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(Tel: 3981)

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#### NEW MINISTER - NEW HOPE?

David Howell MP, generally regarded as one of the less memorable Ministers in the last Cabinet, has been replaced as Secretary of State for Transport by Tom King MP.

The RDS National Chairman, Dr. M.P.L. Caton, has written welcoming Mr. King to his new post. The East Anglian Branch has followed this with a further letter of welcome, in which we also drew the attention of Mr. King (who comes from the West Country) to some major issues in our region:

After asking him to reject publicly the rail cuts options in the Serpell Report, we urge Mr. King "to recognise the productivity gains achieved by BR recently (e.g. flexible rostering; one-man-operation on Bedford - St. Pancras services; saving at management level by merging three East Anglian Divisions into two) and give BR the go-ahead for further electrification. Priority must be given to the routes from Royston and Bishops Stortford to Cambridge; the East Coast Main Line north of Hitchin; with subsequently the Felixstowe and Sudbury branches."

Our letter also asks the new minister to make it easier for firms to apply for section 8 grants to transfer freight from road to rail; and to agree to a long-term programme to replace life-expired DMUs.

At the time of writing (July 17th), no reply had been received to our letter sent 10 days earlier. It took Mr. Howell two months to reply to a letter sent to him in 1981. If Mr. King is quicker, it may be a good sign.

#### SUCCESSFUL SPECIALS

Every special train run on our local lines strengthens the case for keeping them. The 1983 season made a fine start, with 500 passengers filling the special "Scotsman" train chartered by our corporate member the North East Norfolk Travellers' Association from North Walsham to Edinburgh on April 30th. Leaving at 5.30 on a misty Saturday morning, picking up at four stations that would have closed if Dr. Beeching had had his way in the 1960s, the train arrived back in the small hours of Sunday morning after a memorable trip to the Scottish capital behind - appropriately - class 47 locomotive "Great Eastern". A Travellers' Fare buffet did excellent trade; RDS books and pens were sold on the train; a raffle was held with attractive prizes; passengers were given information sheets with details of the route; and (a new feature of our specials), arrangements were made with W.H. Smith at Norwich for our stewards to sell morning newspapers on board.

An outstanding trip - and thanks to the NENTA and RDS members who helped before and on the day, under the energetic leadership of Ray Davies.

There was perfect summer weather for the RDS/SMTRUA seaside special from Sudbury to Sheringham on Sunday July 3rd. 114 passengers filled the 2-car DMU which, for operational reasons, travelled from Sudbury to Colchester coupled to the 08.21 scheduled train. It was then uncoupled and sped up the main line to Norwich before continuing to Wroxham, Cromer and Sheringham, where it arrived ahead of its original schedule, at 11.40. Our passengers were able to enjoy 5 hours on the coast before an equally punctual, efficient trip back. Liquid and other refreshments were organised by the SMTRUA committee in the guard's compartment, a raffle was held and free balloons distributed to all children on board.

Numbers of passengers would doubtless have been higher were it not for the uncertainty over availability of suitable stock, which meant that BR were unable to confirm the booking until some 5 weeks before the train was due to run. Nevertheless, the response was encouraging in the relatively short time that we had in which to advertise the train; and it is hoped to run another seaside trip in 1984.

RDS BRANCH SPRING MEETING

Some 30 members attended this meeting at Cambridge YMCA on June 4th, when we were pleased to welcome as guest speaker John Asquith, then Cheshire Area Representative of RDS and now Secretary of the new North West Branch.

Mr. Asquith's talk, illustrated by an overhead projector, concerned connections along what could be termed the "North West - South East Corridor" between East Anglia, the East Midlands and the North West. Business on some sections of this corridor was buoyant - notably Peterborough - Cambridge and Peterborough - Norwich. Improvements were needed elsewhere, however, such as Peterborough - Ipswich; while Colchester had had no through link to Peterborough for several years. Mr. Asquith noted, for instance, that Ipswich - Peterborough was three miles shorter than Norwich - Peterborough, but trains took longer - even the boat train.

Beyond Peterborough there were good connections to Yorkshire and Scotland, but not so good to the intermediate junctions of Grantham, Newark and Retford. In particular, he felt that the Grantham - Crew route could be better exploited - times between Grantham and Nottingham were especially disappointing in view of the straight, flat nature of most of the line. There was also surely scope for BR to win more business between Peterborough (with now over 100,000 population) and Nottingham (with a population of 300,000).

The recently-extended cross-country boat train now provided a through service from our region to Lancashire and the Lake District; but connections from it to Leicester, Birmingham and Crewe needed improvement.

Mr. Asquith suggested that introduction of a fast service from Colchester to Peterborough, of two trains each way per day and one on Sundays. He also mooted a possible way of reinstating the late night mail train via Bury St. Edmunds into the passenger timetable (see Newsletter No. 40). The 1862 Great Eastern Railway Act had stated that Bury should have a through service to Liverpool Street. Its one morning through train and evening return working had now been withdrawn. Would not reinstatement of the mail train be the cheapest way of complying with the Act?

Mr. Asquith's talk provided much food for thought, and the meeting, after questions and discussion, appointed a sub-committee of Messrs. P. Wakefield, E.J. Graves, C.F. Burton and R. Rehahn, to study the issues raised in more detail. This sub-committee has met and produced a set of proposals which are now being considered by the Branch Committee in consultation with Mr. Asquith. Other interested members may contact Mr. Wakefield direct at 43 High St., Oakington, Cambridge. It is then planned to publish our proposals, under the title NORTH WEST - SOUTH EAST CORRIDOR at the beginning of September.

EXPERIENCES ON THE IPSWICH - ELY SERVICE

Mr. Wakefield also reports, "On the way home on July 2nd, No. 31.417 made an exhibition of itself on the Harwich - Peterborough train by catching fire very dramatically at Ipswich station. The fire brigade were on hand almost immediately and had fine sport putting the flames out.

"The somewhat bewildered group of sundry Australians, New Zealanders, Americans, Germans etc. with rucksacks, plus a few stoic Brits, were efficiently despatched on the rapidly turned round Peterborough - Ipswich train which arrived a few minutes later. All credit to the Ipswich station staff who got us away only 25 minutes down, and the driver of the class 31 who proved decisively that the Ipswich - Ely portion of the journey can be done in much, much less time than the official timetable dictates. We went like the wind - and as smoothly over the Haughley - Ely portion, with its beautiful new track, as the portion up to Haughley from Ipswich."

NEW BR TIMETABLE: The RDS East Anglian Branch issued a press release on May 9th, commenting on the new BR timetable, welcoming improvements like the new Breckland Line Inter-City trains and the extended cross-country boat train. The fact that the last train out of Kings Lynn in the evening is now later (19.04) is also welcomed, though it is still not possible for anyone wishing to spend the evening in Lynn to get back by train. Our statement goes on to note that other improvements on the Sudbury, Felixstowe, Walton and Breckland Lines must still be campaigned for.

FOR YOUR DIARY

Sunday August 21st: SPECIAL TRAIN from Watton-at-Stone and all stations to Cambridge, then direct to Norwich, Oulton Broad and Lowestoft, allowing 5-6 hours on the coast. Fares: £8.50 from Watton-at-Stone, Stevenage, Hitchin, Letchworth; £8 from Baldock, Ashwell & Morden, Royston; £7 from Shepreth, Meldreth, Foxton, Cambridge. Children 5-15, half fare.

This will be a locomotive-hauled train, to celebrate the first anniversary of Watton-at-Stone reopening and to provide a direct journey to the East Coast and Norfolk Broads from places in North Hertfordshire and South Cambridgeshire from which it would only normally be possible with several changes of train. It will also be the first Sunday service from Meldreth, Shepreth and Foxton for - how many years?

Several members have already helped publicise the train. If you can help, contact Mike Hadley, 34 Station Road, Letchworth, Herts. (tel: 78668) - from whom tickets are also available. (Please enclose SAE and make cheques/POs payable to Mike Hadley)

Sunday August 28th/Monday August 29th: WHEELS '83, Christchurch Park, Ipswich. RDS is having a stand at this transport rally, to promote ourselves, users' groups and BR. Christchurch Park is in the centre of Ipswich and the rally is being organised by the town's historic transport society. It will be open to the public from 11.00 till 17.30 each day. Some members have already volunteered to help man our stall, but more are needed if an equitable rota is to be worked out. Please let the Branch Secretary know if you can help, even if only for a couple of hours on one morning or afternoon.

Saturday September 3rd: THE WELSHMAN - North East Norfolk Travellers' Association special train from North Walsham, Worstead, Wroxham, Salhouse, Norwich, Wymondham, Attleborough and March to Chester, Rhyl, Colwyn Bay and Llandudno. This Inter-City train will leave North Walsham at 6.22, arriving at Llandudno at 12.50 and allowing over 6 hours on the scenic North Wales Coast. Already over three-quarters of the tickets have been sold - so order yours now from Mr. R.B. Davies, 36 Lighthouse Close, Happisburgh, Norwich (tel: Walcot 650715) at £10.50 (Child £7.50). Cheques/POs payable to NENTA.

Saturday September 10th: RDS National Committee Meeting, Birmingham. Also on this day, our member Simon Norton is organising an unusual trip to Orford by rail, bus and boat. Travel from most parts of East Anglia to Saxmundham is possible by rail, using a £5 Anglia Ranger. Fares range between £3, £6.50 and £8.50 depending on whether you have a single or return boat trip on the River Alde and use a special bus between Orford and Saxmundham. Mr. Norton has taken great pains to organise this scenic trip, largely by public transport services, and we hope it will be well-supported. For full details and bookings, write to him at 6 Hertford St., Cambridge, CB4 3AG, enclosing SAE.

Saturday September 24th: A DOUBLE BILL AT NORWICH - why not visit East Anglia's capital city for:

(i) CROWN POINT OPEN DAY: from 10.30 till 16.30, BR's new locomotive and coaching depot will be open to the public, with many items of past and present rail interest on view. RDS will have a stand, which will need to be manned by six members, working in pairs for two hours each. A free entry voucher will be available for each of the six. Please contact the Branch Secretary if you can help. RDS suggested to BR last year that they should hold an open day at this new depot, and therefore welcomes this effort to show the public the results of modern rail investment.

(ii) RDS BRANCH AUTUMN MEETING 2.00 p.m. in the Assembly House, Theatre Street, Norwich (next to Theatre Royal, 100 yards from market). In this, our first full meeting since the General Election, we shall discuss what the rail lobby should be doing to promote the long-term future of BR - with a guest speaker (identity to be revealed later!). There will also be the usual reports and discussion on local and national rail matters.

Saturday October 1st: HALESWORTH RAILWAY BONANZA at the Apollo Centre, Middle School, Norwich Rd., Halesworth, 2-6 p.m. (200 yards from station). (Cont. p. 4)

There will be an RDS/ESTA stall at this unique event, of which our Branch Treasurer Mr. F.I.S. Carter is one of the organisers, and which aims both to stimulate rail interest in the town and to raise funds for the Parish Church Restoration Fund. Attractions include rail exhibits from all over the region, models of stations and locomotives, a  $3\frac{1}{2}$ " gauge steam railway outside, short epidioscope shows and refreshments. At 8.00 p.m. there will be a film show and epidioscope show on aspects of the East Suffolk Line and Southwold Railway.

Saturday November 5th: RDS Branch Committee Meeting, Histon.

Saturday November 12th: RDS National Committee Meeting, Cambridge.

Saturday November 19th: NENTA Special Train from North Walsham and stations to Norwich, plus Diss, to London for Christmas Shopping.

Saturday January 7th: RDS Branch Winter Meeting, Ipswich Town Hall, 2.00 p.m. with (provisionally) a speaker from BR on electrification.

Saturday January 14th: RDS National Committee Meeting, London.

Saturday February 25th: RDS Branch AGM, Central Library, Lowestoft.

In addition to the above events, we also plan to run a special train from Dereham to Portsmouth on either September 17th or in October. Following correspondence between RDS and BR Eastern Region, they have now agreed to allow us to run two charter trains per year originating from freight-only lines in the region. This will, of course, depend upon stock being available, as with all special trains, and at the time of going to print we are awaiting confirmation of date and stock availability. The WyDRAC/RDS publicity machine will then swing into action in the locality.

Because of other commitments, it is unlikely that we shall now be able to take up the offer of a second excursion train off a freight-only line this year, but we do envisage two such trains in 1984.

EXHIBITION: A REMINDER: Branch Committee member Mr. L.J. Buckingham is now working on the refurbishment and updating of the Branch Exhibition, some of which will be used at certain of the above events. He will be particularly grateful for photographs, press cuttings and other documents for incorporation in the exhibition. Please write to him at 25 Drury Road, Colchester, CO2 7UY.

#### LOWESTOFT LOCAL PLAN

RDS and ESTA are due to make representations concerning the possibility of a bus/rail interchange at Lowestoft, and conditions on development, at the forthcoming public inquiry into this Plan. We have been provisionally programmed for Wednesday September 28th, in the afternoon, at Waveney District Planning Office, Rectory Rd., Lowestoft, but have asked for an evening sitting. Local members will be welcome to attend.

#### CONTACTS WITH BR MANAGEMENT

There have been considerable changes in BR management in East Anglia recently caused mainly by the abolition of the Norwich Division at the end of June. This placed Kings Lynn, March and Cambridge under the control of the Divisional Manager at Kings Cross; while Sheringham, Yarmouth, Lowestoft, Thetford, Bury St Edmunds and all points in between become the responsibility of the Divisional Manager at Liverpool St.

Our Branch Chairman, Vice-Chairman and representatives of other groups and local authorities made contact with the new Liverpool St. management at a meeting in Ipswich on July 6th.

Three other members are due to meet the new Norwich Area Manager on July 28th.

IN THE MEDIA: Our Branch Chairman was interviewed on Radio Hereward about the RDS election leaflet - 5,000 of which were distributed nationwide in the short time available. Mr. Wilkinson's photograph also appeared in the Morning Star on July 1st when he, accompanied by the National Chairman and Petition Co-ordinator, presented the 25,000-signature anti-Serpell-Cuts petition at 10 Downing Street. Our member Mr. R. Vincent had a good letter in the Eastern Daily Press, demolishing arguments against line reopenings uttered in an editorial. The Branch Secretary had an article on reopenings - entitled "Antidote to Serpell" - in the July issue of Railway World illustrated by 14 photographs including one by RDS member Mr. J.C. Baker. Mr. Garrod also had an article in the July issue of Woodbridge Church & Town.

"TOMORROW'S SUFFOLK"

This is the title given to the review of the Suffolk County Structure Plan. RDS submitted comments in 1976 on the original Plan, and at the beginning of July made a 700-word submission on the review.

A copy of our full submission is obtainable from the Branch Secretary upon receipt of a stamped addressed envelope.

The County Council's review identified major factors affecting the future planning of Suffolk as increased unemployment and a slower rate of population growth, neither of which was expected in the mid 1970s.

Our submission points out that good communications are a factor in attracting new sources of employment and so the County Council must continue to oppose any cuts in the rail network; and should commit itself to some modest investment to improve the rail infrastructure.

However, even with full employment in the future, working hours are likely to be shorter and so leisure activities and tourism are likely to expand. We point out that most of the county's rail links give access to tourist areas - whether to resorts like Lowestoft and Felixstowe, or to areas of beauty such as the Stour Valley. Public transport can play a bigger role in exploiting the county's tourist potential - rather than having it threatened by increasing numbers of cars and all that goes with them.

Our submission also draws attention to some comments which we made in 1976 and on which the County Council has taken little or no action so far: like better bus links for Southwold; publicity for public transport services, or at least concrete support for voluntary bodies like the East Suffolk Travellers' Association which make an effort to publicise these; and the reopening of stations serving certain commuter villages in the Ipswich area, notably Bentley and Bramford. Earlier council predictions that commuters from these villages would drive to Ipswich and complete their journeys to work by bus do not seem to have come to fruition.

FREIGHT AT KINGS LYNN

Our local member Mr. C.J. Milnes reports that part of the passenger station is now used for goods, following the lifting of some sidings and sale of land. Regular traffic includes sand from Middleton, chemicals from Dow and grain by Polybulk for Dalgety-Spillers. Traffic from Campbells Soups only fills a few vans and there are local fears that the factory may close. Some railborne grain and steel traffic is handled at the docks and coal continues at South Lynn. Mr. Milnes writes that the main potential for the future seems to be in the attraction of more Speedlink freight, with possibly a new freight centre at South Lynn.

Plans have also been revealed to single the track between Littleport and Downham Market; and between Magdalen Road and Lynn, but with two parallel tracks between the station and Harbour Junction. The line speed would be increased from 60 mph to 75 mph.

ROAD ACCIDENTS - 4,000 accident casualties on Cambridgeshire roads last year cost the public nearly £15 million. The combined total of injuries and deaths was higher than in any of the past ten years. (Cambridge Evening News 13.6.83)

Information like this, pointing to the indirect costs of road transport, is useful when arguing for a fairer deal for the railways. Such information is contained in the RDS Press Cuttings Digest, available from Mr. A. Oldfield, 14 Long Lane, Worrall, Sheffield, S30 3AF. Please enclose SAE. Mr. Oldfield will welcome further cuttings.

SECTION 8 GRANT FOR RUGBY CEMENT? - In April it was announced that this firm proposed to apply for a section 8 grant of £600,000 for new rolling stock to operate between its Barrington Works and Norwich. The alternative might be fleets of heavy lorries trundling up the A11. The RDS Branch Secretary wrote to the firm expressing our support for their application.

FENLAND RAIL ACTION GROUP: FRAG was disbanded in June and its remaining funds of about £30 transferred to the East Anglian Branch of RDS.

USERS' GROUPS NEWS

Conference: Most East Anglian rail users' groups were represented at the Fifth National Conference of Rail Users' Groups organised by RDS in London on April 16th. A full report of this, the largest conference of its kind so far, is obtainable at 45p including postage from Mr. L. Freitag, 22 Cravells Road, Harpenden, Herts, AL5 1BD.

BRECKLAND LINE USERS' ASSOCIATION: The committee met on June 20th and elected as Acting Secretary Mr. G. Knott, 2 Stations Cottages, Eccles Road, Quidenham, Norwich. A fresh newsletter has been produced and distributed, and it is planned to hold the AGM at Attleborough on September 28th. Full details will be advertised locally. While welcoming the introduction of a direct London service from the four main Breckland Line stations, BLUA is concerned about lack of local publicity for these (compare the publicity efforts given to the Norwich - Birmingham Inter-City trains when introduced in 1977; or more recently the rail link buses from Peterborough). This concern has been conveyed to BR.

EAST NORFOLK TRAVELLERS' ASSOCIATION: ENTA has written to the two new MPs for Yarmouth and Mid-Norfolk, seeking a meeting with them to discuss the future of local rail services.

The Association's main activity in recent months has, however, centred around the centenary celebrations for the Acle Line - which was indeed a memorable example of co-operation between BR, local users, Parish and Borough Councils and other voluntary bodies.

ENTA's direct contribution was to arrange the manufacture and sale of centenary mugs; publication of a brief history of the line; and, together with RDS, holding a stall on Yarmouth station concourse on centenary day itself, June 1st. Ours and other stalls on the flag-bedecked concourse attracted a steady stream of interest during the day, as did the set of Pullman stock on view in platform 4. Early evening saw the arrival of the Mayor and Councillors and Blofield Silver Band, which played "Congratulations" as over 300 passengers, including RDS and ENTA members (with ENTA Chairman James Apsey resplendent in top hat and tails) for the centenary run.

At 7.20 p.m. the class 31 locomotive with special headboard drew its immaculate Pullman coaches out to Acle, where passengers and local sightseers thronged the platform and the village cub scouts served cups of tea. Both Acle and Lingwood stations had been tidied up and decorated with flowers by local people; and on arrival at Lingwood, passengers proceeded behind a steam lorry to the village hall for drinks and a barbecue. The Yarmouth Town Cryer, who had made announcements at suitable points throughout the evening, summoned travellers back to the special for its return to Yarmouth shortly after 10.00 p.m., leaving the merry villagers of Lingwood to continue their celebrations far into the night.

EAST SUFFOLK TRAVELLERS' ASSOCIATION: With over 560 members, ESTA had one of its best-attended AGMs on April 9th, when over 50 people filled Saxmundham Church Hall to hear and question BR's former Divisional Manager Gordon Clarke on the East Suffolk modernisation scheme. The association has issued the 14th edition of its news-sheet, East Suffolk Travel, 5,000 of which are being distributed; and is now beginning to make plans to celebrate the 125th anniversary of the East Suffolk Line in June 1984.

NORTH EAST NORFOLK TRAVELLERS' ASSOCIATION: NENTA issued its summer newsletter in June and distributed with it a comprehensive package of local bus and rail information. The Associations AGM will be held in Cromer Methodist Hall on October 12th - watch for details locally.

WEST NORFOLK PUBLIC TRANSPORT USERS: WNPTU secretary Miss C. Zilahi had a letter in the Lynn News & Advertiser in early June, in which she commented on good and bad points of the new timetable and added, "It is Government policy... rather than British Rail which is primarily to blame for the lack of resources that allows only juggling around with services, rather than genuine improvement."

NEW BOOKS AND PROPOSED BOOKS

BRING BACK THE TRAINS - The RDS reopenings book was reprinted in June and it is planned to bring out a second edition in the autumn. Bulk supplies of the book are available from Mr. J.W. Page, 34 Hereward Close, Histon, Cambridge, CB4 4LS. Individual copies are obtainable from the RDS Sales Officer, Mr. F.J. Hastilow, 21 Norfolk Road, Four Oaks, Sutton Coldfield, West Midlands, at £1.30 plus 30p postage.

GREAT WALES RAIL - is an attractive 48-page illustrated guide to North and Central Wales by rail, which will surely tempt you to visit the country. It is published by the Cambrian Coast Line Action Group, and this year's edition costs £1.30 post free from Richard Williams, 50 Park Avenue, Mynydd Isa, Mold, Clwyd, Wales.

"EAST ANGLIA BY RAIL" has not been written yet; but it is being considered by the RDS East Anglian Branch Committee and will be discussed in some detail at our Autumn Meeting.

The proposal is to publish a book, in several thousand copies, aimed at the general tourist and day-tripper market, encouraging people to see the sights of our region by rail (and, where appropriate, by connecting bus and by bicycle or on foot from the railheads).

The book would consist largely of a description of some 15 rail lines in the region, bounded by Braintree, Hitchin and Peterborough, dealing with the scenery, places of interest, level of service, interesting anecdotes and historical information etc. There would also be a short section on the work of RDS and the users' groups. The book would be illustrated and probably of similar length to the Welsh one which has given us the idea.

Any member willing to help in any way, e.g. by writing a section, offering photographs, funding the publication, should contact the Branch Secretary. We shall also approach BR, the East Anglian Tourist Board and other interested bodies. Publication would not be before Easter 1984.

HISTORY OF WHERRY LINE

Encouraged by the success of his history of the East Suffolk Line (Oakwood Press, £2.70 inc. postage - from Element Books, The Old Brewery, Tisbury, Wilts) our member John M. Cooper is now planning a history of the Wherry Line.

His book may be confined to the Lowestoft - Norwich section, or may cover Yarmouth as well. Any member with suitable photographs, documents, information etc. should contact John at 24 Tennyson Close, Woodbridge, IP12 4LB.

He is particularly interested in information relating to Swonnells Maltings, Whitlingham and Haddiscoe sidings; types and amounts of goods handled in BSC sidings at Cantley and locomotives used there; and the pre-war service from Lowestoft Central to Yarmouth Southtown via Haddiscoe.

LOWESTOFT STATION TO HAVE SHORTER PLATFORMS?

Former BR Divisional Manager Gordon Clarke admitted in the Lowestoft Journal on 22.4.83 that the town's station in its present state was "an eyesore" but referred to the BR Property Board's plans (details of which it has not yet been possible to obtain) to refurbish it with a pub and refreshment complex.

Mr. Clarke then stated "BR no longer needed the existing length of platform at Lowestoft station and... trains could stop further down the line."

"How much further?" asked the RDS Branch Secretary in a letter published in the paper the following week. "The station roof does not extend very far", Mr. Garrod went on. "Will trains start and terminate out in the open in Mr. Clarke's latest wheeze? Does he propose extending the canopy? (At Yarmouth station last year, BR cut back the roof.) At Felixstowe station, for no apparent reason, BR cut back the line and gave the passengers a longer walk."

Mr. Garrod concluded, "The record of the British Rail Property Board around the country is not particularly good, when it comes to the convenience of station users, especially at stations many miles from the Board's London offices. Therefore, while there is much to be said for the plans in principle, the details of them must be very carefully scrutinised... and rail users would be well advised to make their views known."

NEWS OF MEMBERS

Welcome to more new members;

1. Mr. J.B. Brodribb, 12 Kemps Lane, Beccles, NR34 9XA.
2. Mrs P.M. Impey, 177 Coleridge Road, Cambridge, CB1 3PW.
3. Mrs. S. Supple, 1A Prospect Row, Cambridge, CB1 1DU.
4. Mrs M. Walsh, 2 Riverdale Court, Brundall, Norwich, NR13 5AE.
5. Mr. T.H. Ellingham, 132 Wisbech Rd., March, Cambs. PE15 8EU.

Welcome also to 15 members of the former RDS Great Northern Outer Suburban Branch who have now been transferred to our Branch; following the decision to extend our territory to include all of North East Herts and neighbouring areas served by the Hitchin - Royston and Hitchin - Huntingdon routes.

The East Anglian Branch has now reached a record 220 paid-up members.

Please note change of address:

Mr. P.R. Clark, 69 Glenmere Close, Cambridge, CB1 4EF.

HOLIDAY: Please note that the Branch Secretary will be away on holiday from August 2nd - 13th inclusive.

NEW RDS LEAFLETS

1. A new national leaflet has been issued on the theme of "WATERSHED YEAR FOR YOUR TRAIN SERVICE?" It warns of what could happen if investment decisions are delayed any longer, and is suitable for large-scale distribution. If you can make use of some, please contact Mr. L. Freitag, 22 Cravells Rd., Harpenden, Herts, AL5 1BD.

2. The East Anglian Branch has had 7,000 glossy leaflets printed with the heading, "DO YOU WANT TO SEE BETTER RAIL SERVICES AND LESS ROAD CONGESTION?" (Copy enclosed) This leaflet is particularly aimed at Cambridgeshire, the Breckland Line, and the Lynn line, and several members are already distributing it door-to-door, with BR literature, in such places as Thetford, Brandon, Downham, Littleport, Waterbeach and Foxton. If you would like some leaflets, for use in this area or elsewhere, please contact the Branch Secretary; or Mr. E.J. Graves, 60 St. Audrey's Close, Histon, Cambridge.

ECONOMY LABELS: A fresh supply of RDS economy labels, with the slogan "Save Fuel - Use Public Transport" is now in stock and obtainable at 75p per 100, £3 for 500 from the Branch Secretary.

"TRUCKS NOT TRACKS" is not an RDS slogan; but it has been spotted by our Chairman on stickers on lorries. Mr. Wilkinson would be interested to hear from any member who sees similar stickers and in any other information, such as on which lorries and by whom produced.

LOWESTOFT - PORTSMOUTH SPECIAL

Portsmouth proved to be a very popular destination, with the East Suffolk Travellers' Association special train on Sunday June 5th fully booked nearly a fortnight in advance. 500 people used the Inter-City train, which left Lowestoft at 07.34, picked up at all East Suffolk Line stations and, despite some engineering work on the main line, arrived promptly at Portsmouth Harbour at 13.10. A similar good run was experienced back in the evening.

A larger number of passengers could almost certainly have been carried, had more stock been available. As it was, the coaches allotted to us were a set that normally work the Norwich - Liverpool Street main line, with a public address system (a "first" on the East Suffolk?) and a Travellers' Fare buffet with two stewards who were kept hard at work throughout the journey.

All in all a memorable trip, marred only by a couple of short but rather spectacular storms while we were on the South Coast.

SPONSORED CYCLE RIDE: Trevor Garrod completed 73 miles from Ipswich to Watton-at-Stone on June 25th. Thanks to members who have already sent in sponsor money. Please send any outstanding amounts now.

TEN YEARS AGO (From Branch Newsletter No. 7, September 1973): BR gave distinctive names to each of the East Anglian paytrain lines and issued books of Travel Stamps giving a 10% discount for regular travellers. Our Society conducted a survey of rail travel arrangements for local League football matches finding generally good facilities for Norwich and Ipswich, less good for Cambridge and Peterborough.