR5 8XN. Cash with order, please. It is hoped to sell some copies through the trade, and any member who would be willing to approach any bookstall or bookshop in his/her area; or who could suggest shops or stalls who would perhaps be willing to stock the book, should contact Mr. Lawrence.

RAIL USERS' GROUPS CONFERENCE: Members of rail users' groups and of RDS in East Anglia met many of their counterparts from Lincolnshire and Yorkshire at the Society's Eastern Regional Conference in Sleaford on October 17th. A similar conference took place on October 24th in Birmingham for Midland and Western Region groups. A 2-page report of each conference will be sent to all participating groups during November; and copies can also be obtained from the Branch Secretary (please enclose stamped addressed foolscap envelope.)

AND FINALLY... The Central Electricity Generating Board has offered to pay part of the cost of the Saxmundham by-pass, if they are allowed to build Sizewell B nuclear power station. Could they afford to extend the existing Sizewell branch up to the power station? Or pay BR a bit more to maintain rail lines on which their nuclear waste travels - like March - Spalding, which helps this traffic to avoid Peterborough.