

RAILWAY DEVELOPMENT SOCIETYEAST ANGLIAN BRANCHNEWSLETTER No. 46Spring 1983

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(Tel: 3981)

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

£1,800,000 TO BE SPENT ON EAST SUFFOLK LINE

The major part of a modernisation scheme for which the Railway Development Society and East Suffolk Travellers' Association have long been pressing has at last been given the green light. The Treasury has allowed BR to spend £1,800,000 on radio signalling and automated or simplified level crossings on the East Suffolk Line between Lowestoft and Ipswich.

Design work is taking place on the scheme this year. Modernisation of signalling and crossings between Westerfield Junction and Saxmundham should be completed in 1984. The northern half of the line should be treated the following year, with the new method of operation being introduced to coincide with the Colchester-Ipswich electrification in May 1985.

A 55% return on investment is predicted, and the scheme is expected to pay for itself in 4-5 years.

The investment package does not, however, include new rolling stock, and so pressure must be maintained for investment in new diesel multiple units, on this and other secondary lines, to replace life-expired stock. The scheme also assumes that track will be singled between Lowestoft and Halesworth and between Saxmundham and Woodbridge - 29 of the 49 route-miles.

Such aspects of the scheme, and whether the line will still be suitable for locomotive-hauled trains, do give cause for some concern, and will doubtless be the subject of further investigation and campaigning by RDS and its corporate member, the East Suffolk Travellers' Association, during the coming months.

CAMBRIDGE - NORWICH BY INTER-CITY TRAIN

A welcome improvement in East Anglian services comes in May with the introduction of four locomotive-hauled trains from Norwich to Cambridge, calling at major stations on the Breckland Line: leaving Norwich at 06 37, 08 32, 11 34 and 15 36. These will be balanced by four trains in the other direction and should provide a faster, more comfortable service between the two cities, without what can at present be a lengthy wait at Ely. This change will also enable BR to offer stronger competition to the coaches - not only between Norwich and Cambridge, but also from towns like Wymondham, Attleborough, Thetford and Brandon to London.

The new service has partly been made possible by diverting some of the present Liverpool St - Kings Lynn trains on to the Breckland route; West Norfolk being served by DMU connections to Ely in some cases. Kings Lynn does therefore have to suffer to some extent in the BR bid to spread scarce resources more evenly among the Norfolk towns. The ideal situation would have been for trains from London to divide at Ely, with half serving each line. We understand that BR did contemplate such a working but decided against it on grounds of cost.

KEEP UP THE PRESSURE FOR CAMBRIDGE ELECTRIFICATION

Electric trains are now gradually being introduced into service between Bedford and St Pancras, following agreement between the BRB and ASLEF on the operation of the new trains.

The RDS Branch Secretary welcomed this agreement in a letter published in the Cambridge Evening News (25-3-83), stating, "This dispute, while it lasted, gave the Government an excuse not to reach decisions on other necessary rail investment schemes - an obvious example of which is the continuation of electrification from Royston and Bishops Stortford to Cambridge." Now that the unions are "delivering the goods" on the Bedford scheme, we must step up our pressure for further electrification investment to be sanctioned by the Government. Excuses and inquiries must be replaced by decisions and action.

#### RDS BRANCH AGM, IPSWICH, JANUARY 29TH

Over 40 members attended the East Anglian Branch AGM, at which the Branch Secretary reported a further net increase in membership, to a record 192. Indeed, our affiliated membership in East Anglia, including the numbers in rail users' groups and re-opening campaigns, was nearer 3,000. Mr. Garrod considered that the range of activities undertaken by the Society over the past year showed that "RDS is an organisation worth joining" and thanked all members for their support in varying ways over the past year.

The Treasurer's Report showed an income of £349.53 during 1982 (of which £115.50 was the Branch's share of members' subscriptions and £157.30 was from sales); and an expenditure of £397.36 of which the largest items were postage (£129.97 and advertising (£84.37)). The balance in the current account at the end of 1982 was £98.90.

In addition, however, there were £217.92 in RDS special train accounts; and £216.78 in a deposit account represented profits from sales of the anniversary book.

The following were elected: Chairman - Mr. S.F. Wilkinson; Vice-Chairman - Mr. C.W. Taylor; Secretary - Mr. T.J. Garrod; Treasurer - Mr. F.I.S. Carter; Minutes Secretary - Mr. P. Wakefield; Sales Officer - Mr. P.R. Lawrence; Committee - Messrs. L.J. Buckingham, M.J. Farahar, L.G. Hipperson, J.W. Page. The Hon. Auditor, Mr. N. Baylem, was thanked for his work and re-appointed.

The Photo Contest was won by Mr. P. Sumner, with a picture of the RDS/WyDRAC special from Dereham to Felixstowe; while a second prize was awarded to a highly commended picture by Mr. R.C. Vincent of County School station in the snow.

One of last year's nine special trains was recalled by a showing of Mr. R.B. Whipps' film of the Felixstowe - Orton Mere excursion.

RDS National Committee Member Mr. L. Freitag then introduced a discussion on the Society's work at national level - stressing how the success of Rail Development week had brought the Society and its message over to thousands of people nationwide, and how these achievements must now be built upon.

#### BAN ON TRAINS OF FREIGHT-ONLY LINES IN EASTERN REGION

Four special trains booked by RDS and its associated groups on freight-only lines in East Anglia have been barred by BR Eastern Region management in York. No reason has been given, other than that "it is Eastern Region policy" not to run such trains. We have written a letter direct to BRB Chairman Sir Peter Parker protesting at this decision, pointing out that our trains have carried thousands of passengers, and brought in thousands of pounds of revenue to BR, over the last five years. At the time of writing, a reply is awaited.

CIBA-GEIGY SPECIAL: One passenger excursion that will run, however, is from Duxford on Saturday May 21st at £7.50 return. It will run from Ciba-Geigy's private siding calling at Whittlesford, Shelford and Cambridge to York and Scarborough, including buffet car and hauled by class 47 "County of Cambridgeshire". For details and bookings: Mr. D.R.A. Pepperell, 15 Vine Close, Stapleford, Cambridge.

ACLE LINE CENTENARY: The direct line from Brundall to Yarmouth via Acle will be a hundred years old on June 1st - when a special Pullman train, diesel-hauled, will leave Yarmouth station at about 19 00, calling at Acle and Lingwood - where there will be a celebration, including barbecue. The special should be back in Yarmouth by 23 00. RDS and ENTA are involved with BR, Yarmouth Publicity Department and various other local organisations in the planning of the special and associated events - including an exhibition. Full details will be sent to all local members in due course; others interested should contact the Branch Secretary.

PETITION: Thanks to all members who have collected signatures on the RDS Anti-Serpell petition. It will be presented in the second half of April; so completed forms can still be sent, by April 16th, to Mr. J.W. Barfield, 108 Berwick Road, London, E16 3DS.

ANGLIA RANGER: The 1-Day Ranger is again on sale, every day, at £5 (children £2), although publicity for it is still awaited.

"COWBOY PRACTICES" are still alleged to be continuing among road haulage firms operating from Felixstowe Docks (East Anglian Daily Times 18-3-83). Excerpts from the EADT's detailed report of the "fiddles" are in the RDS Press Cuttings Digest, obtainable from Mr. A. Oldfield, 14 Long Lane, Worrall, Sheffield, S30 3AF.

FOR YOUR DIARY

Saturday April 16th: Fifth National Conference of Rail Users' Groups, London University Union, Malet Street, 11 00 till 4 30. Speakers from British Railways Board and Greater London Council. Several East Anglian groups have already appointed delegates to what looks like being the largest RDS conference yet. Other groups, and individual members interested in attending, should contact the conference secretary, Mr. L. Freitag, as soon as possible, at 22 Cravells Road, Harpenden, Herts, AL5 1BD (Tel: 63098). The fee is £2.

Saturday April 23rd: RDS National AGM, BRSA Club, Gresty Rd, CREWE, 2 00 pm. This is your chance to elect the new National Officers and Committee, debate the Society's policies and tactics over the coming year, meet members from all parts of the country. There are reasonable cross-country connections from the Norwich and Cambridge areas; Ipswich area members will probably find it quicker to travel via London.

Saturday April 30th: THE SCOTSMAN: North East Norfolk Travellers' Association special Inter-City train from North Walsham, Worstead, Wroxham, Salhouse and Norwich to Edinburgh, calling at York, Durham and Newcastle. There are already well over 400 bookings for this, our most ambitious charter train from East Anglia. Tickets are £12.50 (children £10.50) from Mr. R.B. Davies, 36 Lighthouse Close, Happisburgh, Norwich, NR12 0QE (Tel: 0692 - 650715). SAE please. The train will leave North Walsham at 05 35, Norwich at 06 16 and arrive in Edinburgh at 13 14; leaving the Scottish capital at 19 30, arriving back in Norwich at 02 45 and North Walsham at 03 30. Travellers' Fare buffet will be provided. Why not celebrate the Bank Holiday weekend with what promises to be a memorable trip? You could also use it for a full day in Yorkshire or a visit to the Tyne & Wear Metro.

Saturday May 7th: RDS Branch Committee meeting, Oakington.

Saturday May 14th: RDS National Committee meeting, Cambridge.

Saturday June 4th: RDS BRANCH SPRING MEETING at 2 00 pm, Backhouse Room, YMCA, Gonville Place, Cambridge. (From Cambridge station, walk straight ahead along Station Rd and then Hills Rd, turn right at traffic lights, and YMCA is a modern building about 200 yards on left.)

After discussion of Branch business and rail developments around the region, we shall welcome as guest speaker Mr. John Asquith, RDS Area Representative for Cheshire, who will talk on rail connections between East Anglia and the Midlands and North West. Mr. Asquith is an expatriot East Anglian who frequently travels between the Greater Manchester area and is compiling ideas on how services can be improved - particularly on the Colchester - Ipswich - Ely - Peterborough - Leicester/Nottingham/ Derby - Stoke - Crewe - Manchester - Liverpool axis.

RDS will probably make submissions to BR in the light of the discussion following Mr. Asquith's talk. Members wishing to submit ideas in advance can write direct to Mr. Asquith at 24 Links Road, Romiley, Stockport, Cheshire, SK6 4HU.

Sunday June 5th: East Suffolk Travellers' Association special train from Lowestoft and all East Suffolk Line stations to Portsmouth Harbour. (Please note change of date!) The locomotive-hauled train, with refreshments, will leave Lowestoft at about 08 30 and give at least 4½ hours at Portsmouth. The return fare is £8 (children under 16 £4) from stations Darsham - Lowestoft; £7 (children £3.50) from stations Ipswich - Saxmundham. Bookings: Mr. G.G. Lilley, 43 The Glebes, Snape, Saxmundham, Suffolk. (SAE please.)

Sunday July 3rd: RDS/SMTRUA special train from Sudbury, Bures, Chappel & Wakes Colne, Marks Tey and Colchester to Wroxham, Cromer and Sheringham. This will be a DMU train, with refreshments, and we hope to repeat the success we had with a similar trip in 1980. Full details available shortly from Mr. M.J. Davies, 45 Elm Road, Sudbury, Suffolk. (SAE please.)

Sunday July 3rd: HISTON FEAST - RDS hopes to enter a float, or decorated van, in the parade. Members in the Histon and Cambridge areas willing to help should contact the Branch Chairman. We may also have a stall at the village market.

Sunday July 31st: ESTA special train from Ipswich and all East Suffolk Line stations, to Sheringham. £5 from southern stations; £4.50 from northern ones. Details from Mr. G.G. Lilley (see above).

Saturday September 24th: RDS Branch Autumn Meeting, Assembly House, Norwich, 2 00 pm

### THE FUTURE OF RAILWAYS IN ESSEX

Fifty people attended the RDS public meeting on this issue in Colchester Library on Saturday February 19th; when we welcomed as guest speaker Mr. Gordon Pettitt, until recently BR Divisional Manager at Liverpool Street and now Deputy Director, London & South East Passenger Services. Mr. Pettitt accompanied his talk with an impressive array of posters, slides and a model of the proposed new Liverpool Street.

He began by pointing out that Essex had been the fastest growing county in England, since 1945, but that investment in its rail infrastructure had not kept pace with its growth. He drew contrasts between the bottleneck approaches to Liverpool Street, the main London Terminus for Essex; and Waterloo, whose approaches were laid out on a more generous scale, but which catered for a similar size of traffic.

The Liverpool St/Broad St modernisation scheme would cost £250 million and would embrace 22 platforms and 2 extra approach tracks. Property development should bring in sufficient revenue to cover all the railway works, and so the scheme would effectively cost the taxpayer nothing. It would be of great benefit to the 160,000 passengers a day who used the station.

Mr. Pettitt outlined progress on the Colchester-Norwich electrification scheme, work on which had already started, and which would include the reconstruction of 54 bridges. The scheme did not preclude the possibility of extending the wires to Felixstowe at a later date - perhaps after some of the London gaps had been closed. (Electrification from Stratford to Finsbury Park and Willesden, for example, would then enable electric freight trains to run from Felixstowe to many parts of the London area and further afield.)

Electrification should reach Ipswich in 1985, and for the following two years locomotives would be changed there on the Norwich trains. Trains would be hauled by a fleet of 14 refurbished electric locos from the Midland Region - and Mr. Pettitt stressed that these would be "thoroughly refurbished - not just given a coat of paint"!

Ipswich would, however, also be served by some electric multiple unit trains which at present terminated at Colchester, for BR recognised that Ipswich was a growing area businesswise.

Chelmsford was described by Mr. Pettitt as "the biggest revenue earner in Essex - it pulls in £6 million a year". BR were very conscious of the cramped facilities there, and he announced that a £1 million rebuilding programme was to start this year. BR were also aware of some inadequacies at Colchester station, but there would only be cash available for extra car-parking space and indicator boards in the immediate future.

What would happen to the remaining diesel-worked branches when electrification of the main line was completed? This question was naturally put to Mr. Pettitt and he announced that BR hoped to have the Southminster branch electrified with a low-cost scheme by 1985-6. The growth of South Woodham Ferrers was bringing considerable new business, and some of the Liverpool St-Southend Victoria electric trains would probably be diverted to the branch.

No such electrification promises were forthcoming for the Sudbury branch, however; but Mr. Pettitt assured us that Chappel Viaduct was "perfectly sound" and that he was hoping for local authority assistance towards reducing the cost of level crossings on the line.

Asked about Stansted Airport, he agreed that "we must be in there with a railway from Day One", if it expanded. It was possible that, to accommodate extra services to London, certain 4-track sections of the main line (e.g. from Cheshunt to Broxbourne) would be reinstated.

Mr. Pettitt defended the singling of certain sections of the line between Haughley Junction and Norwich, when electrification came, to save engineering costs (see Newsletter 43) but said that no final decision had yet been made.

He paid special tribute to the work of the staff at Clacton Depot, who had only recently obtained purpose-built premises after having had to service electric trains in a steam-age shed for many years.

Time cut short a very informative discussion; but Mr. Pettitt has said that he will be willing to meet a small delegation from RDS later in the year.

#### WHAT THEY SAID ABOUT "BRING BACK THE TRAINS"

"I do hope you will see that this excellent booklet receives the widest possible circulation." Richard Cottrell, MEEP.

"You have gone into this subject in considerable detail and clearly a lot of effort has gone into the work.... We are always willing to discuss with local authorities and other interested parties the possibility of line and station re-openings." J.M. Dennis, for Sir Peter Parker.

"I have certainly found it an interesting read, but also a useful reference book on the scope of the potential of rail expansion... If only we could be allowed to spend the capital." Wayne Jenkins, West Yorkshire County Council Transport Chairman.

"I do hope that it is successful in stimulating interest and debate. There are many issues on which we can share agreement but I know you well understand the financial constraints we are working under." S.J. Fraser, BR Divisional Manager, Norwich.

Our book on re-openings - and a positive alternative to the Serpell Report - has also been featured by each of the local radio stations broadcasting in East Anglia.

Have YOU bought YOUR copy yet? It costs £1.30 (plus 30p postage) from Mr. D.J. Jasper, 14 Kelly Road, Ipswich, IP2 0JU.

#### OVERMANNING OR UNDERSTAFFING?

BR's critics often accuse it of being overmanned; and RDS has frequently supported moves to reduce staffing levels, where these do not adversely affect the safety and well-being of passengers, or the efficient operation and marketing of services.

But some staff cuts can harm the railways, especially if they encourage fare evasion. For example, the number of travelling ticket inspectors on East Anglian trains has recently been reduced. Consequently, a considerable number of passengers on the 18 19 Ipswich - Lowestoft train (the locomotive-hauled through train from Liverpool St) had a free ride on March 26th. There was no inspector to issue tickets or check them; only a guard who performed the normal duties required of him on this working.

The RDS Branch Secretary was on this train (with a 1-Day Anglia Ranger ticket) and has written to the Divisional Passenger Manager. From reports that Mr. Garrod has had from other members, reduced staffing levels have also opened the door wider to fare evasion elsewhere in the region.

If you travel on an Inter-City train and do not see a travelling ticket inspector, or see examples of fare evasion, please write to the Branch Secretary; or direct to Mr. D.W. Gibson, Divisional Passenger Manager, British Rail, Grosvenor House, 112-4 Prince of Wales Road, Norwich, NR1 1NZ.

#### BRECKLAND LINE LATE NIGHT SERVICE - RDS TRIES AGAIN

Eastern Counties has made further bus cuts in the area to the south west of Norwich; with the result that Wymondham and Attleborough people can no longer have a reasonable night out in the city using public transport.

RDS has therefore written again to BR, asking them to reconsider putting the 23 15 up mail train back into the passenger timetable. Alternatively, would BR be prepared to run a DMU, a little earlier than 23 15, out as far as Attleborough or Thetford and back again?

Support for allowing passengers to use the mail train again has also come from the Norwich City (London Area) Supporters' Club, whose secretary has contacted RDS. The 200-strong club frequently organise parties of ten or more to visit Norwich for mid week matches, and were regular users of the 23 15. They now have to travel by road.

COAL TRAFFIC: RDS nationally is urging BR to postpone the phasing out of vacuum-braked coal waggons from May 1983, in order to give more time for serious consideration to replacement air-braked waggons. This would keep as many as possible of the present depots open - and long-distance coal traffic off the roads. RDS has already written to coal merchants using Lowestoft depot, seeking their support. Members willing to assist by contacting coal merchants in their areas should contact Mr. P. Wakefield, 43 High St, Oakington, Cambridge (Tel: Histon 3230) who is co-ordinating this work.

### WENSUM CURVE

The case of Great Yarmouth Borough Council versus the British Railways Board, over the closure of the Norwich avoiding line (Wensum Curve) without public consultation, came before the High Court on March 10th.

Mr. Justice McNeill dismissed the case without even hearing argument on the merits of the Council's case. His reason was that the Council had taken too long to bring the matter to the court.

In fact, the council only took the matter to court as a last resort, after all reasoned argument, and the intervention of MPs, had failed. The Council also discussed fully within its own committees and with neighbouring councils and interested parties, including RDS and ENTA, the implications of the closure and the way in which it was carried out. This, of course, took time.

The lesson seems to be that, with any future closure of this type, any would-be objector must go to the courts immediately. Sue now, talk later?

### LENWADE LINE

This line was officially closed on March 31st. The rail unions, through their Local Departmental Committee, have urged management to leave the track in position, but simply clipped out of use, for the time being. This will keep open the option of a restored freight and possibly experimental passenger service in the future.

RDS has echoed the unions' plea, in a letter to the BR Divisional Manager, asking him also whether it is planned to lift the track in the foreseeable future; and what costs BR would incur by leaving it down.

If the track is lifted, there will be little point in the Aylsham & District Rail Action Committee continuing in existence. At present, however, ADRAC does continue to function, and to explore the possibilities of an experimental light-weight rail passenger service to Aylsham and Reepham. Possibly the line could become a testbed for new technology in a rural area, whether run by BR or a private concern? Members particularly interested in this prospect should contact the Treasurer of ADRAC, Mr. S. Boyd, 20 Jannys Close, Aylsham, Norwich, Norfolk, NR11 6DL.

### LEVEL CROSSINGS

The Government has set up a committee of inquiry into pedestrian safety at level crossings, under the chairpersonship of Mrs. Sally Oppenheim, M.P.

Our Branch Chairman wrote at the end of March to Mrs. Oppenheim, setting out RDS comments on the question - which, of course, is very relevant to all lines in East Anglia.

Dealing with the controversy over the Cherry Hinton level crossing near Cambridge, Mr. Wilkinson wrote, "In our opinion there has been far too much of an outcry against British Rail's plans to convert this manned crossing to an automatic one... the good points in favour of modernising have become somewhat obscured. No mention of making the operation of railway lines much more economical in the long term has been given, but instead considerable note has been given over to the emotive idea of children getting killed by trains." The answer, surely, was to educate children to stop at a railway level crossing just as they should stop at a road.

Mr. Wilkinson's letter also pointed out that 17 years ago pictures of slaughtered and mutilated children were painted in the local press when BR announced that automatic half barriers were to be installed at Hawthorn Bank, near Spalding; but as yet there had been no single incident there involving injury to children or adults!

"If one looks into the history of rare accidents at AHB crossings" continued Mr. Wilkinson, "it will be found, with one exception, that all fatalities and injuries have been the fault of the road user". For example in the past 20 years, two train drivers have been killed in accidents at Chivers Crossing, between Shippea Hill and Lakenheath, because lorry drivers did not use the crossing properly. That is the only reason why Inter City trains from Norwich to Birmingham have to slow to 35 mph to negotiate this ungated crossing over a straight, flat railway line! As Mr. Wilkinson concludes, "It all boils down to educating the road user."

"RAIL ENTHUSIASTS URGE STRONGER STANCE ON SERPELL"

This was the headline in the Eastern Daily Press (2-3-83) over a report of RDS' comments on the Norfolk County Council Public Transport Plan draft for 1983/4.

As we pointed out in our comments, "The Draft Plan rightly expresses concern over the Serpell Report - though the Council's promise 'to be alert to whatever action the Government proposes to take' is, with respect, rather weak."

In urging the County Council to express its concern strongly to the Secretary of State for Transport, we reminded them of how operating costs could be reduced by modest investment. Lincolnshire County Council was partly funding a programme of level crossing modernisation on the Skegness line; why could not Norfolk do something similar on, say, the Sheringham line?

Could Norfolk County Council do more to advertise bus and rail services? Could it not emulate its neighbours in Suffolk by producing combined bus and rail timetables?

Could not Norfolk take a leaf out of Hertfordshire's book? Herts County Council had helped pay for a new station at Watton-at-Stone; was Norfolk prepared to commit itself to some money for a more modest new halt at Suffield Park, near Cromer?

Essex County Council had subsidised certain additional services (e.g. on Sundays on the Braintree and Southminster branches). Norfolk could do likewise. One possible candidate would be an additional commuter train, and/or a late evening train, on the Breckland Line.

In reminding Norfolk CC of what other Shire Counties have done, we hope that we have injected some constructive ideas into the debate on what is, in general, a rather uninspiring document. Individual members in Norfolk may like to write to their own county councillor urging a more positive attitude to public transport, and especially rail transport, in the county. Replies from councillors will be received with interest by the Branch Secretary.

EAST NORFOLK TRAVELLERS' ASSOCIATION: At its meeting on March 18th, our corporate member ENTA also agreed on comments to be sent to Norfolk County Council about its Plan. In particular, the Association asked the Council to support, as a matter of policy, the extension of electrification from Whitlingham Junction to Yarmouth, by both routes, after it reaches Norwich in 1987. (For operational reasons, the wires will, it is understood, extend from Crown Point as far as Whitlingham anyway.)

SUFFOLK COUNTY COUNCIL TRANSPORT POLICIES & PROGRAMME 1984/5

RDS has submitted comments on this document, which, like its Public Transport Plan, each County Council is required to prepare annually and to invite comment from interested bodies.

Noting that the Council proposes to spend an extra £1 million on road maintenance, we ask if it has any evidence of the costs imposed by heavy lorries on the county's roads; and whether the proposed increase is influenced by the Government's decision to allow heavier juggernauts on our roads.

We criticise as rather weak the Council's remarks on the Serpell Report - that it hopes "to be involved in consultations at an early stage" if closures are proposed. There should be a firm commitment to oppose closures.

The Council's support for the East Suffolk modernisation scheme is welcomed as are its consultations with BR over "operational improvements" which electrification will bring. We remind the Council of its promise on September 16th 1976 (see Newsletter No. 20) to reconsider the case for a re-opened station at Bentley in the light of the operational improvements which electrification will bring.

LOWESTOFT STATION TO BE REFRESHED? The BR Property Board is submitting proposals for a pub and restaurant in the old buffet (closed in the mid 1970s) and part of the parcels area at Lowestoft station. Provided that this does not prejudice the desirable long-term aim of a modern bus/rail inter-change, it is a move to be welcomed. RDS will monitor the precise plans when these are known and make any necessary representations.

### NEWS OF MEMBERS

Welcome to more new members:

1. Mr. G.A. Reed, 1 Farford Field, Canhams Rd, Gt. Cornard, Sudbury, CO10 0ET.
2. Mr. D.R. Gedge, 6 Woodside, Neatishead, Norwich, NR12 8XH.
3. Mr. G.J. Roper, 30A Halifax Road, Cambridge, CB4 3PX.
4. Mr. A. Davies, Jesus College, Cambridge, CB5 8BL.
5. Mr. J. Batchelor, 62 Mill Road, Blofield, Norwich, NR13 4QS.
6. Mr. J.S. Cates, 19 Elm Drive, Brightlingsea, Colchester, CO7 0LA.
7. Mr. E.G. Winterton, 4C Press Lane, Norwich, NR3 2TY.
8. Mr. S. Paston, 152 Christchurch Road, Norwich, NR2 3PQ.
9. Mr. S.P. Schofield, 14/14 Tawney, University of Essex, PO Box 30, Colchester, CO4 3UH.
10. Cambridge Friends of the Earth, The Bath House, Gwydir Street, Cambridge, CB1 2LW.
11. Mr. A.T. Joslin, 1 The Green, Feering, Colchester, CO5 9QG.
12. Mr. J.R. Carrick, Old School House, Booton, Norwich, NR10 4NZ.
13. Frinton & Walton Town Council, The Council House, Frinton-on-Sea, Essex, CO13 9BU.
14. Mr. A.C. Baxter, 29 Ferndown, Frinton-on-Sea, Essex, CO13 9LT.
- 15 & 16. Mr. A.J. and Mrs. I. Wilkinson, 7 Common Road, Witchford, Ely, Cambs.

Change of address: Mr. R.C. Vincent, 1 Osborne Close, North Walsham, NR28 0SX.  
Mr. D.A. Sherlock, 25 Mackenzie Road, Cambridge.

### RDS EXHIBITION

Since 1975, the East Anglian Branch of RDS has had an exhibition, which has been shown at more than a score of different locations in the region - often in libraries, but also at fetes, meetings and, on two occasions, public inquiries. The exhibition consists of photographs, maps, press cuttings, diagrams and other documents putting the pro-rail case.

Branch Committee member Mr. L.J. Buckingham has agreed to take overall responsibility for the exhibition from now onwards. Members who have items in their possession (mainly as a result of the Rail Development Week displays) should now send these to Mr. Buckingham, or arrange to bring them to a meeting. Mr. Buckingham will be pleased to receive all material, from May 1st onwards, at 25 Drury Road, Colchester, CO2 7UY.

He will also be pleased to receive any photographs or documents for inclusion in the exhibition, which has to be continually updated. Any member willing to mount the exhibition in his or her area should also contact Mr. Buckingham. The material can be pinned, or stuck with Blu-tack, on to screens, boards etc., and can be shown in its entirety (about 200 square feet!) or, more usually, in a localised selection.

### WHEELS '83

RDS has been invited by Ipswich Transport Museum's annual gathering - Wheels '83 - in Christchurch Park, Ipswich, on Sunday August 28th and Monday August 29th. We had a stand at Wheels '80, but have not participated since then. This year's gathering could be a good opportunity to give our views and activities another public airing. Any member interested in helping man (or woman!) a stand for all or part of the show, please contact the Branch Secretary during April or May.

BACK ISSUES OF NEWSLETTERS: The Branch Secretary has spare copies of most East Anglian Branch newsletters issued since 1972 - of particular interest, probably, to newer members. If you would like one, or more, please send enough to cover postage, and specify which year(s). (4 issues per year.)

TEN YEARS AGO: (From RIS Branch Newsletter No. 6, June 1973) The North Country Boat Train was diverted away from the GN&GE Joint Line, to run via Peterborough, Grantham and Nottingham. BR threatened to omit the March stop but subsequently relented... In answer to an inquiry by RDS, BR stated that repositioning of the platforms at Haddiscoe, to a more convenient site next to the main road, would cost some £900. The matter would only be considered if the local authority provided the necessary capital.