



RAILWAY DEVELOPMENT SOCIETY
EAST ANGLIAN BRANCH
NEWSLETTER no. 52

Autumn 1984

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

NORWICH MAIN LINE: A VICTORY FOR COMMON SENSE

The main line from London to Norwich, due to be fully electrified by May 1987, is to remain double track. British Rail have dropped their controversial cost-cutting proposal to single 9 miles of it in the Diss area.

The Railway Development Society immediately wrote to BR, congratulating them on "a wise decision" and adding, "We are certain that the relatively small extra cost of this decision will be more than justified by increased reliability of the service and consequently extra revenue."

It was early in 1982 that Mr.W.P.Bradshaw, then Director of Strategic Development at the British Railways Board, floated the idea of singling part of our main line, and the RDS voiced its concern to him. In December 1983 we met BRR officials at Liverpool Street to express concern again, and have taken every other opportunity to do so - as have such bodies as the Transport Users' Consultative Committee and the rail unions.

It is encouraging to see that, on some issues, BR are prepared to think again.

ELECTRIC PETERBOROUGH

Another major city in our region, Peterborough, will gain electric trains by 1989, as part of the £306 million East Coast Main Line electrification scheme announced at the end of July. RDS has constantly pressed for this scheme - which will benefit not only long-distance passengers to Leeds, Newcastle and Edinburgh; but also users of Huntingdon, St. Neots, Sandy and Biggleswade stations in the west of our region, which can expect electric multiple unit trains direct to London. The use of these rapidly accelerating electric units also strengthens the case for reopening a few stations, notably Arlesey.

Our Branch Chairman Steve Wilkinson welcomed this major investment scheme in an interview with BBC Radio Cambridgeshire.

NENTA SPECIALS

Our corporate member the North East Norfolk Travellers' Association has continued to demonstrate the market for good-value, well-organised rail travel for leisure, by running another special train from North Walsham and other Sheringham line stations on Sunday August 26th. 410 passengers were carried on this Inter-City train to Bristol, Bath and Weston-Super-Mare.

On October 13th, NENTA is due to run its last special of the season, to Blackpool for the Illuminations, and the train is already fully booked.

NENTA Secretary Ray Davies has had to buy a computer to help him with the administration of these trains; and has four planned for 1985, all from North Walsham: April 6th to Harrogate and York; April 20th to Haworth and Carlisle; May 10th/11th to Fort William and Mallaig; and September 28th to Aberystwyth.

For details, when available, send a stamped addressed envelope to Ray at 36 Lighthouse Close, Happisburgh, Norwich, Norfolk, NR12 0QE.

OTHER SPECIALS PLANNED: We are also discussing quotations received from BR to run further RDS special trains in 1985 - probably one each from Dereham and Swavesey; and one from Colchester, Ipswich and St. Edmunds Line stations. It's all part of our work to attract and keep East Anglians (and as much of their freight as possible) on the rails!

RDS AUTUMN BRANCH MEETING

A variety of topical issues were discussed at the Autumn Meeting in the Assembly House, Norwich on Saturday September 22nd. In particular there was detailed consideration of BR's proposals for track singling in East Anglia, and a summary of our agreed comments is given on p. 5 of RAIL EAST.

The second half of the meeting was devoted to a showing of a one-hour video recording of the television "Brass Tacks" programme on heavy lorries shown earlier this year.

The programme highlighted many points that our Society has made for several years: e.g. that juggernauts do not cover their cost to the community - each heavy lorry receiving effectively a £900 hidden subsidy even by the conservative reckoning of the Department of Transport.

The indirect costs were also well explained: like vibration damage to houses (whose owners, of course, had no legal recourse to damages from the lorry owners!) and fractures to water and gas mains.

Insufficient law enforcement and widespread flouting of safety regulations by some drivers were also exposed.

It is a sad comment on our national transport policies (or lack of them) that during the 1970s the amount of freight to be sent around the country decreased slightly and yet the number of juggernauts increased - and the programme pointed out that the average juggernaut ran 50% empty!

Although the programme had little to say about the rail alternative for heavy long-distance freight; the contrast between the political and financial attitudes to each was clear to many of us. Juggernaut-damaged motorways built 20 years ago have to be virtually rebuilt before the end of their projected lives; while BR are forced to consider closing railways because structures built 100 years ago need renewing!

Our member Nicholas Hammond, who had recorded the programme, suggested that RDS should, in its ongoing campaign to get more freight off the roads, do more to enlist the support of motorists who have to share the roads with 50-tonners.

The RDS Rail & Road Sub-committee is the best placed to initiate such a campaign; and any member interested (especially if also a member of the AA or RAC) should contact the Secretary of that Sub-committee, Andrew Oldfield, 14 Long Lane, Worrall, Sheffield, S30 3AF.

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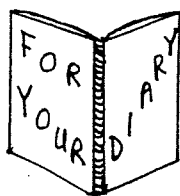
The "Brass Tacks" video brought home again the powerful vested interests against whom we in the pro-rail lobby often have to campaign - and campaigning costs money. It is as well to reflect on how we in RDS get our money.

Members' subscriptions remain the largest single source. 80% of these are allocated to national funds, and only 20% (i.e. £1 a year for the average member) come to the Branch.

The East Anglian Branch has three accounts. Two of these are for charter trains and publications respectively. Each currently contains a 3-figure sum but we wish to keep this money for contingency purposes. Sometimes a leaflet needs to be produced at quite short notice, for instance; and since no one can guarantee that every special train in which we are involved will make a profit, some money needs to be kept in this account for emergencies.

The third account is used for the day-to-day running of the Branch - servicing over 250 members (with newsletters etc.), paying postage, buying stationery, hiring rooms for meetings etc. The amount we get from subscriptions alone is not enough to run the Branch. We are therefore dependent on sales of pens and labels; events like sponsored cycle rides; donations. Thank you to several members who have given nearly £20-worth of donations since our last issue. Other donations will be very welcome and should be sent to the Treasurer, Mr. F.I.S. Carter, 1 Oak Green, Ealesworth IP19 8EA.

Of course, every new member recruited also helps. Do you have a small supply of RDS recruitment leaflets? If not, why not get some from Leslie Freitag, 22, Cravells Rd., Harpenden, Herts, AL5 1ED.



Saturday October 20th: DEREHAM - The Wymondham - Dereham Rail Action Committee are staging events throughout the day at the Old People's Club, Barwells Court, Dereham; starting with an exhibition at 10.30 a.m. At 3.00 p.m. the AGM will be held. As well as receiving reports on the past year and planning future steps in the campaign, the meeting will also hear a talk on the reopenings scene nationwide. At 7.30 p.m. there will be a film show, including the premiere of Colin Newman's film about the Dereham line.

Friday October 26th: ATTLEBOROUGH Breckland Line Users' Association AGM

7.00 p.m. at St. Mary's Church Hall, Connaught Rd., Attleborough (5 mins from station.) After association business, there will be a talk by Mr. Stephen Rattue, BR's new Passenger Manager at Norwich. All who are concerned about the future of the Breckland Line are urged to attend.

Saturday November 3rd: SPECIAL TRAIN from Hertford, Watton-at-Stone, Stevenage, Hitchin, Eiggleswage, Sandy, St. Neots and Huntingdon to Crewe and Chester.

This unusual cross-country trip by Inter-City train with refreshments will enable you to spend 6-7 hours at Crewe or Chester. Fare: £12.95 (child £9.95) Bookings to Mike Hadley, 34 Station Rd., Letchworth, Herts, SG6 6BE. (+ SAE)

Saturday November 3rd: RDS Public Meeting at Elakeney Institute, Melton Mowbray (opposite Parish Church), 2.15 p.m. (refreshments from 1.30) to form a users' group for the Leicester - Peterborough service. Speakers: Peter Wakefield and Richard Crane (RDS National Committee). Details: Darryl Taylor-Smith, 4 Linden Ave., Countesthorpe, Leicester, LE8 3PG (Tel: 772990)

Monday November 19th: NORWICH: RDS SPECIAL MEETING TO LAUNCH "RAIL STRATEGY FOR EAST ANGLIA" in the Ward Room, Hotel Nelson, Norwich, at 7.00 p.m. Local councillors, BR officials and news media will be invited to this special meeting, and we hope to see as many RDS members as possible there.

The Hotel Nelson is just opposite the station, by the River Wensum (what better place to launch things!). The formal part of the meeting should be over by 8.30; but members and guests are welcome to stay for the rest of the evening for drinks (not free), informal discussion etc. So why not come along and meet other local members as well as helping to launch our important new leaflet.

Saturday December 8th: SPECIAL TRAIN TO YORK AND LINCOLN Following the great success of his Christmas Shopper last year, our member Mike Hadley is running another, from the same stations as before (Hertford - Cambridge and intermediate stops), then via Lincoln (where the Central Station is ideal for the pedestrianised shopping centre and historic sights) and York. Fare is still to be finalised but is expected to be £11-50 (child £8). Details - please send SAE to Mike Hadley, 34 Station Rd., Letchworth, Herts, SG6 6BE.

Tuesday January 15th: CAMBRIDGE: RDS Winter Meeting in the Gonville Room, YMCA, Cambridge, starting at 7.30. After a short business meeting, we shall welcome as guest speaker Mr. Mike Foulkes, BR Project Manager for Anglia Electrification, who will talk on electrification from Bishops Cleeve to Cambridge. Many members enjoyed Mr. Foulkes' talk at our Ipswich meeting last January, and we look forward to hearing his report on progress with electrification in the western part of our region.

Saturday February 23rd: RDS BRANCH AGM at the Central Library, Bury St. Edmunds starting at 2.00 p.m. Guest speaker: Eldon Griffiths MP.

Saturday April 20th: RDS NATIONAL AGM, Unity Hall, Wakefield, Yorks. 2.00 p.m.

Saturday May 4th (provisional) ESTA Special Train from Lowestoft and East Suffolk Line stations to York.

Saturday June 8th: RDS SPRING MEETING, Ipswich Town Hall, 2.00 p.m. Guest speaker will be John Ellis (BR Assistant General Manager, Eastern Region.)

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NATIONAL BLUE WEEK 1985: We are informed by Friends of the Earth that this will be May 11th-19th. RDS hopes to participate, probably with sponsored cycle rides to one or more reopened stations. Details in our next issue.

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ANOTHER SEASIDE SPECIAL FROM DEREHAM

The fourteenth passenger train run by RDS and the Wymondham - Dereham Rail Action Committee from the Dereham branch (closed to passengers in 1969 but used for occasional excursions since 1978) was another seaside trip.

We chartered a 4-car DMU train from Dereham to Clacton on Sunday September 16th. We would have preferred to run the train towards the end of the summer holiday, but were unable to do so because of stock shortages compounded by the Sunday closure of Ipswich tunnel for pre-electrification work. However, despite the late date and unsettled September weather, the train was still filled with over 200 passengers.

Colin Newman, Treasurer of WyDRAC, reports:

The Empty Carriage Stock out of Norwich arrived five minutes late at Dereham because it was behind a ballast train to Wymondham; and although we left Dereham 10 minutes late, we made up most of it with a good run to Norwich and then down to Ipswich. South of Ipswich we lost some time because of single line working, but a quick turn-round at Colchester and a very fast run on the Clacton branch gained us lost time and we arrived at 12.12.

Passengers dispersed mainly towards the pier or around the town. We left Clacton on time and were doing well till Colchester. Our guard to work the train home was still on a Norwich - London running late because of engineering work! This spare time allowed us to finish off the raffle and get a bit more hot water for the urns (WyDRAC has a well-developed catering corps - TUG)

We finally left Colchester 30 minutes down but had a quick run up to Norwich, and smart work on the gates on the branch prevented us from losing any more time. We finally arrived back at Dereham at 21.55 and everyone was very happy.

ESTA SPECIAL TO CLACTON

Clacton was also the destination of a 4-car DMU special chartered by our corporate member the East Suffolk Travellers' Association on Sunday July 22nd. This train carried 200 people, starting from Lowestoft and picking up at all stations to Saxmundham. Like the Dereham train, it experienced some delay in the Ipswich area because of electrification work, but smart operating by a keen crew from Colchester got it to Clacton almost on time. A stop was made at Thorpe-le-Soken for about 20 passengers to change to the scheduled train for Frinton and Walton - on which ER kindly allowed them to travel at no extra cost.

For both this and the Dereham train, the management of the new Atlas Park Leisure centre in Clacton offered passengers a 50p reduction on admission. Pleasant summer weather, helpful staff at Clacton station and a trouble-free run home completed a successful trip and - hopefully - encouraged some of our passengers to use rail more often.

MELTON REVISITED: The station at Melton, 1½ miles from Woodbridge, closed in 1955, was reopened on September 3rd.

Melton's proximity to Woodbridge and the existence of a frequent bus service between the two was doubtless a reason for its closure. But the village has grown in recent years and the cost of restoring its station as an unstaffed halt was modest. Only the former down platform is required, as the East Suffolk line is now singled from here to Saxmundham. The platform has been resurfaced and partly reconstructed, the awning repainted and lights and signs erected.

RDS Branch Secretary Trevor Garrod was - possibly - the first passenger to use Melton, when he alighted there from the 06.28 ex Lowestoft on September 3rd. Mr. Garrod, ER Area Manager Graham Eccles and three local passengers were interviewed by **BBC Look East** on the platform.

Melton should also attract some leisure traffic, being attractively sited at the head of the Deben estuary, just opposite the rising woods of Sutton Hoo where a Viking King was buried with his treasure. There is a riverside picnic area next to the station, which is also an ideal railhead for cycling and rambling trips into Rendlesham Forest and Sutton heath, while Orford is but an hour's cycle ride away.

BOTTLENECKS!!



1. **ONE WAY AHEAD?** RDS was sent copies of this ER study of possible line singling in East Anglia; and on October 1st submitted a 500-word reply. A photocopy of this can be obtained from the Branch Secretary (+ SAE). We oppose any singling between Bury St. Edmunds and Kennett (resurrected by BR although they dropped it last autumn); but we accept the case for some experimental singling between Culton Broad North and Reedham. Culton Broad Junction should, however, be remodelled so that the line from there to Lowestoft can remain double.

We are not in favour of singling from Reedham to Brundall; or in any further singling between Ely and Lynn - where the running of freight trains to a stricter timetable could alleviate some of the present delays on single sections. We are not fully convinced that singling Trowse Bridge when it is rebuilt would not be a false economy, and seek more information about this. On the Breckland Line, the need for extensive track renewal may make some singling unavoidable - but before any decisions are taken there must be a careful evaluation of the future role of the line, as BR see it; and here and elsewhere singling should be experimental and linked with high-speed junctions and modernised signalling.

2. **REEDHAM - YARMOUTH:** The bottleneck that would be caused if this line closure was discussed in our last issue. At the time of writing, we are still waiting for any proposal to be published. As soon as it is, RDS will lodge an objection and encourage all users' groups to do likewise. Our corporate member the East Norfolk Travellers' Association will launch a campaign to encourage objections locally.

Since the proposal will probably not be widely advertised outside the area, members from further afield wishing to object should send a stamped addressed envelope NOW to Steve Hewitt, 105 Century Rd., Gt. Yarmouth, NR31 0ES. You will then receive details of how to object if and when the time comes.

ANTI-CLOSURE FUND: We shall be able to draw upon this fund, if we have to fight the closure of Reedham - Yarmouth or any other line. Donations to it are always welcome and should be sent to our National Treasurer, Mike Farahar, 55 Ashmore Grove, Ipswich, IP4 2RE.

THE DIFFERENCES BETWEEN US AND COUNCILLOR COUTTS

On September 7th, Mr. I.D. Coutts achieved the dubious distinction of becoming the first Norfolk County Councillor, at least in recent years, to call publicly for the closure of a railway in the county. Mr. Coutts used the letters column of the "Eastern Daily Press" to advocate the closure of the Breckland Line and the use of the money allegedly saved thereby to improve the A11. At least nine people had letters published over the next few days, eight of them criticising Mr. Coutts; including RDS members Don Mathew, Trevor Garrod (twice) and Richard Vincent.

Mr. Coutts had one subsequent letter published, in which he dismissed his critics as "the usual railway buffs". He appeared to have no idea of the numbers of passengers using the Breckland Line (which he referred to as a "branch") the costs of running it or the fact that it carried freight, Inter-City and mail traffic as well as local passengers. Since Sep. 19th to date (Oct. 7th) there has been no further reply from Mr. Coutts to his critics; nor any indication as to whether his Conservative colleagues share his views.

MEETING WITH M.E.P. On October 6th, RDS members Steve Wilkinson, Peter Wakefield and Trevor Garrod had a useful meeting with David Curry MEP (Conservative, N.E. Essex) in his office at Saffron Walden. Much of our discussion concerned the rail-served ports, especially Harwich, and Mr. Curry undertook to find out more about the new owners' (British Ferries) plans there. He was in favour of a Channel Tunnel and some element of public financial support for it. He also promised to make inquiries about how controls of heavy lorries to and from our ports could be strengthened. Our discussion also covered the future of smaller ports; rail electrification; EEC resolutions on transport integration and the case for motorways; and the future of Stansted Airport and its possible rail links.

EAST SUFFOLK TRAVELLERS' ASSOCIATION

FELIXSTOWE: The autumn newsletter of the Felixstowe section of ESTA notes that "hot weather usually means good business for Felixstowe, and ER has responded well commercially this summer by generally providing 5-coach trains. Definitely un-commercial, however, has been the consistent lateness of many trains to and from Felixstowe. In some cases this has been because of late running on the main line, a problem which should lessen next May when the Ipswich - Liverpool Street electric service begins."

However, the Association notes that another cause of late running has been freight trains occupying the single line - at variance with ER's stated policy of allowing passenger trains priority over freight. ESTA is taking this question up with the Area Manager.

ESTA has also expressed concern about non-collection of fares on occasion when a train has broken down and had to be replaced by a bus.

On a brighter note, BR's Director of Freight is reported to have charged his planners to look at electrifying the North London Line between Camden and Stratford at 25KV, plus the Felixstowe Branch. This would enable electric freight trains to run from the Midlands direct to the Haven Ports. ESTA adds, "We would hope the Provincial Services Director could then be persuaded to pay for electrifying just over $\frac{1}{2}$ mile of track from Maidstone Road bridge into Felixstowe's passenger station!"

A group of ten ESTA members spent a rainy Sunday morning on September 30th cleaning up Felixstowe station, removing litter, graffiti etc. There is no doubt scope for other parties of volunteers to perform similar tasks elsewhere on unstaffed stations.

MAIN LINE: The 125th anniversary exhibition in Beccles library proved so popular that the group of local members who mounted it put it on show again at the end of July; and then moved it to Lowestoft Central Library for the entire month of August.

The Local Schools Librarian has also indicated an interest in borrowing the material for use in schools from time to time.

When the East Suffolk modernisation scheme is complete, and the jobs of most signmen and crossing keepers disappear, most stations on the line will be miles from the nearest BR staff. This will make it impossible for intending passengers to be informed if trains are running late etc. ESTA has therefore been discussing with ER the possibility of installing a public address system, controlled by the radio centre at Saxmundham. If this proves too expensive, then another possibility would be free phones on platforms, to enable passengers to call up the controller if trains were running late.

For the installation of such equipment, ER might well expect some outside financial help - e.g. from local authorities and even private donations - and, after investigating the matter further, ESTA may launch an appeal.

ELECTRIFICATION: By early October, the wires were up from the outskirts of Ipswich to the outskirts of Stowmarket, and the posts were marching up towards Haughley Junction. Will it be possible to run electric multiple units into Stowmarket by the end of next year?

ROYSTON - CAMBRIDGE:- KEEPING UP THE PRESSURE

RDS has continued in correspondence with the Department of Transport over its reasons for refusing BR permission to electrify the short section from Royston to Cambridge (Cost: £2 million) The Department argue that not enough business would be generated to fill the 4-car electric units which would have to replace the present 2-car diesel trains.

The Department have failed to tell us what percentage rise in Cambridge - London through traffic was predicted over this route; what percentage rise in the use of Foston, Meldreth and Shepreth stations assuming an hourly or two-hourly electric service; or what extra traffic might be generated between major East Anglian centres (Norwich, Ipswich, Lynn etc.) and North Herts as a result of an improved service on the Royston line. (A Norwich - Stevenage journey requires at least two changes, for example)

EAST ANGLIA BY RAIL

We have received the following letter from Mr. R.E. Burroughs of Ventnor, Isle of Wight:

"I recently purchased a copy of EAST ANGLIA BY RAIL and have spent an enjoyable week in the Norfolk / Suffolk area.

"I am so impressed with the value of your publication that I am enclosing a donation towards your branch funds. The point is that it is a positive and CONSTRUCTIVE weapon against further closure proposals, and I congratulate everyone who had a hand in its production."

(Mr. Burroughs has experience of book writing, having been the author of our Society's book THE GREAT ISLE OF WIGHT TRAIN ROBBERY in the 1960s - now out of print.)

NEXT EDITION: Work is now under way on updating, improving and expanding our book, and it is planned to publish the 1985 edition in the early spring. We are in negotiation with a major and very reputable publisher who is interested in producing and distributing the new edition - in which case RDS would receive royalties on sales. If, however, it is not possible to reach a satisfactory arrangement, we shall again publish the book ourselves.

We are interested in further good quality photos for possible inclusion in the second edition. These may be black and white or colour and should be sent to the Branch Secretary.

Thanks to those members who have suggested amendments, additions and other new features. The editorial team is working on these.

Finally, if you have not yet bought a copy of the book, a few spares are still available at £1-50 from Peter Lawrence, 75 Marlpit Lane, Norwich, NR5 8XN.

OTHER PUBLICATIONS

LINCOLNSHIRE BY RAIL - a companion volume of EAST ANGLIA BY RAIL, this book is due to be published in April 1985. Already a considerable amount of work has gone into researching it, collecting photographs etc. Much of the work is being done, naturally, by members of the new RDS Lincolnshire Branch, but Trevor Garrod has agreed to be editor and certain other East Anglian members are also helping our Lincolnshire colleagues.

LINCOLNSHIRE BY RAIL will in fact cover South Humberside as well, and in fact, for convenience sake (since county boundaries are no respectors of railway geography) include the East Coast Main Line from Peterborough to Doncaster and everything east of it.

Any member with black and white photos suitable for inclusion, or who can help in any other way, should contact Trevor Garrod.

RAIL STRATEGY FOR EAST ANGLIA - this is an important policy leaflet being produced by the East Anglian Branch, to be launched on November 19th (see page 3). It results from discussion by the Branch Committee and associated users' groups, and endeavours to explain RDS policies as they affect our region. It is, in some respects, a users' response to the BR "All Change" leaflet issued earlier this year; and is aimed at MPs, councillors and other decision makers as well as at the general public.

All members will receive, with the next RAIL EAST if not before, a copy of RAIL STRATEGY FOR EAST ANGLIA - but if you would like a bulk supply to send or give to interested people (or people who should be interested), please contact John Brodribb, 12 Kemps Lane, Beccles, NR34 9XA (Tel: 716961)

PRINTING & PUBLICATION COMMITTEE

An additional committee has been set up by the RDS East Anglian Branch to handle this important area of our work - for, as the Branch has grown and its activities have increased, there has been too much work for the Branch Committee alone.

The Printing & Publication Committee is responsible to the full Branch Committee for leaflets, books and sales, and consists of Geoffrey Roper, John Brodribb, Louis Hipperson, Peter Lawrence and Chris Lee; with Steve Wilkinson and Trevor Garrod as ex officio members. Mr. Garrod would be pleased to hear from any other member interested in serving.

NEWS OF MEMBERS

Welcome to more new members:

1. Mr.K.J.Lewis, 15 Avondale Rd., Gorleston, Gt. Warmouth, Norfolk.
2. Mr.R.J.Balls, "Sandalwood", 4, Mere Close, Gt. Barton, Bury St. Edmunds, IP31 2PE.
3. Mr.G.P.Jones, 1 Peter Bruff Avenue, Clacton-on-Sea, Essex, CO16 8UA.
4. ASLEF no. 5 District Council, Mr.A.Ramsay, 57 Long Meadow Drive, Wickford, Essex. SS11 8AY.
5. Three Rivers Sports & Social Club, Mr.R.King, 20 Josselin Close, Earls Colne, Colchester, Essex. CO6 2SE.
6. Mr.T.Taylor, 2A, St. Andrews Ave., Thorpe, Norwich, NR7 0RG.
7. Mr.N.White, Elm Cottage, Caldecote, Biggleswade, Beds. SG18 9BE.
8. Mrs.P.E.Tubb, 116 Stow Road, Wisbech, Cambs. PE13 3SY.
9. E. and M. Byfield, Nudro Hain, Main Road, Walpole Cross Keys, Kings Lynn, Norfolk, PE34
10. Mr.W.T.Ward, 4 Holt Road, Langham, Holt, Norfolk.

Mick Bayes, formerly of Fordham, Cambs, and since then living in Somerset and Ongar, has moved back to East Anglia, close to our newest station. His address is now "Rodings", 5 Heartwell Rd., Cromer, Norfolk.

Congratulations to our member Alan Cocker, who has just gained his degree at Sheffield University. As Alan moves back south, another Branch member, Simon Harman, moves north, to start a degree course at Hull College of Higher Education. Simon has been an active member of ESTA and RDS for some five years, doing many different things from stewarding special trains and selling badges to writing to his MP and attending conferences.

Congratulations to our members Robert Wakefield and Jane Barham on their imminent marriage. This is the second time in recent years that two members of our Branch have married each other. Further news of this type is always welcome!

TEN YEARS AGO. From Branch Newsletter no. 12, Autumn 1974

Forty people attended a meeting called by our Society in Dereham on October 19th to launch a campaign for the reopening to passengers of the Wymondham - Dereham - Fakenham line. A cost of £246,000 for restoring the 23½ mile line to passengers had been quoted by Norfolk County Council but no breakdown of the figure was given.

It was announced that Norfolk County Council would be contributing £100 towards the cost of reopening Magdalen Road station - the rest having been raised by local people.

RDS DEVELOPMENT APPEAL

Steve Wilkinson would like to thank all members who have sent him money towards the RDS Development Appeal, which aims to raise enough money for us to computerise much of our routine administrative work. Over £600 has so far been raised.

Mr. Wilkinson will be happy to receive further donations (which should be accompanied by a stamped addressed envelope if an immediate acknowledgement is required). Send them to him at 52 Manor Park, Histon, Cambridge, CB4 4JT.

HONORABLE MEMBERS: Thank you to those RDS members who have recently corresponded with their MP and forwarded replies to the RDS Parliamentary Sub-committee - which is also now building a file on MPs' comments on transport matters in the local press and their other actions and interests that are of relevance to railways. Please send any cuttings etc. to Keith Willson, 11A, Aspinall Road, London, SE4.

ROUGHTON ROAD HALT at Cromer did not open as planned on October 1st as the job creation team building it under District Council supervision had not finished work, although BR (and RDS) received assurances from the Council that it would be complete. We look forward to reporting the opening in our next issue!
