

RAILWAY DEVELOPMENT SOCIETY

EAST ANGLIAN BRANCH

NEWSLETTER No. 42

Spring 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)

"THE END OF PUBLIC TRANSPORT IN BRITAIN?"

The recent decision by the Law Lords against London fares subsidies "could mean the end of public transport in Britain", said Mr. Richard Cottrell MEP, in Ipswich on January 23rd. Mr. Cottrell is Conservative Euro-MP for Bristol, and was guest speaker at the RDS East Anglian Branch Annual General Meeting. He attacked the way that subsidies to public transport had become a party political issue in London and felt that the traveller was suffering as a result. "People who have rejoiced in the defeat of a proposal to reduce rail fares by resort to the rates have forgotten that there are more travellers than ratepayers".

Other bodies were also to blame, according to Mr. Cottrell, for the crisis facing our railways. He criticised successive governments for under-investment, commenting that "the Conservative Party's dislike of railways verges on the pernicious"; whilst Labour administrations had also exhibited "political anaemia" and had allowed many rail closures to take place. Not only was BR suffering, but so were British exports - British firms had a mere 4.4% of the £20,000,000,000 of equipment currently on order for the world's railways. Railways were, indeed, "one of the world's biggest growth industries".

Rail unions and management were also open to criticism by our speaker. The former not only because of the then industrial action, but for being dis-united - Britain was the only country in Europe with more than one rail union. Management was described by Mr. Cottrell as "unco-ordinated", particularly at regional level; though he felt that at the highest level it was as good as if not better than, in private industry.

Calling on management, unions, government and the railway manufacturing industry to agree "a concert of action", Mr. Cottrell then outlined the ways that he would like to see this country's railways developed, and indicated the role that the European Economic Community could also play.

The present network should be maintained, with some new lines added - these included links to airports; the Oxford - Cambridge route; a better circular route around London; improved access to a Channel Tunnel and a tunnel between Stranraer and Northern Ireland.

The top option for electrification should be chosen - and he described as "short-sighted" the failure (so far) to include Felixstowe in the East Anglia electrification scheme. Mr. Cottrell also favoured an electric High Speed Train to the Advanced Passenger Train.

Inter-City services should be expanded, as should freight, including waggon-load - "no other country in Europe thinks that wagon-load traffic is bad news". Integration of transport modes was also vital - yet "the concept seems to be totally lacking to British politicians".

He referred to the EEC Transport Infrastructure Fund, which was likely to gain approval shortly and could be used to help fund the tunnels and improvements to rail routes to and from the ports - for, even with the Channel Tunnel, there would still be a need for ports like Harwich and Felixstowe.

Mr. Cottrell also described the cheap fares scheme on the Swedish Railways, which had been backed by their government, had increased passenger numbers and was now leading to increased investment.

Our speaker dealt with many questions after his hard-hitting and stimulating talk; and a vote of thanks proposed by our Vice-Chairman, Mr. C.W. Taylor, was heartily endorsed by all present.

AGM: Mr. Cottrell's talk had been preceded by the business part of the AGM, in which the Branch Secretary reported on the continued overall growth of the Railway Development Society in East Anglia - with 32 new members in 1981, giving a new record total of 185. Five special trains in which the Society was involved

were run in East Anglia, carrying over 1,500 people. Of the many activities and campaigns throughout the year, the culmination was surely our petition for electrification, and the subsequent announcement of half of the Anglia scheme at the end of the year.

Mr. Garrod paid tribute to "all the officers of this Branch; all the members; and all the activists in the various local users' groups and reopening campaigns. The number of man-and-woman-hours put in collectively is incalculable. If we had had such an organisation 20 years ago, maybe not so much of our rail network would have been lost."

The Treasurer, Mr. F.I.S. Carter, presented his report, showing an income for 1981 of £391.18 and expenditure of £336.33, with a balance at the end of the year of £152.59. The two major sources of income were from subscriptions (the Branch receives a quarter of members' subscriptions, the rest going to national funds) and sales; while the largest single item of expenditure was postage at £121.20. Separate accounts are kept for special trains and our anniversary book, and these totalled £466.76 (though the printer has since been paid and the balance here is now considerably less). Indeed, if committee members claimed for every single item of expense incurred in Branch business, our funds would be much lower.

Thanks were recorded to the officers of the Branch, including the Hon. Auditor.

Elections then took place as follows:

Chairman: Mr. S.F. Wilkinson, 52 Manor Park, Histon, Cambridge, CB4 4JT.

Vice Chairman: Mr. C.W. Taylor, 15 Gainsborough Road, Felixstowe, IP11 7HT.

Secretary: Mr. T.J. Garrod, 15 Clapham Road, Lowestoft, NR32 1RQ.

Treasurer: Mr. F.I.S. Carter, 1 Oak Green, Halesworth, IP19 8EA.

Minutes Secretary: Mr. P. Wakefield, 43 High St, Oakington, Cambridge, CB4 5AG.

Committee: Mr. L.J. Buckingham, 25 Drury Road, Colchester, CO2 7UY.

Mr. L.G. Hipperson, 16 Marsh View, Beccles, NR34 9RT (Archivist)

Mr. M.J. Farahar, 35 Ashmere Grove, Ipswich, IP4 2RE.

Mr. P.R. Lawrence, 75 Marlpit Lane, Norwich, NR5 8XN (Sales Officer)

Mr. J.W. Page, 8 Glebe Way, Histon, Cambridge, CB4 4JB.

An impressive array of photographs had also been assembled at the AGM, for the Branch Photo Contest, which was judged by Mr. Cotterell; and two prizes, each of a £5 gift voucher, were presented by him to:

1. Mr. R.J. Wakefield for the best photograph illustrating "Railway Development" - a picture of the Lucas Aerospace/N.E. London Polytechnic Roadrailer vehicle on the Barrington Light Railway, near Cambridge, during trials there last August.
2. Mr. R.B. Davies for the best picture of an RDS special train - the centenary special standing in Aylsham station on May 2nd 1981.

ANOTHER CUT IN BR FINANCIAL SUPPORT

At the end of March, Secretary of State for Transport David Howell MP announced a further cut, in real terms, of £15 million, in financial support to BR. He also made the usual noises about "improved productivity" and said that he would be appointing an accountant from the City of London to look at BR's finances.

Whilst such an investigation could produce some positive results, one is bound to feel that, as with electrification, the Government is adopting more delaying tactics to avoid tackling the problem of rail investment and support head on.

The RDS Branch Secretary wrote to Mr. Howell on April 7th, expressing concern about the cut; and pointing out that East Anglia's railways already have a good productivity record. "A further cut in financial support," added Mr. Garrod, "will put more strain on staff and subsequently passengers; and will do nothing to solve the need for investment in the secondary services." Our corporate member the E Suffolk Travellers' Assn has also written to Mr. Howell, and to local MPs, voicing its "concern and impatience" with the latest news; and asking Mr. Howell why he has not so far given the go-ahead for the £2 million modernisation scheme for the E Suffolk Line, which will then save costs. As RDS member Mr. A. Fawcett said in a letter in the EDP (3.4.82), "The cost of railways to the taxpayer can certainly be reduced, but in E. Anglia this can only really come as the result of investment."

WHAT HAS THE NORTH LONDON LINE TO DO WITH EAST ANGLIA?

This question may be asked of our Branch Chairman when he attends the Transport Users' Consultative Committee hearing into the proposed closure of Broad Street station, London, on April 20th. Mr. Wilkinson will be speaking in support of the RDS London & Home Counties Branch, which has lodged an objection to the closure.

At present, East Anglians arriving at Liverpool Street (as most of us do) can simply turn right into the adjacent Broad Street station and catch one of the frequent North London Line electric trains to a considerable range of North London suburbs - Highbury, Hampstead, Kentish Town, Willesden etc. It is also possible to reach Acton, Kew Gardens and Richmond direct; and a number of other places, like Harrow, Watford and Twickenham, with just one change of train.

Under BR's present proposal, Broad St. would be demolished and the line cut back to a terminus a few 100 yards away in the back streets of Shoreditch - and many people fear that this would be a prelude to cutting the line back to Dalston Junction. Thus a useful interchange facility would be lost - and a facility that would doubtless be used even more if better publicised.

Of course, the existing Broad St. station is far too large for present-day needs, and some of its site could profitably be sold for re-development; but it would surely be more sensible to revive the suggestion, made in the early 70s, to incorporate a couple of high-level platforms in a rebuilt Liverpool St. station for North London Line trains.

"STOP THIS HIGHWAY ROBBERY - NOW"

RDS' leaflet on this theme was published in February. According to the East Anglian Daily Times (16.2.82) "It puts forward a strong case for putting the emphasis (in transport investment) on rail. The price of new roads, road maintenance, policing, pollution, noise and vibration is high".

RDS members in the various East Anglian constituencies have sent copies of the leaflet to their MPs - and the latter's replies are now being analysed. Thanks to all members who participated in this exercise.

Our member Mr. Nicholas Hammond has also had a letter published in the Cambridge Evening News (26.3.82) refuting some of the claims made by the Chairman of the Road Haulage Association in an advertising feature. Among the points made by Mr. Hammond in his letter are that railways are safer and more energy-efficient than roads; that lorries should be used to feed containers to rail-heads and that "the key to the future of the railways is the Channel Tunnel. This will mean through trains, both goods and passenger, to countries as far afield as Sweden, Poland, Italy, Greece, Iran and Egypt." Mr. Hammond also quotes an American study which showed that if one dollar could move one ton five miles by air, it would move it 15 miles by road, 67 miles by rail and over 300 miles by waterway"!

RDS ANNIVERSARY BOOK - HAVE YOU BOUGHT ONE YET?

Over 300 copies of the RDS Anniversary book "Ten Years On" have been sold so far. It is on sale at Lowestoft station bookstall; Panda Books, High Street, Lowestoft and Carlton Colville Transport Museum, among other places. You can also buy it direct from our Branch Sales Officer, Mr. P.R. Lawrence, 75 Marlpit Lane, Norwich, NR5 8XN at £1.20 including postage and package.

RDS ECONOMY LABELS: Sticky labels with the slogan "Save Fuel - Use Public Transport" and advertising RDS and available from the Branch Secretary at 70p per 100; £3 for 500. Have YOU got a supply?

GRAND DRAW: Enclosed with this newsletter you should find a book of tickets for the preservation appeal for a vintage electric multiple unit train. The draw will take place on April 26th, not as printed on the tickets, and any member wishing to purchase/sell some should send ticket stubs and money direct to Class 306 Preservation Fund, 172 Northumberland Avenue, Hornchurch, Essex.

"YOUR TRAIN SERVICES NEED YOU!" is the slogan on a new RDS and users' group recruitment leaflet, just published. Useful for large-scale distribution. Why not order some from the RDS Sales Officer, Mr. A.F. Johnson, 38 Grange Park, Ealing, London, W5. No charge - though donation towards postage appreciated.

WANTED: RAIL LOOP TO STANSTED AIRPORT

As mentioned in previous newsletters, RDS has followed the Stansted Airport debate over the last two years, with a view to putting the case for a rail link to the airport, should it be decided to expand it. RDS as a body has not taken sides in the debate for or against expansion of the airport - but if the proposals go ahead, then we consider that good rail access and public transport links must be incorporated into the scheme from the beginning.

Our Branch Chairman, Mr. S.F. Wilkinson, accompanied by Mr. H.J. Wakefield, gave evidence at the inquiry on January 29th. He began by stressing the need for an electrified rail link, as being the most economical user of energy and land. The link should be in the form of a loop rather than a terminal spur, enabling the service from Liverpool St. to Cambridge and beyond to be diverted via a station underneath the airport.

"Emphasis should be given," said Mr. Wilkinson, "to rail links with East Anglia so that public transport offers a viable alternative to road options. We also believe that rail links with the East Midlands, South Yorkshire and the north of England via Peterborough and Cambridge should be considered more fully". The needs of airport staff must also be considered, and Mr. Wilkinson reminded the inquiry of the Manpower Services Commission report, "that employees will be drawn from the axis of the M11-A604 road, i.e. along the line of the Bishops Stortford - Cambridge - St. Ives railway line."

RDS does, however, accept that the biggest traffic flow from an expanded airport would be in the London direction, and supports a direct service from Stansted to St. Pancras as well as the diverted Liverpool St. - Cambridge service. Mr. Wilkinson also expressed the hope that "any new services provided will not detract in any way the existing services provided by BR", and stressed, "It is essential for good rail access to be incorporated right from the start, so that potential customers get into the habit of using it."

NORFOLK COUNTY COUNCIL'S PUBLIC TRANSPORT PLAN 1982/3

"About as useful as commenting on Caesar's invasion of Britain", was how Norwich Friends of the Earth described this Plan, in the March issue of their newsletter. The "Plan" is indeed a disappointing document, containing no new ideas and being largely a rather patchy review of public transport in the county over the past two years.

RDS submitted a 1,200-word set of comments on the Plan on March 17th, welcoming the opportunity afforded us under the 1978 Transport Act of doing so; but adding that "What the document does not say is as significant, and worthy of comment, as what it actually says."

No figures of rail usage in the county are provided - though such data is given for buses. Nor is there any mention of Tony Speller's Amendment to the transport legislation, which allows experimental reopenings. Unlike its counterpart in Lincolnshire, Norfolk County Council seems to show no interest in helping pay for level crossing modernisation or station improvement. In fact, only 2 paragraphs, - about 6% of the total document - are directly concerned with rail transport.

Yet the interest is there among Norfolk people; and we remind the council of the evidence of need for an extra morning commuter service on the Breckland Line for example: "Surely the County Council is aware of the pressure of the Breckland Line Users' Assn in this respect? Has it discussed the issue at all with BR? Would it be prepared to subsidise such a service, if necessary, for a limited period?"

North Norfolk District Council has also revived its interest in a halt at Suffield Park, on the southern outskirts of Cromer. Surely the Plan should have something to say about this?

On buses, the Plan notes that, following the abolition of road service licensing in a Trial Area of Norfolk "the response of operators has been minimal". Nor is any evidence given of success, or otherwise, of car-sharing schemes; though there is more sign of success for community minibuses which, we suggest, could probably be extended to other very rural areas and, where appropriate, also act as feeders to railheads.

USERS' GROUP NEWS

The largest National Conference for rail users' groups so far, organised by RDS, took place at Friends House, London on March 27th - with delegates from nearly 40 groups, representing over 6,500 people. A dozen East Anglian delegates were among the seventy who heard Ray Buckton, of ASLEF, speak on the railways' future and call for changes in Government policy towards them. Mr. Buckton also suggested that rail unions and users' groups could work more closely together, and illustrated how this had happened successfully in Paris in the early 1970s.

Mr. Buckton faced a wide range of questions from delegates - and these, plus an account of the afternoon discussion groups at conference, will be fully reported in the next Railway Development News. A full 7-page report of conference is also available from the Branch Secretary at 40p (postage free).

The East Suffolk Travellers' Association is putting the final touches to its report on the condition of stations on the line; and its Bus Sub-committee is investigating, together with the Manager of Sole Bay Travel, the feasibility of a bus link from Southwold and Reydon to Darsham station to connect with certain popular trains for which Eastern Counties provide no link at Halesworth.

The Felixstowe Branch of ESTA is holding its AGM at St. Andrew's Church Hall, Felixstowe on Tuesday May 4th at 7.30 p.m. RDS members will be welcome to attend the meeting, which will be followed by a miscellany of railway films presented by Mr. R. Shinkins.

Proposed timetable changes in the Norwich - Yarmouth service will be a major item for the committee of the East Norfolk Travellers' Association which is due to meet in Acle on April 13th.

Congratulations to the Manningtree Rail Users' Association which has persuaded BR to plug the last major gap in the evening service from Liverpool St. From May 17th, a DMU will leave Colchester at 20.34 for Manningtree and Ipswich, connecting off the 19.30 from London. The MRUA, which plans a membership drive in late spring, is urging local passengers to make full use of this extra train.

Some of the posters advertising the Sudbury branch, produced by the Sudbury - Marks Tey Rail Users' Association, are now appearing north of the Stour, thanks to efforts by RDS members. Copies of this attractive poster, 15ins x 20ins, extolling the scenery, real ale and steam of the area, amongst other things, are obtainable from Mr. M.J. Davies, 45 Elm Road, Sudbury, Suffolk.

The recently-formed Walton, Frinton & Kirby Rail Users' Group is planning a meeting very shortly with BR's Liverpool St., Divisional Manager. On June 27th the Walton line will receive another special - organised by the Fakenham & Dereham Railway Society and running from Northampton, Wolverton, Milton Keynes Central and Bletchley. Such a special would become impossible if BR's original plans for downgrading the Walton line had gone ahead.

AYLSHAM & DISTRICT RAIL ACTION COMMITTEE

ADRAC held its Annual General Meeting in Aylsham on January 27th, when three new members were elected on to the Committee, including a new Chairman Mr. G. Graham; and new Treasurer, Mr. S. Boyd (of 20 Jannys Close, Aylsham - who will be pleased to receive 50p subscription from anyone interested in joining)

Correspondence with BR has revealed that they are still keeping all options open about a resumption of freight traffic on the line (which has been "moth-balled" for a year). Much depends on Anglia Building Products at Lenwade, who are still producing concrete products suitable for transport by rail if the rates are reasonable. Indeed, if the go-ahead is given for large-scale electrification and the Channel Tunnel, this firm would be well-placed to do business for BR - so the fate of this Norfolk branch line could depend on national political decisions. ADRAC is continuing to study the issues closely.

Meanwhile, the Wymondham & Dereham Rail Action Committee has received the support of Dereham Town Council who, at a meeting on January 26th, agreed that it was essential to maintain a freight link to the town and applauded WyDRAC's enterprise in arranging passenger trips from Dereham. "Polybulk" grain wagons regularly go beyond Dereham to Seamans of North Elmham - each one keeping three juggernauts off the roads.

FREIGHT NEWS MIXED

The good news is that Rugby Portland Cement Works at Barrington, just off the Cambridge - Hitchin line, has won a £550,000 section 8 grant for new wagons and handling equipment - for coal and gypsum traffic that could otherwise have been lost to road.

Also encouraging is the grant given to Felixstowe Docks for their new container depot - but it is disappointing that the Department of Transport has not (so far) given a grant towards the proposed new rail line that would link this depot directly to the branch at Trimley.

RDS has written in support of the Potter Group, who have applied for a section 8 grant for their Ely railhead.

However, on the remains of the Fakenham branch, very little traffic has gone as far as Ryburgh recently; and the Engineer's Dept has not allowed any special passenger working this far north either.

On the Swavesey branch, it is pleasing to report that sleepers have been replaced at Long Stanton - but, despite a request from RDS at the end of March, the BE Engineer is still not prepared to pass the line for special passenger trains.

WENSUM CURVE: The latest news on the closure, without public consultation, of this short section of line is that Great Yarmouth Borough Council is considering taking the BRB to court; while ESTA and ENTA have each promised the council a token donation towards legal expenses.

The Curve enabled freight and seaside passenger trains to by-pass Norwich, thus giving faster journeys and easing congestion in Norwich station. It is the ultimate possibility of BR terminating Yarmouth's through Saturday trains from the Midlands and North at Norwich, to avoid reversal and locomotive change made necessary by the closure of the direct curve, that has particularly worried the Borough Council.

A more general reason which has prompted RDS to support the call for a public inquiry is that this closure could otherwise set a precedent for further short but useful lines to be closed without public consultation, if no actual station closures are involved - and the financial pressures on BR mean that they may well try this.

SEALINK FACING CUTS

BR's shipping division is proposing to reduce the Harwich - Zeebrugge train ferry service and terminate that from Harwich to Dunkirk. This would not affect passenger services through the port - but could have an adverse effect on freight carryings by rail from Harwich and Parkeston right across East Anglia.

Our members Messrs. S.F. Wilkinson and P. Wakefield (who are also on the RDS Freight Sub-committee) have therefore taken the matter up in correspondence with Sealink headquarters and with the Merchant Navy & Airline Officers' Association who have been leading the campaign at local level. Mr. Wakefield has also written, in German, to the Chairman of the West German Railways, which is the originator of much of the freight on the Zeebrugge ferry and is reportedly keen to see it developed. Mr. Wakefield suggests that, "if BR is prevented from investing in the ferry service in view of the British Government's financial constraints, would the West German Railways, perhaps in conjunction with the Belgian Railways, be prepared to run the service, or part of it?" The RDS moves have been fully reported in the Harwich & Manningtree Standard.

IPSWICH BY-PASS: INQUIRY No. 3 This is due to start on April 14th. The Department of Transport has been more forthcoming this time towards suggestions of less extravagant road alternatives, but has refused to carry out any further investigations of rail alternatives.

BRB/ASLEF DISPUTE: RDS policy is not to become involved in disputes over wages and conditions - but we (and our corporate member the Sudbury - Marks Tey RUA) decided to issue a press release after our silence appeared to be taken in some quarters as acquiescence in the regular one-day and two-day closures of the rail network. The RDS press release (8.2.82) called for a speedy end to the dispute and for a constructive initiative by the Secretary of State for Transport giving firm commitments to the increased investment so desperately needed by the industry. (Copy of text available from Branch Secretary)

FOR YOUR DIARY

Saturday April 24th: RDS NATIONAL AGM in the BRSA club, next to the station, at Reading, starting at 2.30 p.m. There are frequent services to Reading from Paddington and Waterloo. Why not travel as far as Liverpool St. on one of BR's "London Saver" bargains? All members have a right to attend the AGM, at which the new National Committee will be elected and there will be important debates on the policies and activities which our Society should be pursuing over the coming twelve months.

Saturday May 1st: RDS Branch Committee meeting, Histon.

Sunday May 9th: Aylsham & District Rail Action Committee sponsored walk from Aylsham to North Walsham. For further information, contact ADRAC's Chairman, Gavin Graham, The Laurels, Norwich Rd., Reepham (Tel: 8178)

Saturday May 15th: RDS/WyDRAC SPECIAL TRAIN FROM DEREHAM TO MATLOCK Fare £7.50 return (children £5). Bookings to Mr. J.S. Hull, Cydonia Cottage, Station Rd., Yaxham, Dereham, Norfolk. (Cheques/POs payable to WyDRAC) The Inter-City train will leave Dereham at 7.22, pick up at branch stations, leave Wymondham at 8.34, Attleborough at 8.43 and arrive in Matlock at 12.20. After an afternoon in the Derbyshire Dales, with many local attractions, we leave Matlock at 17.20 and arrive back in Dereham at 22.17.

Passengers from Norwich (and points east) may use this train - catching the 7.46 from Norwich to Wymondham and changing again at Wymondham in the evening, arriving back in Norwich at 21.51 (you must pay normal fare between Norwich and Wymondham).

Saturday May 22nd: East Suffolk Travellers' Association AGM, 4.00 p.m. in St. Mary's Church Hall, Halesworth (next to parish church, 10 mins from station). RDS members will also be welcome at this meeting, at which the guest speaker will be Mr. Norman Shelley, from BR Research at Derby; he will be giving an up-to-date account of new technology on the railways, with special reference to rural lines like the East Suffolk, and illustrated by slides.

Saturday June 5th: RDS EAST ANGLIAN BRANCH SPRING MEETING at 2.00 p.m. in the Seminar Room, YMCA, Gonville Place, Cambridge (NB: NOT the same venue as our previous Cambridge meetings). The YMCA is 10 mins walk from the station - walk along Station Rd. and Hills Rd. then turn right at first major crossroads; YMCA is new building on right. After Branch business, we shall welcome our guest speaker, Mr. L. Dumelow, who will speak on RAIL USERS' WATCHDOGS. Mr. Dumelow is Secretary of the Central Transport Consultative Committee and we are sure that his talk will be interesting and stimulating. So if you think we need better watchdogs, or the watchdogs need more teeth - come along!

Sunday June 6th: ESTA (Felixstowe) special train from Felixstowe, and all stations as far as Bury St. Edmunds, to Orton Mere, for Nene Valley Railway and Park. Departing Felixstowe at about 9.45, fares: £5.50 (children £3.50), with reduction for ESTA members. Bookings or further information: Mr. C.W. Taylor, 15 Gainsborough Rd., Felixstowe (Cheques payable to ESTA; S.A.E. please).

Sunday June 13th: ESTA Inter-City special from Lowestoft and all East Suffolk Line stations to Windsor & Eton Riverside, leaving Lowestoft about 9.15. Fare from Lowestoft - Darsham inclusive: £6.50; from Saxmundham - Ipswich inclusive £5.50; children half fare. Optional river trip: £1.20 extra. Bookings and further information: Mr. G.G. Lilley, 43 The Glebes, Snape, Saxmundham, Suffolk. (Cheques etc. payable to ESTA. S.A.E. please).

Sunday June 20th: RDS SPECIAL TRAIN FROM SHERINGHAM TO NENE VALLEY Fares: £6 from Sheringham, Cromer; £5.50 from N.Walsham, Worstead, Wroxham; £5 from Norwich; £4.50 from Wymondham, Attleborough. At least four hours in Nene Valley for country park and railway (tickets for steam trains probably £1.20 extra). Bookings and further information: Mr. P.R. Lawrence, 75 Marlpit Lane, Norwich, NR5 8XN. (Cheques etc. payable to RDS; S.A.E. please). Children half fare.

The Fakenham & Dereham Railway Society are running a connecting service from North Elmham and points south, which will couple on to our train at Norwich. Fares: £7.95 from N.Elmham; £7.50 from Dereham etc. - inclusive of steam train. Bookings to Mr. E. Wolley, East End Cottages, Billingford, Dereham N20 4RA. Turn to p 8 for further events.

NEWS OF MEMBERS: Welcome to more new members:

1. Mr. C.A. Heron, Brackenhurst, Golf Lane, Aldeburgh, Suffolk.
2. Mr. R.B. Davies, 36 Lighthouse Close, Happisburgh, Norwich, Norfolk.
3. Mr. M. Roberts, 18 High Green, Norwich, NR1 4AP.
4. Mr. N.S. Wheeler, Meadow Cottage, Westley, Bury St. Edmunds, Suffolk IP33 3TQ.
5. Mr. B.O.J. Walsh, The Old Rectory, Burgate, Diss, Norfolk, IP22 1QD.
6. Walton, Frinton & Kirby Rail Users' Group, Joint Sec: Mr. E.M.W. Lake, 3 Eton Road, Frinton-on-Sea, Essex, CO13 9JA.
7. Mr. C.M. Johnson, 51 Oxford Road, Ipswich, Suffolk.
8. Mr. J. Twiss, 12 Cliff Avenue, Cromer, Norfolk, NR27 0AN.
9. Mr. C.D. Raby, 41 Westcliffe Avenue, Cromer, NR27 9BA.
10. Mr. E.E. Hammond, Tudor House, Horham, Diss, Norfolk, IP21 5DX.
11. Mr. S.J. Marsh, 14 Fengate, Heacham, Kings Lynn, PE31 7BG.

Mr. L.G. Hipperson has moved to 16 Marsh View, Beccles, Suffolk, NR34 9RT (Tel: Beccles 713910)

Mr. L.J. Howes has moved to 65 Holly Road, Wymondham, Norfolk (Tel: 605306)

Mr. M.I. Brakewell's address is now 58 Broad End Road, Walsoken, Wisbech, Cambs; and his telephone number is now Wisbech 583362.

Mr. R.J. Holliday has moved to Lancashire.

SPONSORED TRAIN RIDES '82

For the fourth year running, RDS members will be undertaking sponsored train rides with 1-Day Anglia Ranger tickets - to raise funds and gain publicity for these tickets which, still at only £4, are remarkably good value.

This year's sponsored rides will be to set a record for route mileage, rather than total mileage travelled - and there are 380 miles of route over which the Anglia Ranger is valid. On Saturday June 19th, Ian Brakewell (our record-holder for train mileage) will set out from a railhead in the North West of our region (March? Whittlesey? Magdalen Rd?); and the following week, on June 26th, Desmond French will attempt to set a record from the other end of the region - either from his home station of Westerfield or Ipswich. Details and timings will be finalised when the new BR timetable is to hand; meanwhile, any member willing to meet either Ian or Desmond on the day in question, and sign their itinerary, please contact the Branch Secretary. A sponsor form is enclosed with this newsletter.

DIARY (CONTINUED FROM p 7)

Sunday June 27th: Special train from Wisbech to Felixstowe, calling at March, Manea and Ely. Departure from Wisbech between 8.30 and 9.00; giving over 5 hours at Felixstowe. Final details of this train will be fixed within the next week or so; but it is expected to charge £5.50 return (children half fare) Bookings and details from Branch Secretary.

Sunday July 11th: RDS/SMTRUA special train from Sudbury, Bures, Chappel, Marks Tey and Colchester to Yarmouth - leaving Sudbury at about 8.30. Bus connection from Yarmouth station to beach. Details and bookings: Mr. M.J. Davies, 45 Elm Road, Sudbury, Suffolk (please send S.A.E.)

Sunday July 25th: ESTA Special Train from East Suffolk Line to Sheringham - details from Branch Secretary.

Sunday August 22nd: RDS/WyDRAC special train from Dereham to Felixstowe. Details from Mr. J.S. Hull (address above).

Saturday September 11th: RDS/NENTA/ADRAC Special Train from North Walsham all stations to Norwich, to York. Fares £9 maximum. Details (when finalised) from Mr. R.B. Davies (address above) - send S.A.E. please.

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

October 24th - 30th: RAIL DEVELOPMENT WEEK - a nationwide week of action by RDS. The Branch Committee will discuss how we in East Anglia can best contribute to this, and the Branch Secretary will be pleased to receive suggestions - e.g. for meetings, film shows, exhibitions, displays etc. - and offers of help!

TEN YEARS AGO: From Branch Newsletter No. 2 - Spring 1972: National Carriers' depots closed at Lowestoft and Yarmouth; there was criticism of the spartan accommodation at Haddiscoe station; the East Suffolk Line gained an extra through train in late afternoon; the Branch planned to hold a public meeting at Bury St. Edmunds on the future of grant-aided lines.