

RAILWAY DEVELOPMENT SOCIETYEAST ANGLIAN BRANCHNEWSLETTER No. 44Autumn 1982

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INVEST IN RAIL - INVEST IN THE FUTURE

This message is being spread throughout the country by the Railway Development Society and many of its affiliated groups as part of Rail Development Week: October 23rd - 30th.

Thousands of leaflets are being distributed, hundreds of posters displayed. Twenty public meetings are being held, in places like Stirling and Southampton, Dereham and Darlington.

In the Eastern Region, Rail Development Week was launched by a public meeting in Lincoln on October 23rd. In East Anglia, ten displays are aiming to convey our message to a wide public. These are in the following Building Societies: Saffron Walden & Essex, Royston; Nationwide, Lowestoft; Anglia, Cambridge; Gateway, Norwich; Britannia, Ipswich; Halifax, Colchester; Leeds, Huntingdon; plus Woodbridge Public Library, the Trustee Savings Bank, Aylsham; and a market stall at Downham Market (October 29th only).

Thanks to all local members for organising these, and to Mr. E.J. Graves for co-ordinating this activity. Mr. Graves is also holding a stall at Cambridge Model Railway Exhibition on October 30th, and any member able to help should telephone him on Histon 2721.

Door-to-door leafletting is taking place in parts of Ipswich and Norwich; but the main drive is being concentrated in Kings Lynn - a town which has suffered train cuts but which also has one of the lowest numbers of cars per head of population in our region. Some leafletting will take place at the beginning of the week, but the bulk will be done on October 30th - meet at the railway station at 12.45 if you would like to help. BR literature will be distributed together with our special Rail Development Week leaflet.

Investment in BR is less per person than in any comparable European network. As our leaflet says, we need it in Railfreight, to reduce road congestion; in electrification, to conserve energy and reduce pollution; in local lines to replace ageing trains; in reopening of certain closed lines and stations to put right some of the mistakes of the Beeching era and in some cases give increased mobility to growing communities.

To emphasise the reopening case, the Wymondham - Dereham Rail Action Committee is holding an exhibition in Trinity Methodist Church Hall, Dereham, on Friday and Saturday October 29th and 30th, and holding its AGM there at 2.00 on the 30th.

Recent months have seen the rail unions accepting significant changes in productivity, notably flexible rostering. This gives the Government less reason for dragging its feet on the question of rail investment. What further excuse can it find? Our task is to ensure that it can find none; but that it, and politicians of all parties, locally and nationally, should see the rail system as an asset which it makes sense to invest in and improve.

FRUITS OF INVESTMENT IN EAST ANGLIA: 1. CROWN POINT, NORWICH - The RDS Branch Chairman and the Chairmen of 7 of our affiliated local users' groups, have been invited to the official opening of this rolling stock maintenance depot on October 27th. As well as providing modern equipment and conditions for staff servicing our trains Crown Point should bring us cleaner, more reliable trains, helping BR to compete effectively for a larger share of the passenger market.

2. CAMBRIDGE POWER BOX: This new signal box will, by early 1984, control all lines between Bishops Stortford and Ely, Royston and Dullingham, enabling 13 men to do the work of 100. As well as modern signalling, the scheme covers the installation of automatic half barriers at places like Fulbourn and Six Mile Bottom and new trackwork including provision of an extra down passenger line from Trumpington to Hills Road Bridge.

RDS BRANCH MEETING, SEPTEMBER 25th

Over 40 RDS members and supporters filled the Edmund Bacon Room at Norwich Assembly House on September 25th, for the East Anglian Branch Autumn Meeting.

Mr. S.F. Wilkinson introduced as guest speaker Mr. William Hall, Freight Marketing Services Manager at the British Railways Board, who had travelled from his home in Chelmsford to address us. Mr. Wilkinson said that, as Chairman of the RDS Freight Sub-committee, he had had frequent dealings with Mr. Hall as the Society co-operated with BR wherever possible in trying to persuade more firms to use rail.

Mr. Hall began by outlining the quite strict financial requirements under which Railfreight had to operate, commenting that few road hauliers were forced to work under such tight Government limits. The 1974 Railways Act had required Railfreight to break even from 1978, and it had almost achieved this; but the £4 million loss in that year (compared to £62 million in 1975) rose to £55 million in the wake of the 1980 steel strike, falling again to £14 million in 1981.

Rail was most competitive with road in the 28% of the market held by heavy lorries on journeys of at least 200 kilometres, and he saw lorry-sized loads as one of the biggest areas for future growth. Speedlink freight services were ideal for capturing this business, and a major advertising campaign was to be mounted this autumn. Questioned about an enlarging of the Speedlink network, Mr. Hall replied that there would probably not be more long-distance routes; but an increase in the number of trains on existing routes and a growth in the number of services feeding into the basic Speedlink network.

Coal production remained fairly constant and was "the railways' bread and butter", but world over-production of steel had caused a slump in this traffic. The economic recession had eaten into aggregate and cement traffic, but he expected this also to be a growth area for BR in the longer term. An upturn in the economy would give a boost to the building industry and thereby to BR. Furthermore, sand and gravel was running out in the South East; and as companies needed to bring it from quarries further and further away, rail became more and more competitive as a carrier. Mr. Hall showed a new BR film to illustrate this point.

Train ferry traffic was slowly increasing, but BR only had a very small share of this market. There was potential at Harwich, but it was "costly potential" and still under discussion.

Some members were concerned whether the phasing-out of traditional wagon-load traffic (down from 36 million tonnes to 11 million in 7 years) would mean that some commodities would no longer be carried by rail. Mr. Hall explained that BR were discussing with customers the building of new wagons, e.g. for scrap metal and coal. Often new discharge facilities were needed.

BR had been successful in gaining a greater share of the grain market, and now planned to research the sugar and paper markets, which they felt had similar potential.

Other trends pinpointed by Mr. Hall were the tendency for firms to concentrate production in bigger units - which made BR more competitive; and likely fuel cost increases which would push up road prices more than rail. He also described negotiations between BR and local authorities to establish new distribution complexes, to which freight could be trunk-hauled by rail for local distribution by road. Peterborough was a possible site for such a complex, though all was not yet decided.

At the end of a very informative and well-presented talk and discussion, our Vice-Chairman Mr. C.W. Taylor moved a vote of thanks to Mr. Hall, which was endorsed heartily by all present.

The business part of the meeting discussed reports of various local groups and campaigns, and also preparations for Rail Development Week. The main branch funds stood at over £130 after all bills had been paid, and $\frac{2}{3}$ of the copies of our anniversary book, "Ten Years On" had been sold (Have you got yours yet? £1.20 from Mr. P. Lawrence, 75 Marlpit Lane, Norwich, NR5 8XN) Sales of RDS pens were also going well and it was agreed to order a further 1000.

FOR YOUR DIARY

November: The Fenland Rail Action Group will be holding a public meeting at March on the Future of Fenland Railways. Details will be sent to local members.

Saturday November 6th: RDS Branch Committee; November 27th: RDS National Ctee

SATURDAY DECEMBER 4TH: TWO CHRISTMAS SHOPPER SPECIALS

1. RDS/NENTA special train from Sheringham (dep 09.00 approx), all branch stations and Norwich to Peterborough, for Queensgate Shopping Centre - said to be the most modern in Europe, a stone's throw from the station. Fares: £5.50, children £3. Book early. Tickets from Mr. R.B. Davies, 36 Lighthouse Close, Happisburgh, Norwich, (Tel: 0692 - 650715) (SAE, please).

2. ESTA Inter-City special, with buffet, from Lowestoft (dep 08.00 approx), all East Suffolk Line stations and Ipswich, to Milton Keynes Central - BR's newest Inter-City station. Fares (including free bus between station and covered shopping centre) £7.95 (from Darsham - Lowestoft stations), £6.95 (from Saxmundham - Ipswich stations). Children £3.95 and £3.50. Tickets: Mr. G.G. Lilley, 43 The Glebes, Snape, Saxmundham, Suffolk (SAE, please).

SATURDAY JANUARY 29TH: ANNUAL GENERAL MEETING, 1983

The AGM of the East Anglian Branch of RDS will be held in room 2, Ipswich Town Hall, starting at 2.00 p.m. Non-members will be very welcome but may not, of course, vote in the business section of the meeting.

- Agenda:
1. Chairman's welcome
 2. Apologies for absence
 3. Minutes and matters arising
 4. Any urgent correspondence
 5. Reports: Treasurer, Sales Officer, Secretary
 6. Election of officers and committee (Nominations in writing to Chairman by start of meeting, please)
 7. Reports around the region

After a short break, the prizes in the photographic competition will be presented by Leslie Freitag, a member of the RDS National Committee and the Publicity and Publications Committee. Mr. Freitag will then give a report on the Society's actions at national level, and this will be followed by discussion of national rail issues.

To round off the meeting, we shall have Russell Whipps' film of one of this year's special trains, from Felixstowe to the Nene Valley Railway.

FARES EXPERIMENT: BR has chosen the Norwich Division for a fares simplification experiment, with a new Off-Peak Return replacing the old Awayday, Monthly and Weekend Returns. An initial reaction is that this is a good idea in principle but with probable anomalies. Any members with comments on the experiment should send these to the Branch Secretary or local users' group.

NENTA AGM: 30 people attended the North East Norfolk Travellers' Assn AGM, in Cromer on October 6th, for a lively and informative discussion of public transport matters. For BR, Mr. D. Gibson expressed some disappointment that the experimental fare cuts on the line had not generated as much extra business as a similar trial on the Felixstowe branch last year. He welcomed the running of special trains on the line, however; and was also looking at the idea of singling Whitlingham Junc - Wroxham but re-doubling Wroxham - Worstead to provide a service that was still attractive but more economic.

NENTA's membership has risen from 80 to 139 over the past year. A committee of 8 was elected, with the main officers: Chairman, Mr. T. Morgan; Vice-Chairman, Mr. R. Pettitt, Secretary, Mr. R.B. Davies; Treasurer, Mr. N. Buxton.

STRIKE AFTERMATH: The Brookfield Cement Factory at Cherryhinton has stopped receiving coal by rail. This is the only known freight casualty of the ASLEF strike in the Cambridge area.

RDS ANTI-CLOSURE FUND has now topped the £200 mark. Further donations will be welcomed by Mr. A.R. Macqueen, 20 Culgaith Gardens, Enfield, Middx. A £10 donation from the fund is being sent to help the group fighting the Kilmacolm closure in Scotland.

WENSUM CURVE: Great Yarmouth Borough Council have engaged a QC who is now working on the case and has visited the site. (See previous newsletters for background).

THE FIGHT TO SAVE MARCH - SPALDING

Secretary of State for Transport David Howell MP has agreed to closure of the March - Spalding and Penistone - Sheffield lines, despite admitting that hardship will be caused in both cases. The last passenger train between March and Spalding is due to run on October 30th.

When the closure was announced, RDS immediately issued a press statement condemning the decision, pointing out that it was symptomatic of the Government's "anti-public transport attitude" and pledging to fight on.

Our Branch Chairman wrote a detailed letter to EEC Transport Commissioner George Contogeorgis, drawing his attention to the line's position as part of a link for passengers, and more importantly freight, from the East Anglian ports to the North Midlands and North of England. Mr. Wilkinson urged that consideration be given to granting EEC financial help to BR to maintain a line that can be regarded as of some international significance.

Copies of Mr. Wilkinson's letter were sent to relevant Euro-MPs, one of whom, Sir Fred Catherwood (Cambs) also wrote to the Commissioner in our support.

The Commissioner's reply states that the proposed Transport Infrastructure Fund is not yet finalised and so the EEC has, at the present time, no direct means of giving financial assistance.

It seems, therefore, that nothing more can be done immediately to retain this direct passenger link; but the question that now arises is - Should one or both tracks be retained? The lifting of one of them, for use elsewhere to replace worn-out rails, would not be a disaster. Indeed, RDS has always argued that such an economy would be preferable to losing the route completely.

It is here, however, that the road builders enter the story, for Mr. Howell also claims that they will save £400,000 by not having to build a bridge to carry the line over the proposed Guyhirn bypass.

The RDS Branch Secretary wrote to the Eastern Road Construction Unit asking for more information. ERCU apparently could not give this, for they passed on the letter to a Department of Transport civil servant in London, who now tells us that the Department was aware of this possible saving all along (but did not reveal it at the time of the public inquiry). The £400,000 is "simply an estimate of the likely saving" and not apparently based on detailed final plans.

It was clearly to the road-builders' advantage to conceal these figures up to now. One is now bound to ask: Are any more rail lines likely to face the axe to save money on road-building?

LORRY DRIVERS "ON THE FIDDLE"?

Evidence of wide-spread law-breaking by heavy lorry operators at Felixstowe was revealed in a couple of articles in the East Anglian Daily Times on October 8th and 9th. The "fiddles" include inadequate maintenance, tampering with tachographs, running without road tax or licences and the use of "ghost drivers". The local Road Haulage Association secretary said of the laws, "I would say that every member of the association has been known to break those".

Measures to enforce the laws are totally inadequate, it was also revealed in the articles, there being for example only two traffic examiners in the whole of Suffolk.

The RDS Branch Secretary had a letter published in the EADT on 12.10.82, commenting, "One is bound to ask what the full cost to the public purse would be if enough officials were appointed to enforce the laws governing road haulage. Furthermore, would the road hauliers be prepared themselves to pay for stricter inspection?"

In contrast, BR pay for their own inspectors and policing and their regulations are strictly enforced, for the safety of passengers and staff.

CAMBS COUNTY COUNCIL: Three RDS members met two officials and two councillors at the Shire Hall on August 27th, for a full and frank discussion of transport matters in the county; and were given assurances that we would be granted improved consultation opportunities in future.

ELY: RDS has congratulated the Potter Group on obtaining a section 8 grant for rail facilities at its depot - an application for which we supported.

REVIEW:

Congratulations to RDS and ESTA committee member John M. Cooper on the publication of his book, "The East Suffolk Railway" (Oakwood Press, £2.70 inc postage). It is probably the only currently available book dealing solely with the Lowestoft to Ipswich line and its now closed links with Aldeburgh, Yarmouth, Snape and Framlingham.

From the line's inception in the 1840s - during the years of railway mania - the book provides detailed accounts of the opening of each section of the route, culminating in the running of through trains between Ipswich and Lowestoft/Yarmouth over it in 1859. The reader is then given an insight into the services on, and operation of, the line from that date to the present day.

One chapter which will undoubtedly be of particular interest to RDS members concerns the fight to save the "East Suffolk" following publication of the Beeching plan in 1963. This describes the activities of the Branch Line Reinvigoration Society (a predecessor of RDS) and ESTA leading up to the TUCC inquiry in 1965; and then provides details of the ever-continuing efforts to safeguard the line, together with plans for its more efficient and economical future operation.

John's book contains a wealth of interesting information with many illustrations, giving a most fascinating read. Available from Element Books, The Old Brewery, Tisbury, Wilts, SP3 6NH.

M. J. Farahar

BUS COMPETITION FOR TRAINS

Eastern Counties expects to introduce more limited-stop services, according to Mr. K. Saxby, Depot Superintendent at Norwich, when he addressed NEMTA on October 6th.

This in itself is not necessarily a bad thing. What causes concern is firstly that ECOC is steadily withdrawing from rural and even urban stage carriage services (the 60,000 people of Lowestoft are now served by only 7 vehicles); and secondly that some of the new services are in direct competition with BR e.g. the bus link just introduced between Ipswich and Cambridge.

Our member Mr. J.C. Baker had a letter in the EADT pointing out that, because of the way in which the National Bus Company now has to do its accounts, any profits from such an inter-urban service cannot be used to cross-subsidise loss-making rural routes. Mr. Baker goes on to point out the hidden subsidies received by bus companies in such forms as lower safety requirements than train services and conditions of service for bus crews that are decidedly inferior to those of train crews. He concludes, "of all the developed industrial countries, the United Kingdom is alone in adopting the Banana-Republic passenger transport system of long-distance bus services instead of modernised, efficiently and properly-staffed railway trains".

ESTA (Felixstowe) has also expressed its opposition to a proposed new private bus service between Felixstowe and Ipswich, as this would, by competing with ECOC and BR for a limited market, quite probably harm the finances of both.

LOWESTOFT & NORTH WAVENEY LOCAL PLAN: RDS and ESTA have lodged objections to the final version of this Plan, on the grounds that the local authority is placing unnecessary restrictions on any future private developer of Lowestoft station as a bus/rail interchange. We contend that either shops or offices should be permitted as part of the development, whereas the planners only want offices.

RDS PUBLICATIONS: How To Fight A Rail Cut, just published, endeavours in its 12 pages to draw from the experiences of past fights against closures (35p).

Reopenings Leaflet: commemorates the reopening of Watton-at-Stone station and puts the case for further line and station reopenings (Free).

Both of these are obtainable from the Branch Secretary.

Bring Back The Trains: Our 40-page book on reopenings has been completed and is expected to be published early in the New Year.

PETITION: Thanks to all those members who have collected signatures for the Ad Hoc Committee for the Defence of Railways petition. The Branch Secretary has further petition sheets available.

OVER 900 USE OUR SPECIAL TRAINS

Over 900 people used the three special trains chartered by RDS and its affiliated groups in the latter part of the summer - making a total of eight specials run by us this year and 2,300 passengers carried.

Two trains had to be postponed because of the ASLEEF strike in July, and one of these, from Sudbury to Yarmouth unfortunately had to be cancelled. A week before it was due to run, there were only 70 paid bookings, despite a lot of work put in by our corporate members, the Sudbury - Marks Tey Rail Users' Association. The change of date led to some cancellations; and the need to re-advertise during the height of the holiday season did not help. Yet the fact that we were able to carry 270 people off the Sudbury branch on a trip to Sheringham in 1980 surely means that there is still a market for attractive and reasonably-priced excursions from this branch.

The East Suffolk Travellers' Association Ipswich - Sheringham special also had to be postponed, till September 5th; and although some cancellations were experienced, these were more than compensated for by an upsurge in bookings during the second half of August - so much so that the train was fully booked more than a week before it ran. Thus 300 people from all East Suffolk Line stations filled a 3 x 2 DMU for an efficiently-operated trip to the North Norfolk Coast; and, as in 1981, somewhat tested the cramped platform at Sheringham. The North East Norfolk Travellers' Association had invited 14 local councillors to watch the detraining of passengers at this halt (only capable of accommodating a train half the length of this special), and two councillors were indeed present. ESTA hopes to be able to run a similar excursion in July 1983.

On August 22nd, the freight-only Dereham branch had a seaside special for the fourth year running, as RDS and WyDRAC jointly chartered a DMU which carried 170 people to Felixstowe. Passengers were picked up at Yaxham, Thuxton, Kimberley and Wymondham, the train reversed at Norwich and Ipswich and was pathed in between the hourly service on the Felixstowe branch. Operation was again quite efficient - with an early arrival back in Dereham in the evening - and WyDRAC's makeshift buffet in the guard's compartment proved as popular as ever.

A suitable grand finale to this summer's specials was provided on Saturday September 11th, when 450 people filled a hauled train from North Walsham to York, chartered jointly by RDS, the North East Norfolk Travellers' Association and the Aylsham & District Rail Action Committee. The sight of a class 37 locomotive pulling nine coaches into North Walsham station just before 7.00 a.m. brought out many photographers, for this was believed to be the first time since 1967 that the line had had an Inter-City train. Some 300 passengers crowded the platform, and more were picked up at Worstead, Wroxham and Salhouse, then at Norwich, Wymondham and Attleborough. Passengers from Cromer and Sheringham had travelled on the first DMU of the morning as far as North Walsham and were conveyed home by special bus from there at night. The weather was excellent and the Travellers Fare buffet did a steady trade; stewards handed out leaflets about the route and the attractions of York, and a raffle was also held.

The trip was almost marred when BR told us on the previous day that the buffet car allotted to us had blown its boiler! However, they were able to rearrange diagrams to find us a spare one at quite short notice. Tribute must be paid to the BR management and staff who on this, as on almost all of the trains we have chartered over the last five years, have been helpful and co-operative, even though not always working in ideal conditions.

Thanks are also due to the many RDS members who helped with these trains, including Messrs R.B. Davies and family (who deserve the lion's share of the credit for the success of the York train), C.T. Lee, R.F. Styles, T. Moore, A. Fawcett, A. Cocker, M.J. Farahar, D. French, S.J. Harman, G.G. Lilley, C. Pearson as well as the many other members of WyDRAC, NENTA, ESTA and ADRAC who performed their customary teamwork. We are now considering possible specials for 1983 and the best financial and organisational framework for these.

FILMS of two special trains (Felixstowe - Nene Valley and the LEV trip in 1980) will be shown by our members Mr. R.B. Whipps and Mr. T.J. Garrod to the 25 Club at Lothingland Hospital, Oulton, near Lowestoft, on Sunday November 21st.

CYCLES ON NEW TRAINS?

Following reports and rumours that the next generation of diesel multiple unit trains will not have much, if any, space for bicycles and other luggage (rumours reinforced by some of the remarks of Mr. Bradshaw reported in our last newsletter), various RDS members have written to BR and the local press, stressing the importance of adequate space, at least for DMUs operating in an area like East Anglia where cycling is popular.

We have now received an assurance from BR that, in a series of lightweight units which they have just been authorised to build, "there is in each car an area where freight, bicycles, wheelchairs, prams and the like can be carried. The areas have tip-up seats along the side of each coach so as to give some degree of flexibility of use of the space involved". (D.R. Morgan, Customer Relations Assistant to the BRB Director of Public Affairs, 28-9-82)

USERS' GROUPS NEWS

Stowmarket Rail Users' Association: Following pressure from the association, connections off the 17.30 ex Liverpool St at Ipswich have been greatly improved; though in the longer term SRUA would like to see this train calling at both Stowmarket and Diss.

Commenting on BR's financial problems, and their effect on the travelling public, the Association's September newsletter says, "Obviously real improvement will only occur if enough people are prepared to go on using rail transport and also to publicise it by telling others that BR is in reality a quite creditable organisation that can and does do things well for much of the time. For it is only as a result of widespread favourable public opinion that those in Government will be inclined to commit further funds to the support and renewal of the system".

East Suffolk Travellers' Association reports in its latest members' bulletin that it now has 494 members; and in addition there are now 300 in its Felixstowe section. ESTA has protested about recent bus cuts in the area, especially the Lowestoft Sunday service; and is continuing its efforts to encourage bus operators to improve links between Southwold (which now has a thriving BR agent) and the rail stations at Halesworth or Darsham.

ESTA's secretary has received less than satisfactory replies to letters sent to the Secretary of State for Transport, urging investment to modernise the line; and is now discussing this issue further with each of the four MPs through whose constituencies the line runs. Three committee members met Mr. John Gummer in Framlingham on October 9th; and three more were due to meet Mr. Jim Prior in Lowestoft on October 16th.

The Felixstowe branch of ESTA has celebrated its tenth anniversary year with special rail, boat and bus trips; and in 1983 plans a continental weekend and at least one rail trip.

West Norfolk Public Transport Users' Assn: The latest newsletter of this association makes a very pertinent point: "If we question the need for a new road scheme, we are told that it will be needed because the upturn in the economy, when it comes, will increase traffic in the relevant area. If we protest against a rail closure, the Powers-that-be do not accept that the same famous upturn may bring increased passenger and freight traffic, or at least they make sure that the route concerned will no longer be there to take it".

FEWER RAIL LINK COACHES

Since October 4th, the Rail Link Coach service between Peterborough and Kettering has been halved - from eight each way to just four. Presumably this is because patronage has been lower than expected, with a journey of over an hour in a coach, even a limited stop one, not being particularly attractive. Some of the reasons why it is not too attractive are contained in our Society's book Can Bus Replace Train? published in 1977 and still available from the Branch Secretary at 45p including postage.

SPREADING THE WORD: The RDS exhibition was on display at March Library for a fortnight, beginning on September 18th. The exhibition is being continually updated and will be available again for display after Rail Development Week. Please apply to Branch Secretary.

NEWS OF MEMBERS

Welcome to more new members:

1. Mr. P. Keating, The Nollies, Copdock, Ipswich, IP8 3HS.
2. Mr. L.F. Perley, 6 Besthorpe Road, Attleborough, Norfolk, NR17 2AN.
3. Mr. G.G. Toon, 30 Wavell Avenue, Colchester, Essex, CO2 7HR.
4. Mr. J.R. Spencer, 12 Richmond Road, Cambridge, CB4 3PU.
5. Mr. T. Moore, Thornfield, Lower Street, Salhouse, Norwich, NR13 6RW.
6. Mr. G.P. Mutton, 23 Mill Crescent, Acle, Norwich, NR13 3BL.
7. Mr. S.C. Mutton, "Coppercoin", Blofield Corner Road, Blofield, Norwich, NR13 4RT.
8. Miss E.L. Lee, 3 Hanover Court, Overstrand Road, Cromer, NR27 0DH.
9. Mr. J.A.H. Lark, 7 Gloucester Avenue, Gorleston, Great Yarmouth, NR31 7LT.
10. Mr. M.J. Womack, 8 Ascham Lane, Whittlesford, Cambridge, CB2 4NT.
11. Mr. M.R. Crosskill, 36 St. Albans Road, Norwich, NR1 2QY.
12. Mr. G.W. Newton, 9 Mayfield Drive, Cromer, NR27 0HN.

Mr. P.C.W. Warner has moved to 27 Clarkson Road, Lingwood, Norwich, NR13 4BA.
(Tel: Norwich 713361) Mr. Warner is also Secretary of the East Norfolk Travellers'
Mr. C.J. Turner has moved to 7 Cherry Close, Cherryhinton, Cambridge. (Assn.)

Congratulations to Mr. D.J. Jasper on his retirement; Mr. P.C.W. Warner on his marriage; Messrs. M.J. Farahar and S.J. Harman on passing important exams.
We wish Mr. B.J. Eyre a speedy recovery from his illness.

R.D.S. PHOTOGRAPHIC CONTEST

Entries are now invited for the third RDS East Anglian Branch annual photographic contest. Pictures may be submitted on any theme on modern railway interest in East Anglia, taken during 1982; and will be judged partly on their technical/artistic qualities, and partly for the image which they present of rail transport. They could, for example, show a special train or event; something new or unusual; or rail transport performing an effective job in moving passengers or freight.

Pictures may be colour or monochrome; should be enprint size or larger; and should be submitted to the Branch Chairman by January 20th at the latest. You may submit a maximum of 8 entries, and a stamped addressed envelope for their return would be appreciated. The contest is open to both RDS members and non-members.

A first prize of a £5 gift voucher will be awarded; and the number of other prizes will depend on the number of entries received. All entries will be displayed at the AGM, when judging will take place.

SPONSORED TRAIN RIDES

Thank you to all members who collected money for this. £34.50 has been received so far; and a quarter of this is being sent to the RDS Anti-Closure Fund. Any further sponsor money should be sent as soon as possible to Mr. L.G. Hipperson, 16 Marsh View, Beccles, Suffolk, NR34 9RT.

FOR SALE: Coloured, framed drawing of Flying Scotsman - any offer over £15 considered. Mr. R. Willis, 2 Allens Lane, Newmarket Road, Norwich.

TEN YEARS AGO (From Branch Newsletter No. 4, autumn 1972): BR's Divisional Commercial Manager, Mr. W. Muncie, speaking at our Society's meeting at Ipswich, forecast a journey time of 1 hour 20 minutes from Norwich to London if the line were electrified. The Felixstowe Branch of ESTA persuaded BR to stop all trains at all stations on the branch. A "Sunday Times" report "leaked" that some civil servants favoured massive cuts of secondary services.

THE RDS NATIONAL LOTTERY is now under way - and East Anglian Branch member Mr. P. Wakefield has already won a prize. Have you joined the lottery? See the form in Rail Development News. Have you bought an RDS TRAVELCARD yet? Again, full details in Rail Development News. By supporting either or both of these schemes you can help improve the Society's finances and its ability to fight for the railways.