

RAIL EAST

RAILWAY DEVELOPMENT SOCIETY EAST ANGLIAN BRANCH NEWSLETTER

no. 48 Autumn 1983

Chairman: Steve Wilkinson, 52 Manor Park, Histon, Cambridge, CB4 4JT (Tel:3981)
Secretary: Trevor Garrod, 15 Clapham Road, Lowestoft, Suffolk, NR32 1RQ (Tel:81721; or at work Norwich 28181 ex.44)

BRITISH RAIL'S PLAN: *Could be worse; could be better.*

BR's 1983-8 Corporate Plan, just published, proposes no passenger closures in East Anglia. That's good. Indeed, only four such closures are proposed nationwide and - while that is four too many - BR are to be commended for not being tempted into mass cuts, bearing in mind the present political and financial climate.

However, the Plan proposes that only 3 new DMU vehicles (which provide almost all local services in East Anglia) be built for every 4 old ones. This will surely mean more crowded trains; less spare capacity for excursions etc.

Track singling is also proposed for these sections of line:

Reedham - Oulton Broad North; Harling Road - Attleborough; Mellis - Tivets-hall; Kennett - Bury St. Edmunds; Fulbourn - Dullingham.

Singling is also proposed for parts of the routes between Woodbridge and Oulton Broad; Whitlingham and Wroxham; Littleport and Kings Lynn.

Singling can make services less flexible and less reliable. It also reduces route capacity. This would also be the case if the Reedham - Yarmouth section were closed - an idea floated by BR management though unlikely to be formally proposed in the immediate future.

As our National Committee member Leslie Freitag puts it in his column in the magazine Rail Enthusiast: "To continue to remove track... is akin to eating one's seedcorn. Future transport needs and trends are being sacrificed for short-term expediency."

A resolution passed by the RDS National Committee at its September meeting has been sent to the new BR Chairman and to unions and politicians. It states that singling is only acceptable if there is no alternative, and then only with certain provisos:

"Any track singling should be on secondary rather than main lines. At this stage there should be experimental single-track working rather than track lifting." Any track lifting should only take place after such an experimental period of, say, 12 months, has shown that it is possible to operate a service without unacceptable delays on a single line. "Such experiments," concludes the RDS resolution, "should also take into account any additional capital, maintenance and operating costs involved in singling; and any loss of revenue that may be caused."

FELIXSTOWE VICTORY!

The early afternoon train from Ipswich to Felixstowe, axed in the winter 2 years ago, has been restored. It leaves Ipswich at 14.20, Felixstowe at 14.50 (13.55 and 14.42 Sats.) BR have also promised that, from next May, Felixstowe will have 12 trains a day, every weekday, all year; thus fully restoring the pre-cuts service. This shows what an active local users' group can achieve.

FREIGHT NEWS: *Some good, some bad.*

Plans to build 6 grain silos at Wisbech goods yard will bring considerable new business to this freight line. Some local residents have voiced concern about increased numbers of lorries going to and from the railhead. Our member Peter Wakefield has written on behalf of RDS to the District Council, welcoming the move and suggesting alternative road access.

Yarmouth is due to lose rail freight facilities in May. Local politicians are angry, because of attempts to attract new business to the port. RDS will do what it can to keep the options open.

RDS BRANCH AUTUMN MEETING

There was an attendance of just over 40 at the Autumn Meeting of the East Anglian Branch in Norwich Assembly House on the afternoon of September 24th. Several other members were meanwhile helping on various stands down at Crown Point.

After welcoming members, the Chairman drew special attention to the recently announced £2½ million grant for new scrap wagons, which would help keep this traffic on the rails, and for which RDS had started campaigning in 1979. This was in fact the biggest grant so far awarded under section 8 of the 1974 Railways Act. Mr. Wilkinson also spoke of RDS support for Dalgety Spillers, who hoped to develop new freight facilities at Royston; and of developments which were likely to increase greatly the freight handled at Wisbech.

Reports were given on special trains run by RDS and its associated groups in the region, and on possible specials for 1984.

It was agreed that, if the Reedham - Yarmouth line should be proposed for closure, the Branch would lodge an objection.

The Treasurer reported a balance of £148.87 in the Branch account; to which must be added £115.24 in the publications fund and £190.29 in the special trains account.

Stocks of the Branch's anniversary book, Ten Years On, were now exhausted. The sales of this book had brought us in a profit of £324 - part of which had been ploughed back into the production of new leaflets.

Members then enjoyed Russell Whipps' latest film - which captured the beauty of the Cambrian Coast Line and the Talyllyn and Festiniog Railways catering for the crowds of tourists who visit that part of Wales each summer.

Prospects for Rail Users was the title of a talk then given by our guest speaker, Richard Crane, from Bedford. Mr. Crane is a member of the RDS National Committee and one of the founders of the Bedford - Bletchley Rail Users' Association.

As a campaigner for better rail services, Mr. Crane said that he found his moods alternating between Pessimism and optimism. It was sad to see the run-down of stock, often with insufficient coaches to cope with peak demand. On the other hand, the first new DMUs for 20 years were now coming off the production line.

Prospects did not seem good when the Prime Minister boasted that she had not been on a train since taking office. Yet it was then revealed that she had used trains between London and Gatwick during the General Election campaign.

The Government had promised "no major closures", said Mr. Crane, which gave cause for optimism. However, he then cited closures which had taken place since 1979: Kilmacolm, Woodhead, March - Spalding, Woodside - Sanderstead; and the current threat to Bettle - Carlisle. What was a major closure? The closure of any line would also have an effect on traffic on those into which it fed.

Perhaps the greatest cause for optimism, however, was that the pro-rail lobby was now much stronger and better organised than it had been 20 years ago at the time of the Beeching Plan. Many people had accepted and indeed welcomed the Beeching cuts. Mr. Crane displayed a copy of the Daily Mirror from March 1963 which praised the Beeching Plan with the words, "It's tough, it's brilliant and it's right." He did not think the Mirror would take the same attitude towards widespread cuts today.

The volume of opposition to the Serpell cuts options showed that RDS and rail users' groups were succeeding in getting across the message that railways were an important national asset. The climate of public opinion was different from what it had been in the 1960s - "An awful lot of folk, from many different strands in society, have spoken out against Serpell." The Government appeared to have shelved the report, thanks to the volume of opposition; but we must not be complacent. It could still be brought in "bit by bit".

Mr. Crane then described how his own users' group had campaigned since its formation in 1980, paying tribute to the work of many East Anglian users' groups which had in fact inspired it. BBRUA's major achievement was the re-routing of Bletchley trains into Bedford Midland station, due to come into effect in May 1984. Three years ago, the Association had suggested this to the BR Area Manager and been told to "forget it". Now it was to happen!

Furthermore, Bedfordshire County Council, which had previously spent not a penny on the county's rail network, had now agreed to put up £25,000 towards the cost of a new halt to replace Bedford's ruinous St. Johns station.

Rail users should be polite, positive and persistent, said Mr. Crane, in pressing for improvements. He concluded, "If ever public opinion is moving in our favour, it's right now."

After a lively discussion session, a Vote of Thanks was moved by our Vice-Chairman Charles Taylor and heartily endorsed by all present.

RDS ON SHOW

Wheels '83, in Christchurch Park, Ipswich, on August 28th and 29th, was largely concerned with historic and modern road vehicles - but RDS and one other railway society reminded the many visitors that wheels can also go on rails! Our stall had a wide selection of RDS publications and BR literature, and many leaflets were distributed. The stall was manned at various stages over the weekend by Russell Whipps, Lewis Buckingham, Trevor Garrod, Desmond French, John Brodribb, John Page and Mike Farahar.

Halesworth Railway Bonanza: This event was visited by 400 people (Halesworth's population is just under 4,000) on October 1st and the organisers - who include our Branch Treasurer, Ian Carter, - plan to hold a similar event in 1985. At the event was an RDS stall with books, pens and leaflets.

Crown Point Open Day: this was undoubtedly the event of recent months, with thousands of visitors - some of them from well beyond East Anglia - viewing BR's new Crown Point Depot in Norwich on September 24th. An interesting array of locomotion stood outside the depot, bathed in bright sunshine (and later by an afternoon thunderstorm!): ranging from an O8 shunter to a class 86 electric, from D200 in its original livery to 70000 "Britannia".

Most of the interior of the depot was also open to the public, who were ferried to and from Norwich station by a 3-car DMU. Music was relayed over the depot's public address system, and the overall impression was of a well-organised day full of interest to both the enthusiast and the general public.

RDS mounted a large and well-sited stall, well-stocked with books, pens, leaflets etc., backed by exhibition material. Thanks to all the members who helped at various stages during the day.

NUR Conference: An RDS stall also greeted the 150 delegates to the NUR conference on the future of rail services in East Anglia, held at Ely Maltings on September 15th. Apart from union members, those attending the conference included local councillors (though Norfolk County Council was conspicuous by its absence), amenity groups, women's organisations and rail users' groups. RDS was represented by three delegates: Steve Wilkinson, Herbert Wakefield and Adrian Fawcett. Mr. Wilkinson was also one of the platform speakers, giving the consumer's point of view, alongside the management view (given by Eastern Region General Manager Frank Paterson) and union view (given by NUR General Secretary Jimmy Knapp).

Meeting with Divisional Manager: Our Chairman had a working lunch with Kings Cross Divisional Manager Bill Parker and three of his colleagues on September 9th; when Mr. Parker paid tribute to the work done by the Society and its associated groups in promoting rail usage in East Anglia. Mr. Parker has also accepted an invitation to address our Branch Meeting at Cambridge on June 2nd 1984.

Meeting with Group Services Manager: The Branch Secretary and Mr. E. Johnson of the ESTA committee had a useful meeting on September 7th at Saxmundham with Mr. John Wilson, BR's Group Services Manager, Liverpool Street.



Saturday October 29th: RDS REOPENINGS STRATEGY CONFERENCE

The Manor House, Kettering, Northants, 1.00 - 4.30 pm.
Our Branch Chairman, Mr.S.F.Wilkinson, will preside at this, the first such conference for three years, as part of RDS' national campaign for more station reopenings and experimental line reopenings. All members are welcome to attend. For details, including how to reach Kettering from East Anglia, please contact the Branch Secretary. Have you been on the Rail Link Coach

yet? If not, now's your chance!

Saturday November 5th: RDS Branch Committee meeting, Impington.

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

November 12th is also the date of the South East Lincolnshire Travellers' Assn AGM in the Parade Hotel, Grand Parade, SKEGNESS, starting at 1.45 p.m. There will be three guest speakers at this meeting, and RDS East Anglian members will be very welcome to attend. Skegness is reputed to be at its most bracing at this time of year...

Saturday November 19th: NENTA SPECIAL TRAIN from North Walsham, Worstead, Wroxham, Salhouse, Norwich and Diss to London, for Christmas Shopping. This will be a locomotive-hauled train, with buffet, leaving North Walsham at about 08.20, Norwich at 08.50 and allowing over 7 hours in London. Passengers from stations north of N.Walsham can get connections by scheduled DMU (Normal BR fare applies). Fare: £6.75 (child £5.75). Tickets from Mr.R.B.Davies, 36, Lighthouse Close, Happisburgh, Norwich, NR12 0QE.

Saturday December 3rd: YORKIE! RDS members in North Hertfordshire are organising a locomotive-hauled special from Hertford North, Watton-at-Stone and all stations Stevenage - Cambridge, then non-stop to YORK. Fares inclusive of refreshments (cold lunch; seasonal fare on way home) are £11.80 (child £7.90; pensioners £10.80) second class, £13.80 first class. For passengers not wishing the specially arranged refreshments, fares are £7.95 (children £5.95; pensioners £6.95) second class; £9.95 first class. Fares are the same for which ever station you use.

Bookings: Mr.M.J.Hadley, 34 Station Road, Letchworth, Herts (Tel:78668)

Please make cheques/POs payable to Mike Hadley. Mr. Hadley will also be delighted to hear from any member, especially in the Cambridge area, willing to help publicise the train and/or help on it.

Saturday January 7th 1984: RDS BRANCH WINTER MEETING in room 2, Ipswich Town Hall at 2.00 p.m. The first part of the meeting will be devoted to Branch business - including reports and discussion on what RDS and users' groups are doing locally and nationally. We shall then welcome, as guest speaker, BR's Project Manager (Anglia), Mr.M.E.K.Foulkes, to speak on ANGLIA ELECTRIFICATION. Mr. Foulkes will illustrate his talk with slides.

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

Saturday February 25th: RDS BRANCH AGM, Lecture Room, Central Library, Clapham Road, LOWESTOFT. In accordance with our new policy, the AGM will now be held in February or March each year, and generally in a town where we have not met before. A full agenda will appear in the next newsletter. Our guest speaker will be Don Mathew, Transport Campaigner of Friends of the Earth.

Saturday April 28th: RDS National AGM, Ely Maltings.

Saturday May 5th: NENTA Special Trains from North Walsham and Norwich to Carlisle, including trips on Worth Valley and the scenic Settle & Carlisle Line. For details, please send SAE to Mr.R.B.Davies (address above)

Saturday June 2nd: RDS Branch Spring Meeting, Cambridge, with BR Divisional Manager Bill Parker as guest speaker.

.....

BRECKLAND LINE USERS' ASSOCIATION: The AGM was held in Attleborough on September 28th, with an attendance of 16 including a welcome number of new members. Membership and finance have shown a welcome improvement, and the Association is clearly in the mood to go on fighting. The BR representatives who spoke were unable to promise any immediate improvements and forecast the loss of the new through trains from the line to London.

AROUND THE LOCAL USERS' GROUPS

ESTA: 175 people used the East Suffolk Travellers' Association DMU special from Ipswich and all East Suffolk Line stations to Cromer and Sheringham on Sunday July 31st. For the outward trip between Norwich and Sheringham, ESTA's 4-car train was attached to the scheduled 11.40, itself a 3-car unit. This meant that a 7-car train used Sheringham's diminutive halt. Is this a record?

At the beginning of October, ESTA issued a 5-page report giving its views on aspects of the East Suffolk modernisation scheme. This report has been sent to all relevant BR officials, councillors, politicians at national level etc. A few spare copies are obtainable from Mr.A.Hadingham, 55, Fair Close, Beccles (Please enclose foolscap SAE).

ESTA welcomes in principle the scheme, and asks BR to look at three ways of extending the service in May 1985, when the modernisation is complete: a late evening train, connecting off the 20.30 ex Liverpool St; a late evening train from Lowestoft to Beccles or Halesworth, at least on Fridays and Saturdays; and a service on Sunday morning and early afternoon throughout the year.

ESTA voices concern at the extent of track singling and suggests experimental single-track working, similar to the RDS proposal (cf. p.1). The withdrawal of the Lowestoft - Liverpool St, through service, scheduled for May 1984, is also attacked. BR management have given several reasons for not allowing locomotive-hauled trains on the line after modernisation is completed - the most plausible being speed restrictions which it is said would have to be imposed on them. ESTA gives answers to management's points and puts the case for experimental working of hauled passenger trains on the modernised line.

ESTA(Felixstowe): "An enjoyable, if dirty, time was had by all", according to the association's latest newsletter, on August 26th, when a group of members plus two local councillors "led an assault on the filth and litter outside and inside the station." The assorted rubbish filled a large skip - for which ESTA had to pay the local District Council £27.60.

Association secretary, and RDS Branch Vice-Chairman, Charles Taylor is "extremely pleased" with the outcome of the inquiry which has given the go-ahead to plans for a shopping complex in Felixstowe's redundant station buildings.

The Association had an attendance of about 100 at its AGM on October 11th, when a talk by Mr. John Wilson (BR Service Group Manager) was followed by a railway slide show given by Rev. Geoffrey Warren.

NENTA: The Association's latest special train, from North Walsham to Llandudno on September 3rd, carried 500 people and made a substantial profit. NENTA is now discussing with BR the question of repairing and repainting North Walsham and Cromer stations- for which the association would be prepared to donate a substantial part of the special train profits.

40 members attended the AGM in Cromer on October 12th, when an increase in membership to 160 was reported. Mr.Roy Pettitt (a founder member of NENTA) was elected Chairman; other Officers being Messrs. Dick Vincent (Vice Chairman), Ray Davies (Secretary) and Neil Buxton (Treasurer and Membership Secretary).

Guest speaker was Mr. Graham Eccles, BR's Norwich Area Manager, who stressed his intention to keep the Sheringham line in operation, and said that, if the East Suffolk Line modernisation proved successful, similar innovations were likely between Norwich and Sheringham. He warned that electrification work would mean a temporary lengthening of journey times between Norwich and London; and promised that BR would make efforts to "stave off coach competition" during what would, for them, be an awkward time. Once electrification reached Norwich, in 1987, some 20 minutes would be saved on the journey to London.

In a lengthy question and answer session, Mr. Eccles said that BR had had "a very, very good summer" on lines to the coast, thanks to the hot weather. He also promised that a new telephone-answering inquiry bureau would be opened at Norwich station in the New Year.

ENTA:Following its policy of holding meetings at intermediate points along the Norwich - Yarmouth routes, ENTA will hold its first ever public meeting in Lingwood, at the Village Hall, just south of the station, on Saturday October 29th at 7.30 p.m. All are welcome. A further meeting is planned for Reedham in December.

MORE SPECIAL TRAINS

A further 650 people have taken to the rails in two more of our special trains. On Sunday August 21st, 250 were carried on the RDS seaside excursion from Watton-at-Stone and other North Herts. stations. A pair of class 31 locos powered the train to Norwich, with good timekeeping despite some engineering work; with 37 041 taking over for Oulton Broad North and Lowestoft.

5 hours on the coast were enjoyed in warm summer weather. Stewards on the train were Mike Hadley (who masterminded the operation), Leslie Freitag, Trevor Garrod, Ben Le Vay and Eddie Graves. Excellent refreshments were provided by Valerie and family (who will also do them on our York special - cf.p4) All passengers signed an illustrated scroll to commemorate this first excursion from Watton-at-Stone since its reopening. It is hoped to hang the scroll in the village hall.

Over 400 passengers boarded the RDS/WyDRAC special from Dereham to Portsmouth on Saturday October 1st, including 300 from Dereham itself and 18 from Hardingham - the first time one of our specials has picked up there.

Unfortunately, the empty stock working arrived late from Stratford and our class 31 loco developed a fault, having to retire injured and be replaced by a class 33 at Woking. We therefore had just under 3 hours in Portsmouth instead of the 4 hours planned.

The longer journey time meant that WyDRAC's buffet (using a micro-buffet coach) did a roaring trade. 15 gallons of tea and coffee were consumed in each direction; and a group of stewards had to descend on a Portsmouth supermarket to replenish supplies of canned drinks, crisps etc. for the return journey.

RDS and its associated groups have run some 40 trains in or from East Anglia since 1978 and this was the first to suffer such delays. We have drawn BR's attention to the problems, whilst praising the many operating staff who, on the day, did their best to alleviate these. Meanwhile, WyDRAC members are considering running another long-distance excursion from the branch next year.

SUGGESTIONS FOR IMPROVED CROSS-COUNTRY SERVICES

Improvements to services between East Anglia and the Midlands and North West are suggested in a 4-page submission sent by RDS to British Rail in early October. A copy of the submission can be obtained from the Branch Secretary (Please send SAE). It is largely the work of Peter Wakefield, aided by a small sub-committee, discussed at two Branch Meetings and in consultation with many RDS and users' group members in our region and elsewhere.

Major suggestions are: the extension of Harwich - Peterborough trains to Nottingham and Sheffield; at least two through trains from East Anglia to Derby, Stoke and Crewe; a morning through train from Liverpool and Manchester to Ipswich and Colchester, with afternoon return working.

A shake-up of the Ipswich - Bury - Cambridge service is also urged, covering fares, publicity and timings, especially in view of coach competition. The aim should be to provide an hourly service on the route, alternately fast and stopping trains.

Refreshment facilities on all regular cross-country trains from East Anglia to destinations beyond Peterborough are also recommended in our report.

EASTERN SUFFOLK PUBLIC TRANSPORT GUIDE: Suffolk County Council has published a new edition of this Guide, at 45p. The Council deserves some praise for actually producing a Guide - unlike, say, its counterparts in Norfolk.

RDS wrote to the Council's Transport Co-ordinator on 16.9.83, commending the publication but suggesting 8 points at which the information was inaccurate or could be improved. A month later, our letter had not even been acknowledged.

Certain addresses are wrong (for the TUCC and BR Divisional Manager). There is no mention of BR Agents or users' groups. The major fault is a map of the local rail network, including or excluding lines on an apparently arbitrary basis. The Clacton branch is included, for example, but not the Walton branch. March - Spalding is included despite its closure last November! It must be assumed that Suffolk people never want to go to Lynn or Sheringham, since both lines are omitted. We have offered to design a new map for the Council, free of charge.

EAST ANGLIA BY RAIL

As mentioned in the last newsletter, RDS proposed to publish a book of this title at Easter 1984. There has been an encouraging response from members so far, with offers to write pieces on nearly all the rail routes in our region and offers by two members to provide photographs. Publication of the book will involve the Branch in an expenditure of up to £900, and we have had to ask for loans. Thanks are due to several individual and corporate members for offers of money, which by mid October totalled £345. In addition, the RDS National Committee has agreed to loan the Branch up to £100.

A sub-committee of Messrs. T.Garrodd, L.Hipperson, G.Roper, P.Lawrence and J.Brodribb has been set up to deal with this project. Quotations have been received from four printers and are currently being considered. It is planned to have the text and photographs finalised by January.

There are several ways in which other members can help with this, the Branch's most ambitious publication to date:

1. Suggesting an alternative title. If no one can suggest a better alternative by the beginning of December, EAST ANGLIA BY RAIL will be adopted.
2. Further offers of money. Contact Mr. Garrodd.
3. Advertising - if you have a business and would like to advertise in the book or if you can suggest a potential advertiser, please contact Mr. Lawrence at 75 Marlpit Lane, Norwich, NR5 8XN.
4. Photographs - black-and-white for inside, colour for the cover. We want a variety of photos - different types of train, if possible in scenic surroundings; people boarding trains, perhaps with bicycles or prams; historic buildings, e.g. Ely Cathedral, which are easily accessible by train; dramatic shots of the "East Anglian" storming up Belstead Bank; interesting contrasts like a modern container train against Bury St. Edmunds' curious towers. We hope to include about 30 photos. Please send any that you would like considered to Mr.G.J.Roper, 11 Causewayside, Fen Causeway, Cambridge, CB3 9HD.

Any other comments, suggestions, offers of help etc. should be sent to the Branch Secretary. All help will be acknowledged in the book.

RDS NATIONAL LEAFLETS

1. The general recruitment leaflet and "Watershed Year" leaflet are available in bulk from Mr.L.Freitag, 22, Cravells Rd., Harpenden, Herts, AL5 1BD.
2. "Stop The Highway Robbery NOW!" This leaflet has just been reprinted. It is a 4-page glossy one which seeks to point out the indirect costs of over-reliance on road transport, and the case for rail to have a greater share of transport investment. You can order it from the National Sales Officer, Mr.F.J.Hastilow, 21 Norfolk Rd., Sutton Coldfield, West Midlands, B75 6SQ.
3. WATTON-AT-STONE: The leaflet produced by RDS last autumn to celebrate the reopening of this station, and put the case for further reopenings, has been rewritten, including details of stations reopened this year, and incorporating an order form for "Bring Back The Trains". It is available from Mr. Hastilow or from the Branch Secretary.

HAVE YOU READ "BRING BACK THE TRAINS" YET?

RDS' book is the only detailed, comprehensive study of rail reopenings - achievements and proposals - nationwide. Send £1.60 (inc. postage) for your copy, to Mr. Hastilow at the above address. Bulk supplies (30% discount) from Mr.J.W.Page, 34, Hereward Close, Histon, Cambridge.

LOWESTOFT & NORTH WAVENEY LOCAL PLAN INQUIRY: The Branch Secretary presented the RDS and ESTA case at this inquiry. An evening session was held at Mr. Garrodd's request. He accused the District Council of placing unnecessary restrictions on any future developer of Lowestoft station site. District and County Councils have for years paid lip-service to the idea of a bus/rail interchange there. The Council contended that it would not allow "major shopping development" to be included in the site. The following day it was revealed that it was negotiating with a private developer keen on building a shopping complex elsewhere in the town, incorporating a new bus station.

NEWS OF MEMBERS

Welcome to more new members:

1. Mr. A. J. Webb, 7, Norfolk Street, Wimblington, March, Cambs.
2. Mr. M. G. Young, Tumbelwist, Foxton, Cambridge, CB2 6SP.
3. Mr. S. Binks, Auberries Farm Cottage, Bulmer, Sudbury, CO10 7DY.
4. Mr. and Mrs. E. W. Bridges, 94, Cannon Street, Bury St. Edmunds, IP33 1JU.
5. Mr. M. J. Jank, 54 Oliver Road, Bury St. Edmunds, IP33 3JQ.
6. Mr. R. Aran, 27 Heron Close, Salhouse, Norwich, NR13 6SB.
7. Mr. E. B. Bonner, 38 Duxford Rd., Whittlesford, Cambridge, CB2 4ND.
8. Mr. J. Saunders, Stockwell Gate, Whaplode, Spalding, PE12 6UE.

Please note changes of address:

Mr. G. J. Roper now at 11, Causewayside, Fen Causeway, Cambridge, CB3 9HD.
Mr. E. J. Eyre is about to move to 14 Holworthy Rd., Rawley Rd., Clover Hill, Bowthorpe, Norwich, NR5 9DG. Mr. Eyre has spent more than a year in hospital and convalescent home, but is now on the road to recovery (or should it be the line to recovery?). We hope that he will soon be fully mobile again, and able to resume the active role in RDS affairs that he played before his illness.
Mr. E. J. Graves is to be congratulated on gaining a place at Hull University. His term-time address is Reckitt Hall, The Lawns, Cottingham, North Humberside. Eddie has been a keen and active member of our Branch and also does good work for the Society's Reopenings Sub-committee, of which he is a member. We wish him all the best in his studies and look forward to seeing him during vacations.

HAVE YOU PAID YOUR RDS SUBSCRIPTION?

Your membership card should tell you when it is due. You should also receive a reminder with the national Rail Development News. Send your subs. to Mr. L. Elias, 78 Rochford Gardens, Slough, Berks, SL2 5XJ. Current rates are £5 for individuals, £3 for students and pensioners, £2 for students under 18; £5 plus £1 per member of household is the family rate; while corporate membership is £6 (£5 for voluntary bodies and Parish Councils.)

We are all human, and we all occasionally forget things - but the more time and money the Branch Committee has to spend reminding members who become overdue, the less we can spend on fighting for better rail services!

NEWSLETTER: WHAT DO YOU THINK OF THE NEW STYLE?

We have had a change of printer and format, as the former duplicating facilities are no longer available. The Branch Committee will be interested to receive members' comments on this new-style journal - complimentary or otherwise!

FARE EVASION: The Branch Secretary had a free ride on the 11.32 Inter-City train between Norwich and Wymondham in late August. There was no travelling ticket inspector on board and the guard was unable to issue tickets. Mr. Garrod posted his 65p to the Area Manager with a suitable letter. Have other members had similar experiences?

NORTH NORFOLK RAILWAY: The North Norfolk Railway will be running steam-hauled Santa Specials on Saturdays December 10th and 17th; Sundays December 4th, 11th and 18th. On Sundays, NNR trains connect at Sheringham off the 11.40 and 14.00 from Norwich; and on Saturdays off the 13.58. For booking form, apply to NNRly, Sheringham Station, Sheringham, NR26 8RA. Mark envelope "Santa Special".

TEN YEARS AGO (From Branch Newsletter no. 8, December 1973)

BR introduced an extra evening train from Cambridge (dep. 19.03) to Newmarket and beyond, in recognition of increased usage following the publicity efforts of the local users' group.

It was announced that a Motorail service would be introduced between Cambridge and Edinburgh the following summer. Some Society members felt that it would be more useful to start this from Harwich.

BR Divisional Manager Gordon Clarke was guest speaker at the Branch's meeting on freight in Ipswich on November 3rd.