

RAIL EAST

RAILWAY DEVELOPMENT SOCIETY
EAST ANGLIAN BRANCH
NEWSLETTER no. 51

Summer 1984

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

EAST ANGLIA BY RAIL LEADS THE WAY

What some of the many reviews said:

"A fascinating rail-based guide"

"A regional guidebook with a difference."

"The ideal companion for any person taking advantage of British Rail's Anglia Ranger Tickets."

"Quality is staring you in the face."

In just three months, 2,500 copies of the Railway Development Society's book EAST ANGLIA BY RAIL have been sold or are on sale at bookshops - a bigger success in such a short time than any previous RDS book, national or local.

Apart from bookshops from Hatfield to Sheringham, from Ipswich to Wisbech, copies have also been ordered by libraries and schools, and by individuals from Scotland to Cornwall.

If you have not yet bought a copy, you can still do so from Peter Lawrence, 75 Marlpit Lane, Norwich, NR5 8XN. It costs £1.50. Mr. Lawrence can also supply bulk orders.

We have shown that there is a clear demand for a guidebook that encourages people to visit a region by rail - with some optional extra travel by bus, bicycle and on foot. In the autumn, work will start on a second, updated edition for 1985.

Meanwhile, other RDS Branches are following East Anglia's lead. Plans are afoot to produce WEST MIDLANDS BY RAIL and KENT & EAST SUSSEX BY RAIL by the RDS Midlands and London & Home Counties Branches respectively.

A little nearer home, members of the new RDS Lincolnshire Branch (due to be officially inaugurated on October 13th) have started work on LINCOLNSHIRE BY RAIL. Any East Anglian Branch members willing to help with this publication (e.g. by loaning money, photos) should contact Trevor Garrod in the first instance.

REVIEW OF RURAL RAILWAYS: 8/10

A jointworking party of British Rail and the Association of County Councils produced this report in early July. It contains a lot of sensible recommendations: for instance, why should railways need to be fenced in arable or remote areas? Or that the cost of maintaining listed railway buildings or other structures should come from Government aid, separate from the Public Service Obligation payment given to BR to run its provincial services. The reports also repeats points made by our Society over many years, in favour of simplified level crossings and new diesel trains.

It also considers reopening lines to passengers and argues for "a less rigidly defined approach" to the financing of these.

Unfortunately, amid the various constructive suggestions also lurks the hoary old chestnut of replacing some train services by buses. As the RDS Branch Secretary pointed out in an interview on Radio Norfolk and in a letter in the Eastern Daily Press, this idea was totally discredited in the 1960s, when rarely more than 20% of former rail users turned to the replacement buses, which were themselves usually withdrawn after a short period.

RDS views on the good and bad points in the Review are being sent to all County Councils, and to BR, together with a copy of our 1977 book, CAN BUS REPLACE TRAIN? (Still available @ 45p inc. postage.)

RDS BRANCH MEETING CAMBRIDGE SATURDAY JUNE 2ND

Guest speaker at our Spring Meeting was Mr. Bill Parker, then Kings Cross Divisional Manager of BR (The Divisions have now been phased out, leaving a Regional and Area structure of BR management, but Mr. Parker is still with BR)

Mr. Parker concentrated, in his talk, on developments in his Division, which covered the western half of East Anglia; and considered that BR was responding well to changing markets - something it had not always done in the past.

He reviewed local traffics and operation in some detail, announcing that the recently approved Cambridge electrification scheme should be completed by 1987. In the more immediate future, he predicted improvements in carriage cleanliness once the new washing facilities were open at Cambridge at the end of June. BR were conscious that the state of cleanliness on the Bishops Stortford route compared unfavourably with the "glowing" Great Northern electric. Sometimes, he added, BR were at the mercy of contractors who did not complete work on time. For instance, the Crown Point depot at Norwich had been handed over to BR by the contractors in October 1982 just 8 hours before it was due to be fully operational!

The Kings Cross Division generated 2,500,000 tonnes of freight per annum, worth £15,000,000. This included 36 company trains and 35 Freightliners. The biggest single traffic was mineral (from Fen Drayton and Middleton). It was unfortunate that the depression in the glass industry was affecting the amount of industrial sand being carried from Middleton Towers (usually 250,000 tonnes per annum); but he added that a further 200,000 tonnes of sand and gravel was possible from another point in the Division (he would not say where) in the near future.

Mr. Parker was confident about BR's ability to win back traffic lost in recent years, e.g. ICI fertilizers in bags. He expected another section 8 grant to be announced soon in the Ely area, and was particularly pleased with the section 8 grant for Welwyn Garden City, which was to be a very large break-bulk depot with Inland Custom Clearance.

Grain was doing very well and BR were even considering a new grain silo siding off the East Coast Main Line with a section 8 grant. While chemicals and international freight were doing well, the transport of metals had dropped off - "not because of BR ineptitude but because of market collapse."

While not taking sides on the need for Sizewell B power station or an enlarged Stansted Airport, Mr. Parker was confident that BR would carry the bulk of the building materials.

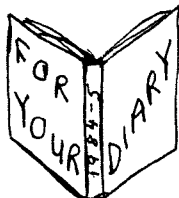
On the passenger side, Mr. Parker spoke of moves by Fenland and West Norfolk District Councils to provide money (which BR would match £ for £) for improvements to March and Kings Lynn stations. Improvements to car-parking were planned for Cambridge, Audley End, Peterborough, Kings Lynn and Huntingdon stations.

Mr. Parker made two suggestions for action by RDS: to help publicise BR's efforts to cater for the disabled; and to press for a national fund to help BR preserve those of its buildings, structures etc. which were "part of the national heritage."

Questioned by members on the ban on passenger excursions between Cambridge and Swavesey (the former St. Ives line - on which RDS had previously run four specials), Mr. Parker gave a public assurance that engineering problems had now been overcome and passenger excursions would again be allowed.

Mr. Parker was also urged to give very careful consideration to the continued conveyance of prams and bicycles on Great Northern electric trains - on which BR proposes to introduce single-manning. He promised to press for "urgent consideration" of the problem.

(Thanks to Peter Wakefield for his detailed notes on which the above report is based.)



Sunday August 26th: NENTA special train from North Walsham, Worstead, Wroxham, Salhouse, Norwich, Wymondham, Attleboro', Thetford and Ely to BATH, BRISTOL and WESTON-SUPER-MARE. The train will leave North Walsham at about 7.00 and allow over 4 hours at Weston (more at Bath and Bristol) It costs £13 (Children £10). Travellers' Fare buffet. Bookings to Ray Davies, 36 Lighthouse Close, Happisburgh, Norwich, NR12 0QE. (SAE, please)

Saturday September 1st: RDS Reopenings Sub-committee, Birmingham.

Saturday September 15th: RDS National Committee, Birmingham.

Sunday September 16th: RDS/WyDRAC SPECIAL TRAIN from Dereham and all stations to Norwich, to GLACTON (Connection, at no extra charge, from Thorpe-le-Soken to Frinton and Walton.) This will be the fifth seaside special from the Dereham line since 1978 and a chance to sample the delights of the Essex sunshine coast without the hassle of the high-season crowds.

The fare is £5-50 (children £4) and the train should leave Dereham at about 8.00. Tickets are obtainable from Colin Newman, 2 Ascot Gardens, South Green, Dereham. (Tel:4772) SAE, please. Cheques/POs payable to WyDRAC.

Any offers to help publicise this train (e.g. distribute leaflets, put up poster) will also be gratefully received.

Saturday September 22nd: RDS AUTUMN BRANCH MEETING

This will be held in the Edmund Bacon Room, Assembly House, Norwich at 2.00 p.m. The Assembly House is next to the Theatre Royal, 100 yards from the market place.

There will be reports and discussion on what RDS and its associated groups are doing locally and nationally and plans for the coming year.

In the second half of the meeting, there will be a showing of a video recording of the recent television BRASS TACKS programme on juggernauts, presented by our member Nicholas Hammond. This programme made controversial revelations about the indirect costs of heavy road transport. After the showing, there will be a discussion of the issues raised.

Saturday September 29th: RDS Freight Sub-committee, Littlehampton.

Saturday October 13th: NENTA special train from North Walsham etc. for Blackpool Illuminations. Adults: £11.75. Children £9.25. Details from Ray Davies (address above.)

NENTA: The North East Norfolk Travellers' Association plans to hold its AGM at Cromer in early October. Watch for announcements locally. Meanwhile, the association is meeting the BR Area Manager on July 25th to voice its concern about some aspects of the current Sheringham line timetable.

NORTH HERTFORDSHIRE/SOUTH CAMBRIDGESHIRE

Our member Mike Hadley hopes to arrange another special train from stations on the Cambridge - Hitchin line to Bath and Bristol on a Saturday in October, and is awaiting confirmation of stock and route from BR. Requests for details, and offers to help, should be sent to Mike at Silver Birch Cottages, 34 Station Road, Letchworth, SG6 3BE.

He also hopes to run a Christmas Shopper Special from this line to Lincoln and York in early December.

Saturday April 20th 1985: RDS National AGM at Unity Hall, Wakefield, Yorks.

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CALLING BRECKLAND MEMBERS...

On Sunday September 9th, some 5000 people are expected to attend the Norfolk Games in the Breckland Sports Centre, Thetford. Voluntary bodies are invited to have a stand there, free of charge, and our member Gordon Knott has agreed to set up an RDS stand, with books, pens, leaflets, exhibition material etc. Any member willing to help man the stall, or help run the Breckland Line Users' Assn. please contact Gordon at 2 Station Cottages, Eccles Rd., Quidenham, Norwich. (Tel: Quidenham 659)

RAILWAYS "A VITAL ASSET IN ANY PROGRESSIVE SOCIETY"

These were the words used by East Suffolk Travellers' Association Chairman Albert Godfrey when he welcomed guests to the reception organised by the association on the evening of Friday June 1st.

On the very same evening 125 years earlier, the Directors of the East Suffolk Railway Company had sat down to a banquet at the now-demolished Royal Hotel in Lowestoft. It is not known who paid for this or what guests, if any, were invited.

Five generations later, ESTA hired St. Marks Church Hall, next to Culton Broad South Station, for a reception attended by members of its own committee, local MP Jim Prior, BR Divisional Passenger Manager Theo Steel, the Chairmen of Waveney and Halesworth Councils, the Mayor of Beccles, representatives of other local councils, rail unions, Women's Institutes and other local bodies.

A group of ladies and gentlemen in Victorian costume also graced the proceedings. Some of them bore a certain facial resemblance to local ESTA and RDS members.

After speeches and toasts, a delicious buffet was enjoyed by all present.

The reception was just one of a series of events organised by ESTA to mark the anniversary of the line and publicise its facilities locally. Three exhibitions were also laid on - in Beccles, Halesworth and Woodbridge libraries - some of them using RDS material. The Beccles exhibition attracted so much interest that it was repeated for a fortnight in July and plans are now being made to show it in Lowestoft Library. A stall on Lowestoft station, with BR, RDS and ESTA literature, was manned by local members on June 2nd.

Culmination of the celebrations was a special train from Lowestoft and all East Suffolk stations to Didcot, Bath and Bristol on Sunday June 10th. This carried 350 people in warm summer weather on a grand, if slightly off-beat, tour of Liverpool Street, Upper Holloway, Kew, Ascot, Reading and Melksham - thanks to an unusually large amount of Sunday engineering work in the London area and on the Western Region. Equal numbers of passengers spent the afternoon in Bath and Bristol.

ESTA's other main contribution was the publication of a 12-page illustrated booklet 125 Years Young - giving a brief history of the line, including the fight to save it from the Beeching axe in the 1960s, and some consideration of its future. The booklet is an ideal souvenir of this important anniversary and can be obtained for 55p (inc. postage) from the Branch Secretary.

BR's contribution to the celebrations included large posters and glossy leaflets with the slogan "Many Happy Returns" and plastic shopping bags with the same message. A special fare of £1-25 maximum was also introduced on the line for a 4-week period in May and June. At Lowestoft station, the staff decorated the concourse with flags for the ten days of the main celebrations.

ANY MORE ANNIVERSARIES?

We may not be able to get the flags up again on Lowestoft station until 1997 - which will be the 150th anniversary of the coming of the railway to the town (from Reedham); but other lines and stations in East Anglia will probably reach important anniversaries before then. Anniversaries always provide a good opportunity to arouse local interest in rail services, and the Branch Committee is always pleased to receive suitable suggestions from members, for events that could be mounted by RDS and/or local users' groups.

TRANSPORT PAGEANT

RDS had a stall, manned by John Brodribb, Russell Whipps and Lewis Buckingham, at this event in Christchurch Park, Ipswich, on the weekend of July 16th and 17th.

TALK AT NEEDHAM MARKET: Trevor Garrod gave a talk on public transport and the responsibilities of local authorities to Needham Market Liberal Association on June 18th.

EAST NORFOLK TRAVELLERS' ASSOCIATION

20 people attended the Annual General Meeting of ENTA in Acle on June 29th, representing Yarmouth, Acle, Lingwood and Reedham.

Chairman James Apsey, in his report, noted the association's achievement of a later Sunday evening train from Yarmouth to Norwich via Acle; and its unsuccessful resistance to the withdrawal of the evening through train from London. He renewed ENTA's call for electrification of the Wherry Line, once the wires had gone up from Ipswich to Norwich in 1987; and challenged BR to end the uncertainty about whether they proposed to close the Reedham - Yarmouth section.

A healthy balance sheet was presented, with membership having risen to almost 100. Those elected were: Chairman - James Apsey; Vice-Chairman - Mike Taylor; Secretary - Peter Warner; Treasurer - Eric Woodward; Publicity Officer - Steve Hewitt; Committee - Keith Watts, Steve Topasna, Mr. Stoker.

Trevor Garrod reported on RDS activity nationally and locally, stressing some recent achievements of the Society and its associated users' groups. He emphasised that we preferred to spend our time promoting rail transport (by publications like East Anglia by Rail and East Suffolk Travel; campaigning for more rail freight; feeding ideas to BR management and local authorities; running special trains.) - but were keeping the RDS Anti-Closure Fund stoked up (it contained over £240 at present) in case we needed to fight further closures, such as Reedham - Yarmouth.

BR Area Manager Graham Eccles then answered a range of questions about local services. He contended that a decision would have to be taken on whether to spend "a seven-figure sum" on renewing the track between Reedham and Yarmouth next year. Local traffic between Cantley, Reedham and Yarmouth brought in £17,000 in a year.

Mr. Eccles conceded that, on summer Saturdays, it would not be possible to run the same level of service to Yarmouth as at present, if the Reedham & Yarmouth section were closed. The long-distance trains to and from Yarmouth would also, in some cases, have to function as local trains.

If the 23.00 N orwich - Yarmouth were routed via Acle (giving Acle and Lingwood a late night service from the city, which they did not at present enjoy), this would cost about £8000 a year in extra staffing.

He announced that Brundall Women's Institute were helping BR with refurbishment of the station garden, and he was prepared to consider similar schemes elsewhere.

About 7,000 people passed through Yarmouth station on a summer Saturday; and BR would continue to run holiday trains there from the Midlands and North "as long as rolling stock and locomotives are available." He did not see good freight prospects for Yarmouth, but did see favourable ones for Lowestoft.

Mr. Eccles also held out the prospect of Day Returns between Norwich and Yarmouth, and other staffed stations, once the Open Station concept had been fully discussed with the staff.

Publicity Leaflet for Line: ENTA has also published a 4-page publicity leaflet for the Norwich - Yarmouth lines, to encourage holidaymakers and daytrippers, in particular, to use it and stop off, perhaps, and sample the attractions of such places as Brundall, Reedham and Berney Arms. The leaflet is free (SAE appreciated) from Steve Hewitt, 103 Century Road, Gt. Yarmouth, NR31 0BS.

EAST SUFFOLK TRAVELLERS' ASSOCIATION

Despite the hectic life experienced by many ESTA members at the time of the anniversary celebrations for the line, they have also found time to compile the 16th edition of East Suffolk Travel and distribute it in 3,000 copies; to make comments on the Beccles Local Plan, especially in the sphere of bus/rail co-ordination; and, with BR permission, to make plans to tidy the gardens at Beccles station. ESTA's suggestions for a public address system at unstaffed stations has been referred to BR's S & T department at York.

PAYTRAIN GUIDES

Last winter we expressed concern to BR that pocket timetable leaflets for individual lines (Paytrain Guides) were no longer being produced in East Anglia (cf. Rail East no. 49, p.6)

It is pleasing to report that, in addition to the free East Anglia timetable booklet, Paytrain Guides have now reappeared this summer; though not apparently in such large quantities as previously.

PLATFORMS

Stowmarket: Construction work has now been completed at this station, which now boasts a modern concrete **footbridge** and platforms lengthened in the Ipswich direction. An effort has also been made to blend the new walls along the platform extension with the brickwork of the 1840s station building.

Diss station is now receiving similar treatment.

The up platform at Brundall Gardens is being reconstructed in concrete.

It's good to see that BR now have some cash to spend on better platforms. We could suggest a few more desirable improvements - like the notoriously low platform on the down side at Halesworth, which could be raised, and a similar case at Ely.

How about a new platform at Sheringham also? The existing one is of similar construction to that of Brundall Gardens, but is used by rather more passengers ...

SUDBURY

The RDS/SMTUA special train from Sudbury to Sheringham on July 1st unfortunately had to be cancelled. The fare which we were obliged to charge to cover costs did not attract sufficient custom to fill a 2-car DMU; though the experience on previous occasions has shown that, given an attractive fare, there is certainly potential for seaside specials from the Sudbury branch.

SPONSORED CYCLE RIDE

A magnificent £122-17 was raised - considerably more than any previous sponsored cycle or train rides by the Branch. The three Branch members who cycled to Netheringham (Lincs) on May 19th, as part of National Bike Week, were Clara Zilahi, Eddie Graves and Trevor Garrod. Between them they covered 178 miles, and were met by the Chairman of Netheringham Parish Council and his colleagues, for refreshments, before boarding trains home at Netheringham station (reopened in 1976).

Thanks to all members who sponsored one or other of the cyclists. If any other member had meant to sponsor them and forget to send in money, it can still be sent.

The money was allocated according to the wishes of the individual cyclists and cheques have been sent as follows:

£46-45 to the RDS Anti-Closure Fund

£44-70 to the Wymondham - Dereham Rail Action Committee

£14-35 to the Settle - Carlisle Joint Action Committee.

The remainder has been divided between the East Anglian and Yorkshire Branches of RDS to promote reopening projects.

EXHIBITIONS

What have the following in common: Kings Lynn, Yarmouth, March, Sudbury, Woodbridge, Lowestoft, Beccles, Norwich, Ipswich, Thetford, Colchester?

They are all places where the RDS exhibition - or part of it - has been shown since 1975. Part or all of the exhibition has also been shown in about a dozen other East Anglian towns, usually in the Library. The material is being continually updated, and can be shown in these places again as well as, we hope, in towns where it has never been shown - such as Clacton, Diss, Ely, Littleport and Brandon. Any member interested in helping to mount it in his/her locality should contact Lewis Buckingham, 25 Drury Road, Colchester, CO2 7UY.

YORKSHIRE ADVENTURER: RDS SPECIAL TRAIN FROM COLCHESTER

Between 7.30 and 9.00 in the morning sunshine of Sunday June 24th, people were gathering on the platforms of Colchester, Manningtree, Ipswich, Needham Market, Stowmarket, Elmswell, Thurston, Bury St. Edmunds, Kennett and Ely.

350 of them boarded our Inter-City train for what was the first excursion from some of these stations for several years. The train was pulled, appropriately, by class 47 loco "County of Essex", sporting a smart red headboard designed and made by our member Steven Binks.

The Travellers' Fare steward was not able to board the train until Ely, but was doing a steady trade by the time we were speeding up the main line, to drop passengers at York, Malton and Scarborough. 83 passengers at Malton were met by two buses to the North Yorks Moors Railway, for a trip on this scenic steam line.

We were blessed with bright, warm weather and, thanks to the efficiency of ER's operating staff, actually arrived back in Colchester a few minutes early! There was a happy atmosphere on the train, large numbers of RDS books and raffle tickets were sold, five new members enrolled and many suggestions were received for possible excursions from these stations in 1985.

Thanks to the members who sold tickets; and to all the team who acted as stewards on the train: Steven Binks, Lewis Buckingham, Russell Whipps, Charles Taylor, Jennifer Adams, Trevor Garrod, Bryan Moss, Nigel Wheeler and Anthony Barfield.

WISEBECH GOES INTER-CITY!

It is not known for sure when a 2,600 horsepower diesel locomotive last hauled an Inter-City train including buffet car into Wisbech - and, if one ever did, it was certainly not into the goods bay, as happened on July 1st.

The 200 passengers gathering on that bright Sunday morning saw the class 47 appear round the curve with its coaches, run round them and back the train into the bay which has been used for the six RDS excursions from the town since 1978 (The passenger station was demolished soon after closure in 1966)

Punctually at 8.30 we set off, taking about 40 minutes to pass along the branch. Further passengers were picked up at March, Whittlesey and Peterborough before we made a spirited run up the East Coast Main Line to York (where about a third of the passengers alighted) and on to Scarborough.

Ours was one of two RDS specials in the Yorkshire resort that day - the other being organised by our Northants. members from Kettering and Corby. This carried 300 passengers and was the first excursion to serve Corby since it closed to passengers in 1966.

A good run back to Wisbech was enjoyed, with the arrival back just a few minutes late in the goods bay where ER had provided temporary lighting. Much of the credit for the success of this train must go to our local members Ian Brakewell, John Goose and John Saunders, for their extensive publicity work in Wisbech and Whittlesey; as well as for efficient stewarding on the day. We are also grateful to Catours of Wisbech and Whittlesey Travel Centre for selling our tickets.

EURO-QUESTIONS

RDS wrote to all twelve candidates in the four East Anglian constituencies during the recent Election for the European Parliament. Nine of the twelve replied, mostly in some detail, and Mr. David Curry (elected as MEP for North East Essex) has offered to meet us. We asked the candidates' views on the Channel Tunnel, rail links to the ports, lorry weights and transport co-ordination. An analysis of their replies is available from the Branch Secretary (SAE please.)

FREIGHT NEWS

Cherry Hinton: Our Chairman has been in correspondence with ER over a possible 100,000 tonnes of cement clinker being brought to the Blue Circle Cement Works by rail from Kent.

Royston: In its first full year of operation, grain merchants Sherriffs hope for a turnover of 75,000 tonnes from their rail-served store at the former oil terminal.

NEWS OF MEMBERS

Welcome to more new members:

1. Mrs. L. Knight, 2 Everitt Road, Oulton Broad, Lowestoft, NR33 9JP.
 2. Bishops Stortford Season Ticket Holders' Assn., Mr. C. Gysin, 4 Matching Lane, Bishops Stortford, Herts.
 3. Mr. P. Tracey, 27 Station Road, Letchworth, Herts. SG6 3BB
 4. Mr. J. D. Moore, "Nuholme", Thre Street, Rishangles, Eye, Suffolk, IP23 7JZ
 5. Mr. K. J. Doe, 6 Tweed Street, Huntingdon, Cambs. PE18 7QZ.
 6. Mr. B. T. S. Harper, 5 Warwick Ave., Halesworth, IP19 8PZ.
 7. Mr. N. A. Mackenzie, 41 Benslow Rise, Hitchin, Herts, SG4 9QY.
 8. Mr. A. McGowan, 4 Lancaster Drive, St. Ives, Cambs. PE17 4YE
 9. Mr. and Mrs. R. J. Morland, 4 Ascot Rd., Royston, Herts. SG8 9JD.
 10. Mr. and Mrs. S. R. Smith, 1 Laxton Close, Eaton Ford, St. Neots. PE19 3AR.
 11. Mr. L. Winter, 85 Searle Street, Cambridge, CB4 3DD
 12. Mr. K. P. Hubbard, 18 Skelton Rd., Diss, IP22 5PW
 13. Mr. J. Fisher, 22 Manor Rd., Saxmundham, IP17 1ET.
 14. Mr. B. M. Brown, 22 Croft Lea, Little Waldingfield, Sudbury, CO10 0SL.
 15. Mr. G. C. Miller and son, 4 Hargrave Avenue, Needham Market, IP6 8ES.
 16. Mr. T. Newman, 5 Duckamere, Bramford, Ipswich, IP8 4AH.
 17. Mr. G. J. Furness, 54D, London Rd., Ipswich, Suffolk.
 18. Mr. A. K. Robertson, 56C, Whitting Street, Bury St. Edmunds, IP33 1NP.
 19. Ms. Jean Glasberg, 45 Eltisley Avenue, Newnham, Cambridge, CB3 9JQ.
- Mr. D. A. Sherlock has moved to 31 Cavendish Ave., Cambridge, CB1 4UR
 Mr. G. P. Mutton has moved to Holly Cottage, Wymondham Rd., Wrenningham, NR16 1AT
 Mr. P. Goldring has moved to 24A, Yarmouth Rd., North Walsham, NR28 9AT.

Congratulations to our member Adrian Fawcett on attaining his degree from Southampton University. He is shortly moving to Cwmbran, Gwent, to work, having been an active member of our Branch for several years. We are sure that RDS will continue to benefit from his knowledge and experience in Wales and at national level, where he is Secretary of our Branches & Areas Committee.

TACKLING GROWER PAINS

The steady growth of RDS (which now has 1,400 members nationally) shows that more and more people see the need to campaign for better rail services and promote the advantages of rail transport.

However, growth brings problems, and the National Committee is having to tackle these as well as continuing to encourage expansion. (It must be remembered that RDS has no paid officials). At its meeting in Cambridge on July 14th, the National Committee therefore took 3 decisions:

1. RDS DEVELOPMENT APPEAL - to enable us to computerise more of our routine business. Interest-free loans are invited from members and should be sent to Steve Wilkinson (address on p.1) from whom further details are obtainable.

2. SPECIAL GENERAL MEETING - following a written request by 25 members, a Special General Meeting will be held, probably in November, to overhaul the constitution (written when we had under 500 members) and consider other changes to cope with increased membership.

3. RAIL DEVELOPMENT ENTERPRISES - to take steps to set up a limited company to run special trains and certain of the Society's other commercial activities. Two East Anglian Branch members (Mike Hadley and Trevor Garrod) are on the working party to prepare for RAIL DEVELOPMENT ENTERPRISES, which will probably commence operations on January 1st 1985.

TEN YEARS AGO: From Branch Newsletter no. 11, August 1974:

We took up with BR the question on inadequate and uncomfortable DMUs on the Norwich - Birmingham service and were assured they were doing their best to get improvements, adding, "the possibility of hauled stock on this route cannot be ruled out."

TWO EXTRA STATIONS IN EAST ANGLIA - Roughton Road (Cromer) and Melton (near Woodbridge) should open and reopen respectively in October. Watch for local details. Full reports on them in next RAIL EAST.