

RAILWAY DEVELOPMENT SOCIETY
EAST ANGLIAN BRANCH
NEWSLETTER No. 41

Winter 1982

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

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

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ELECTRIFICATION IS COMING TO NORWICH - NOW WHAT ABOUT CAMBRIDGE?

The Secretary of State for Transport has given the go-ahead for £30 million of investment to electrify East Anglia's main line from Colchester to Ipswich and Norwich, plus the Harwich branch.

The announcement, on December 22nd, is a major victory for the Railway Development Society and other bodies, which have been campaigning for this scheme since the mid-1970s. It will mean cleaner, faster, quieter trains, hopefully more frequent, and reducing our dependence on oil.

The Secretary of State's decision came at the end of six weeks' vigorous pressure by our Society and other rail users, and periodic doubts as to whether this scheme or any other would go ahead. A ministerial reply to David Ennals MP (Norwich North) at the end of October gave little idea of any commitment on the part of the Department of Transport. Soon afterwards, British Rail themselves announced that they would soon have to disband the only skilled team of men in the country involved in new electrification schemes. The team had completed work on the Bedford electrification project and were being kept together doing some preparatory work between Hitchin and Huntingdon, which BR also hoped to be permitted to electrify.

The East Anglian Branch of RDS therefore launched a petition in mid-November, "We the undersigned East Anglian rail users urge the Government to approve investment for the long-planned electrification of the main railway lines to Harwich, Ipswich, Norwich and Cambridge NOW."

Branch Chairman Mr. S.F. Wilkinson was interviewed on Anglia Television and Branch Secretary Mr. T.J. Garrod was questioned for 15 minutes on Radio Orwell. Good press publicity also surrounded our efforts. RDS members approached the travelling public on main line trains and at stations, collecting a total of just over 1,500 signatures over a 4-week period.

Our corporate member, the Stowmarket Rail Users' Association, also collected 160 signatures on a petition of users of Stowmarket and Needham Market stations, for presentation to John Gummer MP.

The RDS petition was presented to David Ennals MP on December 19th by Messrs. T.J. Garrod, A. Fawcett and D. Murdie. Mr. Ennals congratulated the Society on its efforts and promised to present the signatures to the Minister on December 21st. A day later, in fact, the decision was announced. As Mr. Garrod told the East Anglian Daily Times, "We would like to think that the petition was the final spur which prompted the Minister to make up his mind."

The only disappointment is that Cambridge is not included; the Department of Transport claiming that its case for electrification was "less robust". Our Chairman has therefore written to the Secretary of State for Transport, congratulating him on the Norwich go-ahead and urging that Cambridge be given high priority as the next scheme, even if it cannot be started simultaneously. Mr. Wilkinson's letter reminds the Secretary of State of the work that is already under way at Cambridge on a power box and associated new track-work.

The Great Northern Outer Suburban Branch of RDS has also been in the fore-front of protests to the Government that Hitchin - Huntingdon has not yet been sanctioned for electrification - drawing particular attention to the problems of St. Neots, Sandy and Biggleswade, which rely on ageing DMUs.

However, the green light for the Norwich scheme must surely encourage us all to campaign with renewed vigour for electric trains to Cambridge and Huntingdon; and, ultimately, for their extension to places like Sudbury and Felixstowe as well.

USERS' GROUPS NEWS

1. EAST SUFFOLK TRAVELLERS' ASSOCIATION: A survey of all stations from Westerfield to Lowestoft and on to Haddiscoe is being undertaken by members of ESTA. Good and bad points are being noted, with attention being paid to questions like - is the lighting, shelter and seating adequate; is the station properly signed; are the BR posters on it up-to-date and appropriate; what improvements could be made at little or no cost, and at more substantial cost. A report will be produced later this year.

5000 copies of East Suffolk Travel No. 11 have been distributed, and comments have been submitted on the Lowestoft & North Waveney District Plan and the Suffolk Public Transport Plan.

The 17.00 train from Ipswich was retimed in October to leave at 17.12, for the benefit of students at Ipswich Civic College. This now means, however, that a connection at Beccles with the bus to Bungay is broken, and ESTA asked ECOC if the bus can now be retimed to run a little later. ECOC has now agreed to run it 7 mins. later.

Three of ESTA's officers met BR Divisional Passenger Manager Mr. D.W. Gibson on November 16th for an exchange of views about the service. They were pleased to learn that the 08.32 Ipswich - Cambridge train is to be retimed in May so that it again connects with the 07.22 from Lowestoft - a point made to BR by ESTA earlier in the year.

2. ESTA FELIXSTOWE: Following months of pressure by the association, a waiting room has now been built on the platform at Felixstowe. This has become necessary since last year's cut-back of the track.

Seven members of the Committee met members of Felixstowe Town Council on January 5th for a discussion of public transport in and around Felixstowe, covering such topics and stations amenities, quality of rolling stock and integration of bus and rail services.

3. BRECKLAND LINE USERS' ASSOCIATION: A meeting of BLUA was held at Attleborough on December 16th, with Mr. D.W. Gibson (BR Divisional Passenger Manager) as guest speaker. He began by stressing, "We as an industry are not in the closure business - but we may be forced into it" because of under-investment. He gave some examples of actual and proposed economies on the Breckland Line - like the replacement on summer Sundays in 1982 of through trains to London by DMUs to Cambridge; and the withdrawal of passenger facilities on mail trains (see last Newsletter.)

Mr. Gibson did, however, hold out hope for improvements on the line in 1983, by which time he hoped the economy would be climbing out of recession and BR could afford to increase services. He promised to consider the introduction in May 1983 of an additional commuter train from the Breckland Line (probably starting at Attleborough) into Norwich - something for which a BLUA survey earlier in the autumn had shown a demand. At the same time there might be a case for reintroducing a late night service from Norwich - probably a DMU as far as Thetford - to replace the much-criticised mail train facility.

One other idea that BR were looking at was the feasibility of splitting each London - Kings Lynn train at Ely - with half of the train then proceeding to Brandon, Thetford, Attleborough and Norwich. This could give the four towns on the line a much better through link to Cambridge and London.

4. EAST NORFOLK TRAVELLERS' ASSOCIATION: ENTA did not run a special train from Yarmouth to London this year, mainly because the prices quoted by BR would not have enabled them to offer very attractive fares compared with BR's own Saturday Shopper facility on offer at the time. However, the Saturday Shopper itself really originated after ENTA's first successful charter in 1979.

The ENTA committee will be meeting on January 29th to study the timetable proposals for the line.

5. NORTH EAST NORFOLK TRAVELLERS' ASSOCIATION: The new Chairman of NENTA is Mr. T. Morgan, Secretary Mr. N. Buxton, Treasurer Mr. C.J. Wheeler; Committee Mrs. LeWarne, Mr. R. Pettitt, Mr. W. Boyles. The association has just produced a new recruitment leaflet; and has written to BR to find out what the cost would be of a modest extension to Sheringham platform (see last Newsletter).

FOR YOUR DIARY

Saturday February 20th: RDS Branch Committee meeting, Lowestoft.

Saturday February 27th: "Where is RDS going?" special meeting for members, Friends House, Euston Rd., London, to discuss RDS' achievements to date, and tactics for the future. This will include how the Society is financed, organisation, recruitment, image; and what our priorities should be. If you would like to attend, please send a stamped addressed envelope to the General Secretary, Mr. R.P.J. Townend, St. Julian's, Sevenoaks, Kent.

Saturday March 13th: RDS National Committee Meeting, London.

Saturday March 27th: Fourth National Conference of Rail Users' Groups, organised by RDS at Friends House, Euston Rd., London, 11.00 a.m. till 4.30 p.m. Guest speaker: Ray Buckton (General Secretary, ASLEF). Topics for discussion include fares policy, fighting cuts, future co-operation between RDS and local users' groups. Conference fee: £1.50. Details from Branch Secretary.

Saturday April 24th: RDS National AGM, at British Rail Staff Assn. club, Reading, 2.30 p.m. All members have the right to attend. Reading is quite easy to reach from London Paddington (by HST!) or Waterloo.

Saturday May 1st: RDS Branch Committee Meeting.

Saturday May 15th: RDS/WyDRAC special Inter-City train from Dereham to Matlock, for the Derbyshire Dales. The train will pick up at Yaxham, Thuxton, Kimberley Park, Wymondham and Attleborough; and passengers may alight at any station on the Matlock branch. £7.50 return (children £5) with 50p (25p) reduction if booking before April 15th. Send s.a.e. to J.S. Hull, Cydonia Cottage, Station Road, Yaxham, Dereham, Norfolk.

Saturday June 5th: RDS BRANCH SPRING MEETING in the Seminar Room, YMCA, Cambridge, commencing at 2.00 p.m. The YMCA is in Gonville Place, just off Hills Road, half way between Cambridge station and the city centre. After the usual Branch business, we shall welcome as guest speaker Mr. L.A. Dumelow, Secretary of the Central Transport Consultative Committee.

Saturday May 22nd: East Suffolk Travellers' Association AGM, Halesworth. Speaker: Mr. Norman Shelley of BR Research, Derby. Full details in next newsletter.

Sunday June 6th: ESTA (Felixstowe) hopes to run a special train from Felixstowe, Ipswich and Stowmarket to Peterborough and Orton Mere (Nene Valley).

Sunday June 13th: ESTA special Inter-City train from Lowestoft and all intermediate East Suffolk Line stations to Windsor & Eton Riverside. For details, and offers to help publicise it, please send stamped addressed envelope to Mr. G.G. Lilley, 43 The Glebes, Snape, Saxmundham, Suffolk.

Sunday June 20th: Special train from Sheringham, Cromer, North Walsham, Wroxham, Norwich, Wymondham and Attleborough to Peterborough and Orton Mere. RDS, NENTA and ADRAC are all involved in the running of this train; BLUA is also helping to publicise it; and F&DRS is likely to be running a connecting service from Ryburgh, which will couple on to the main train. A truly joint effort! More details in next newsletter.

Sunday June 27th: Joint RDS/Fenland Rail Action Group special train from Wisbech and March to Felixstowe - probably also serving Manea and Ely. Full details in next newsletter. Meanwhile, please note the date of what should be the first passenger train from Wisbech for 18 months.

Sunday July 11th: (Provisional date). RDS/SMTRUA joint special train from Sudbury, Bures, Chappel & Wakes Colne, Marks Tey, Colchester to Norwich and Yarmouth. We look forward to a repetition of our popular seaside special off the Sudbury branch in June 1980.

Sunday July 25th: ESTA special: Ipswich and the East Suffolk Line to Sheringham.

Sunday August 22nd: RDS/WyDRAC joint special, Dereham - Felixstowe.

Saturday September 25th: RDS Branch Autumn Meeting, Assembly House, Norwich.

SUPPORT THE F&DRS RAFFLE: Tickets enclosed. Apologies if you already have them through other sources. F&DRS is also holding a fete and disco at the Territorial Army Hall, Dereham, Saturday February 13th, 2.00-4.00 p.m. and 7.30 - 10.30 p.m. Details: Roy Hopwood, 7 Corton Road, Bracondale, Norwich.

TELLING IT TO THE PLANNERS

LOWESTOFT & NORTH WAVENEY DISTRICT PLAN - RDS submitted comments on the Consultation Draft of this Plan on 7.12.81. We note with approval the statement in the Plan that "The local authorities will continue to encourage an effective rail and bus network" - but we ask what this statement will actually mean in practice. We ask the Council to use its influence to protest against cuts in services. During the last year Lowestoft has lost one evening train in each direction on the Norwich line, for instance. We also urge the Council to use its influence to campaign for improvements in the service; and to speed the long-awaited modernisation of the East Suffolk Line.

RDS reaffirms its support for a bus/rail interchange at Lowestoft. This has been talked about for 15 years, and would probably depend upon a developer being attracted to the site. We are puzzled that the District Council should proclaim that "a major shopping element on this site would not be acceptable" - especially as Station Square is already almost completely surrounded by shops. Our comments continue: "We urge the Council not to tie the hands of any potential developer of this site by insisting on office rather than shop accommodation."

In a previous submission (December 1979) we asked that the new bus/rail station should be as close as possible to the existing site; and we are pleased to note that the area set aside for development extends only as far west as Trafalgar Street.

SUFFOLK PUBLIC PASSENGER TRANSPORT PLAN - On 4.1.82, RDS sent in a 1100-word submission on this Plan, which is the proposed basis of the County Council's policy for 1982/3.

We approve the Council's policy of using public transport rather than contract vehicles for journeys to school, where this would help ensure the retention of the public transport service. The East Suffolk Line has benefitted to some degree from this policy.

We urge the Council to exert pressure on the Secretary of State for Transport to agree to the £2 million modernisation of the East Suffolk Line; and to oppose cuts in train services (e.g. withdrawal of advertised passenger accommodation on mail trains - which Suffolk County Council seems to think are "newspaper trains.")

It is encouraging to note the Council's intention to produce a Public Transport Guide for the eastern half of the county; but we feel that this should be supplemented by free give-away leaflets.

We note that a Car Sharing scheme in Suffolk in spring 1981 "resulted in little response", and are not altogether surprised in view of what we said in our comments on the first Public Transport Plan (10.12.78). "Pious hopes such as the Council expressed at that time are no substitute for adequate financial support for, and investment in, public transport - and Suffolk County Council is still not, in our view, spending as much money on this as is justified by the proportion of the County's population who need it."

Finally, we ask the Council to start thinking about the implications of electrification of the main line, now that this has been agreed. It will bring increased business to BR and will probably mean greater demand for "park and ride" at stations. It should also mean taking a fresh look at the possibility of reopened stations - notably Bentley and Bramford, and possibly elsewhere. (When the Council turned down the Bentley scheme in 1976, it said that it would look at it again if and when electrification came.)

A few spare copies of each submission are obtainable from the Branch Secretary. Please send stamped addressed envelope.

GREETINGS TO THE EAST ANGLIAN BRANCH OF RDS on the occasion of their 10th anniversary, from Cambrian Coast Line Action Group, Vale of Rheidol Railway Supporters' Association and Heart of Wales Line Travellers' Association. CCLAG welcomes new members and support for its campaign to save Barmouth viaduct. Send a stamped addressed envelope to John Rogers, "Arfryn", Fford-y-Llan, Treuddyn, Mold, Clwyd, Wales.

WALTON AND FRINTON WANT THROUGH TRAINS

The pressure on BR to run their services with less money (in real terms), which led to the March - Spalding closure proposal, has also given rise to another proposed deterioration in service, at the other end of our region.

In November it was revealed that Walton-on-Naze and Frinton-on-Sea would lose all their through trains to Liverpool St. (some 14 a day), and would have to rely instead on a single electric multiple unit shuttling to and fro on the 5-mile branch from Thorpe-le-Soken. Thus even the 18-mile journey to the nearest large town, Colchester, would always involve a change of train. The sizeable number of London commuters would have more time-consuming journeys to work. Elderly people, many of whom retired to places like Walton and Frinton, would have the trouble of changing trains at least once on medium-distance journeys. Holiday-makers and day-trippers would be more inclined to stay on the same train all the way to Clacton, rather than take a local train to one of the other two resorts.

It was therefore not surprising that local people protested furiously. A 5,000-signature petition was organised. Frinton and Walton Town Council held a public meeting attended by 400 people. A second public meeting, with over 200 present, was held in Walton on December 1st by the local Chamber of Commerce and Licensed Victuallers' Association.

RDS member Mr. E.M.W. Lake has been active in the campaign, and involved in liaison between the different bodies. RDS Branch Secretary Mr. T.J. Garrod was one of the speakers at the public meeting on December 1st. Mr. Garrod commended local people for the way they had demonstrated strength of local feeling against the cuts, and had persuaded BR to go back and think again. Now, he said it was time to come up with ideas to promote the service, especially in the off-peak; to get round the table and work out constructive ideas to safeguard and improve the line. He gave examples of what local rail users' groups were doing in this respect elsewhere in East Anglia.

A few weeks later, the Walton, Frinton & Kirby Rail Users' Group was formed, with Mr. R. Bray as Chairman; Messrs. A. Wallis and E.M.W. Lake as joint secretaries. The new group's first action is to seek an early meeting with the BR Divisional Manager to put its case.

BR has now announced revised plans - for one daily through train to and from London; 2 through trains on summer Saturdays; retention of the passing loop at Kirby Cross; and less waiting time at Thorpe. While this is better than the drastic proposals made at first, it is unlikely to satisfy the local users. It could well lose some revenue for BR, if car-owning commuters drive to Thorpe to board a London train instead of using one of the three stations on the Walton line.

A further cause for concern has been the "Sardine Special" - the 07.41 from Walton to Colchester St. Botolphs and the 16.06 back. This train can carry as many as 300 people, including large numbers of schoolchildren; and was reduced in the autumn from an 8-car set to a 3-car one. Clearly this is another issue which the newly-formed WF&KRUG will pursue vigorously.

MORE NEWS FROM THE CAMPAIGN FRONT... West Norfolk Public Transport Users and RDS have both been active, with letters in the local press, contacts with the MP for North West Norfolk, trying to persuade BR to reinstate an evening train from Lynn to Ely. Sudbury - Marks Tey Rail Users' Association is now more hopeful that its suggestion of an angler's ticket will come to fruition, if negotiations between BR and the Anglian Water Authority are successful. SMTRUA'S poster advertising the line should be ready very shortly now (thanks to donations from Suffolk County Council and Sudbury Town Council). Anyone interested in displaying one or more posters, please contact Mr. M.J. Davies, 45 Elm Rd., Sudbury, Suffolk.

Fakenham & Dereham Railway Society continues its fund-raising events - including a slide show on a day in the life of a Southern Railway driver at Norwich Assembly House, 7.30 p.m. Thursday January 28th; and a door-to-door collection in Dereham and Ryburgh.

WENSUM CURVE - A COURT CASE?

Previous newsletters have chronicled the closure of the Wensum Curve (which allowed trains to avoid Norwich) without any form of public consultation. In November, the RDS and a number of other bodies which had argued for a public inquiry, received letters from the Transport Users' Consultative Committee for East Anglia, saying that the British Railways Board saw no reason to reconsider their decision not to hold a public inquiry; that the Department of Transport was not prepared to do anything about it; and that "anyone who wishes to challenge their decision would have to do so through the Courts."

The bodies concerned are considering the implications of this ruling.

YARMOUTH BY-PASS

RDS lodged a formal objection in December to the proposed Yarmouth by-pass. Our letter stressed that we accept the need for a second crossing of the River Yare, to aid the town's internal traffic problems; but we question the need for such a grandiose scheme. As with similar schemes elsewhere, we ask what consideration, if any, has been given by the Department of Transport to the rail alternative, especially for dock traffic. Older members will recall that, 5 years ago, our Society argued unsuccessfully against the closure of the Yarmouth Quay Line, which was axed to save £26,000 alleged maintenance costs on the bridge over the River Bure.

DEFENDING THE APT

Teething troubles in BR's Advanced Passenger Train in December laid them open to a lot of criticism. RDS member Mr. R.G. Wallis defended it in a letter in the Cambridge Evening News (21.12.81) saying "Of course the £37 million investment is worth it when you consider the enormous amount wasted on new road building at over £1 million a mile... Lets not forget the investment for this train has been over a 10-year period with many new ideas which have also been of use to outside industry." Another member, Mr. P.R. Clarke, in a letter published on 30.12.81, also drew attention to the low level of rail investment over the years; and added, "It is true to say that the APT is experiencing technical troubles. This is true of anything new. The Inter-City 125s experienced troubles when first introduced, but these are largely eliminated and a first class service is being given by them now."

ELY RAILHEAD?

Following last year's closure of the British Sugar Corporation factory at Ely, next to East Anglia's biggest rail junction, it was announced that the premises had been bought by G.G. Papworth Ltd., haulage and storage specialists, who hoped to use it as a trans-shipment depot, between road and rail. RDS Branch Chairman Mr. S.F. Wilkinson contacted the firm and had a useful reply on 19.11.81, stating "we have a Ruston Hornsby 88 DS Diesel Shunting Locomotive and this has now been moved down to Ely. We are at the moment trying to promote rail traffic and are carrying out trials for one of our customers who is likely to send regular business in the near future. We are therefore having to spend large amounts of money to carry out sidings alterations, intake modifications and purchase special handling equipment. We therefore will be applying for a Section 8 Grant and would welcome all the support we can get."

COLD STORE PLANS AT HISTON

RDS has made representations to South Cambs. District Council Planning Committee about Chivers Hartley Ltd's proposal to build a new cold store next to their Histon factory, on the old barrel field.

While not taking sides for or against the project (which has roused considerable feeling in the village), we have, in a letter dated 27.10.81, reminded the planners of the paragraphs of the Histon & Impington Local Plan that further expansion of the factory should if possible be linked with increased freight use of the adjacent railway. We have also drawn attention to section 8 grants for installation of new sidings and equipment. The application was given conditional outline planning permission. RDS will continue to follow the situation closely and take any further appropriate action.

NEW RDS LEAFLET

"A civilised, industrialised country needs roads and railways. BUT, are we paying too much for one and not enough for the other?"

Thus begins an important new RDS leaflet, just out, entitled "Stop this Highway Robbery NOW!" The 4-page leaflet goes on to provoke its readers to think about the true costs of heavy reliance on road transport; direct and indirect. For example, did you know that road accidents cost the community around £1,700 million per annum? Or that the cost of one year's road accidents in Cambridgeshire could pay for a fleet of eighteen new 4 car diesel multiple unit trains?

The leaflet is suitable for sending to politicians at both local and national level, and to all those concerned about the cost of transport to the community as a whole. It is also intended as another RDS recruitment leaflet. It can be obtained from the RDS Sales Officer, Mr. A.F. Johnson, 38 Grange Park, Ealing, London, W5. Please send a stamped addressed envelope, or stamps appropriate for postage on the number of leaflets you would like (They are A4 size) - and remember, postage is about to go up!

ANNIVERSARY BOOK

Have you bought your copy of "Ten Years On, 1972-82" yet? This tenth anniversary book of the East Anglian Branch of RDS is now published, and is available at £1.20 (postage free) from Mr. P.R. Lawrence, 75 Marlpit Lane, Norwich, NR5 8XN. Do you know any booksellers who could be approached, to sell it on the usual terms? If so, let Mr. Lawrence know.

AMMUNITION

Just issued by RDS is a duplicated digest of ammunition - quotes from the press on such matters as road accident costs, the effects of road building, unsuitable traffic on roads. It is intended as ammunition for use (e.g. in letters to the press and politicians; for quoting in arguments and debates) as part of RDS' continued campaign for the railways to get a greater share of transport investment, and against some of the arguments of the pro-road lobby. There is no charge for the digest - but please send a stamped addressed envelope to Mr. A.F. Johnson, 38 Grange Park, Ealing, London, W5, marked "Digest".

"SAVE FUEL - USE PUBLIC TRANSPORT" is the message on RDS economy labels. These are gummed, $4\frac{1}{2}$ inches by 6 inches, and ideal for re-using envelopes - apart from the many other things for which labels may be used. They also advertise the Society and bring in useful funds. 35p for 50; 70p for 100; £3 for 500 from Branch Secretary.

FOR SALE: Back issues of RDS East Anglian Branch Newsletter - most issues from February 1972 onwards; back issues of Railway Magazine, Modern Railways and (very few) Railway World, for last three years. 10p per newsletter, 20p per magazine, plus postage. (Proceeds to RDS funds). Contact Branch Secretary.

FARADAY LECTURE: Thanks to RDS members Messrs. M.J. Farahar, S. Harman, C.W. Taylor and J.M. Cooper, for manning our stall outside the Faraday Lecture at Ipswich Corn Exchange on December 2nd. This drew the attention of a large number of people to RDS and its policies. Some copies of the interesting 4-page broadsheet accompanying this lecture of railway electrification are available from the Branch Secretary - free of charge, but please send s.a.e.

BR "LONDON SAVER" ticket available now from stations in Suffolk - £6 to London, returning within one month.

TEN YEARS AGO: (From East Anglian Branch Newsletter No. 1, February 1972) - There was a need for vigilance with regard to the future of E.Anglia's link with the Midlands via Peterborough (it was stated at the inaugural meeting); More through trains were desirable... Needham Market station had just been reopened... Many rural bus services were being curtailed - so, if rail services were proposed for closure, what of the alternative public transport now?

NEWS OF MEMBERS

A warm welcome to more new members:

1. Mr. J.D.F. Wolton-Carr, 27 Manor Park, Histon, Cambridge, CB4 4JT.
2. Mr. E.M.W. Lake, 3 Eton Road, Frinton-on-Sea, Essex. CO13 9JA.
3. Mr. N.K. Huetting, Hartesmere Grange, Monk Soham Green, Woodbridge IP13 7EZ
4. Mrs I.O.L. Cogswill, 26 Rochford Way, Walton-on-the-Naze, Essex CO14 8RW.
5. Mr. S.J. Barnes, 2 Tambour Close, New Barn, Greatley, Colchester CO6 1BD.
6. Mrs R. Johnson, 33 High St., Gt. Wilbraham, Cambridge CB1 5JD.

Mr. H.N. Moore has moved to 1 Norbury Road, Ipswich.

Mr. R.C.D. Edwards has moved to Tecwyn, Saxon St., Wood Ditton, Cambridge.

Mr. G.R. Burgess has moved to Exmouth, Devon. Geoffrey Burgess has been a member of the Society for ten years, serving for a time on the Branch Committee and taking a keen interest in many aspects of our work. We wish him well in his retirement, and are sure that his experience will be very useful to RDS in the South West.

OBITUARIES

It is with deep regret that we record the death of two members of our affiliated group, the Aylsham & District Rail Action Committee.

Ernest Giblett, of Coltishall, died in November. He had been a staunch supporter of this reopening campaign for several years and a steady worker for the cause.

Malcolm Clark died, aged 38, on Christmas Eve, after a short illness. He had been Chairman of ADRAC for less than a year, but with his strong sense of commitment and keen efficiency had become a tower of strength who will be sorely missed. A message of condolence has been sent, on behalf of RDS, to his family.

RDS WITH THE LEEDERS

To mark the tenth anniversary of the RDS East Anglian Branch, our Sales Officer Mr. P.R. Lawrence has arranged for a display in the window of the Leeds Building Society, St. Stephens, Norwich, for a fortnight starting on February 6th. The display will include RDS publications and items from our exhibition.

SPONSORED TRAIN RIDE '82?

Our member Ian Brakewell, who twice broke the record for the greatest number of miles covered in 24 hours with an Anglia Ranger, is beginning to be stricken again by wanderlust, and to think about a Sponsored Train Ride for this year. It may not be possible to beat his 1981 record of $676\frac{1}{4}$ miles, because of the withdrawal of passenger accommodation on some trains; but maybe someone could beat Simon Harman's record, also set in 1981, of 596 miles on a normal day (starting at 05.36 and ending at midnight!). Alternatively, a Ride could be done attempting to travel through every station in East Anglia; or to cover as many as possible for the 390 route miles, as distinct from train-miles? Anyone interested, or with any ideas, please contact Branch Secretary, before Easter.

MARCH - SPALDING: NO NEWS YET - The Secretary of State for Transport has not so far (Jan. 16th) announced any decision about the March - Spalding closure proposal. Our Chairman wrote to him at the beginning of January, reminding him about it.

BR DELIVERIES... In the very bad weather on December 14th, Whittlesey was cut off by road; but BR sent a special train from Peterborough to collect an expectant mother. An ambulance then picked her up at Peterborough station and drove her to the city's hospital.

CAMBRIDGE: In October a petition was organised by residents of Sedgwick St. and Cromwell Rd. calling for a rail halt to be considered at Coldhams Common, near the football ground - as our Society suggested some 4 years ago. Following 2 very popular excursions by HST from Cambridge in the autumn, BR are planning at least three more this year, to Dundee, Plymouth and Carlisle.

ANGLIA RANGER: Still only £4, on winter Saturdays. Good value.