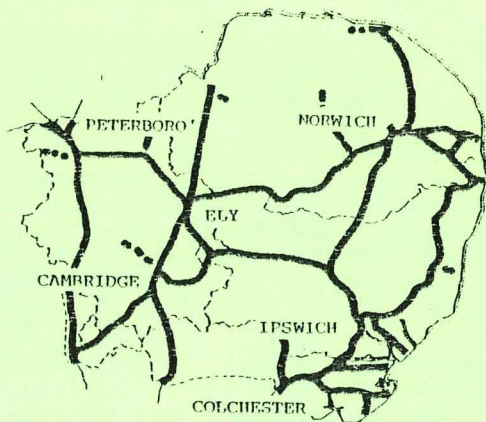


Rail East



NEWSLETTER OF THE EAST ANGLIAN BRANCH

a voice for rail users

no. 56 Autumn 1985

IN THIS ISSUE:

- * LOWESTOFT AND YARMOUTH FIGHT TO KEEP DECENT SERVICES
- * MORE SUCCESSFUL SPECIAL TRAINS
- * RDS MEETING HEARS ABOUT DRIVER ONLY OPERATION
- * ARE FELIXSTOWE FREIGHT TRAINS A NUISANCE?
- * PRAISE AND CRITICISM FOR NORFOLK COUNTY COUNCIL

COMING SOON:

- * NEW RDS LEAFLETS ON DRIVER ONLY TRAINS; NEW FUTURE FOR LOCAL TRAINS; ELECTRIFICATION
- * MEETINGS IN KINGS LYNN, WOODBRIDGE AND CAMBRIDGE

IF YOU ARE NOT YET A MEMBER - WHY NOT JOIN THE GROWING RAIL USERS' LOBBY IN OUR REGION?

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RAILWAY DEVELOPMENT SOCIETY

EAST ANGLIAN BRANCH

CHAIRMAN: Steve Wilkinson, 52 Manor Park, Histon, Cambridge, CB4 4JT
(Tel: Histon 3981)

VICE-CHAIRMAN: Charles Taylor, 15 Gainsborough Road, Felixstowe,
Suffolk, IP11 7HT (Tel: 270612)

SECRETARY: Trevor Garrod, 15 Clapham Road, Lowestoft, Suffolk,
NR32 1RQ (Tel: 81721; or at work Norwich 628181 ex 44)

TREASURER: Ian Carter, 1 Oak Green, Halesworth, Suffolk, IP19 8BA
(Tel: 3206)

SALES OFFICER: Peter Wakefield, 43 High Street, Oakington, Cambridge,
CB4 5AG (Tel: Histon 3230)

MINUTES SECRETARY: John Page, 30 Meadowcroft, Stretham, Ely, Cambs.
CB6 3JY (Tel: 732)

MEMBERSHIP SECRETARY: Peter Lawrence, 75 Harlpit Lane, Norwich,
NR5 8XN (Tel: 743446)

OTHER COMMITTEE MEMBERS: Clara Zilahi, 31 Wimbotsham Road, Downham
Market, Norfolk, PE38 9PE (Tel: 383954)

John Brodribb, 12 Kemp's Lane, Beccles,
Suffolk, NR34 9XA (Tel: 716961)

Lewis Buckingham, 25 Drury Road, Colchester,
Essex. CO2 7UY.

The full committee, elected at the Annual General Meeting, meets at least four times a year.

In addition, there is a Printing & Publications Sub-committee, responsible to the main committee, currently consisting of John Brodribb (Secretary), Bryan Davey, Anthony Barfield and Louis Hipperson, with the Branch Secretary and Chairman ex officio.

Mr. Buckingham is responsible for the Branch exhibition material and is always pleased to receive offers of photos, maps, diagrams, press cuttings and other documents for inclusion; and suggestions of places where the exhibition can be displayed (e.g. libraries, building society windows etc.)

Mr. Brodribb is also Branch Photographic Officer, and is anxious to hear from members who have, or are willing to take, suitable photos that could be used to illustrate RDS local and national publications.

Mr. Lawrence, as Branch Membership Secretary, keeps up-to-date records of paid-up members, addresses etc. The coding on the label on the envelope containing this RAIL EAST tells you when your subscription is due. For instance, 86.03 means that you were due to renew on March 1st 1986!

The RAILWAY DEVELOPMENT SOCIETY is a national, independent, voluntary body representing rail users and campaigning for the retention, modernisation and greater use of rail transport for both passengers and freight.

The East Anglian Branch covers Norfolk, Suffolk and Cambridgeshire plus North Essex (as far south as Kelvedon and Bishops Stortford), North Hertfordshire (as far south as Hitchin) and East Bedfordshire (Arlesey, Biggleswade, Sandy.)

WANTED: AN ELECTRIFICATION PROGRAMME

A major new RDS campaign for electrification was launched on 9 April, centred on a 6-page illustrated leaflet entitled Wanted: an electrification programme.

Like most of the Society's 13 branches, East Anglia is closely involved in this campaign, and a team of members is sending out copies of the leaflet with a covering letter to MPs, Councillors, British Rail management and unions, and other interested bodies.

Five years ago, the leaflet points out, both BR and the Department of Transport signed a joint study accepting the case for a rolling programme of rail electrification. Since then, several important schemes have started, including three in our region, but they have had to be fought hard for, and have only been approved in a piecemeal fashion.

We call for a proper programme of electrification, which will enable BR and the equipment manufacturers to plan ahead into the 1990s and beyond. Among some 700 miles of top-priority schemes should be Royston-Cambridge and Cambridge - Kings Lynn.

Other schemes in East Anglia which should be in a second priority list include the branches to Felixstowe and Sudbury, plus the cross-country route from Ipswich to Peterborough. We have campaigned successfully for electrification to Ipswich, Norwich, Cambridge and Peterborough in the 1980s, and these schemes are becoming reality. Let us now set our sights on the next decade.

NO MORE ONE-DAY ANGLIA RANGERS

Since, 1977, the One-Day Anglia Ranger has been a popular ticket for touring our region and for day trips - indeed, it was first introduced to help compensate for the lack of Awaydays on paytrains.

News leaked out in mid-February that BR management were discontinuing the 1-day Ranger - apparently because it was diluting revenue from "Saver" fares on journeys like Norwich-Peterborough and Lowestoft-Colchester.

Needless to say, RDS and many of its affiliated users' groups have protested strongly to management - methods of protest ranging from letters and resolutions to a petition and, in one case, ringing up the Area Passenger Manager at home on a Saturday morning. But BR have remained unmoved - even though some of us suggested a compromise of £8.50 as a new 1-day Ranger fare.

Their only concession has been to reduce, from £15 to £13, their new 2-day Ranger - a facility for which there is little known demand.

Inquiries by the RDS Lincolnshire Branch have revealed that the Lincolnshire Saturday Ranger is not to be offered this year either - and indications are that these fare increases (for that is what these changes amount to) are emanating from Regional HQ in York.

Lincolnshire and South Humberside at least have some Awayday fares on their paytrains - and these have been extended to unstaffed stations on the Doncaster-Cleethorpes route following pressure by RDS member Brian Hastings. All we in East Anglia are getting are promises of day returns on our paytrains at some time in the future. Promises, promises...!

RDS accepts the desirability of differentiation of fares - but BR's present fares policy still needs a lot of sorting out.

To end on a happier note: the 7-day Anglia Ranger at least still gives good value for money at £20.

NEWS OF MEMBERS

Welcome to more new members:-

1. H.W.ARMSTRONG 10 Sun road, Broome, Bungay,
Suffolk, NR35 2RW;
2. C.J.STEVENSON 4 Florence street, Hitchin,
Herts, SG5 1QZ;
3. E.WHITEHEAD 25 Westgate street, Bury St. Edmunds,
Suffolk, IP33 1QG;
4. M.H.OLIVER Longthorpe, Sutton, Sandy, Beds, SG19 2NB;
5. Simon J.HOPE Old Vicarage, Thurton, Norwich, NR14 6AG;
6. W.E.PARKER 16 Hollies close, Royston, Herts;
7. David N.BRIDGE 8 Broadfields road, Gislegham, Eye,
Suffolk, IP23 8HX;
8. John WESTON 90 Cavendish avenue, Colchester,
Essex, CO2 8BJ;
9. J.M.HOLLAND 23 Isinglass close, Newmarket,
Suffolk, CB8 8HX;
10. G.JOSLIN 11 Constantine road, Colchester, Essex;
11. Robin D.BEST 2 Rowallan close, Shrub End, Colchester,
Essex;
12. K.WISDOM 67 Cotman Fields, Bishopgate, Norwich, NR1 4EN;
13. Mr & Mrs R.A.BATES 9 Mallard Way, Brandon, Suffolk.

N.B. changes of address:-

1. P.DUNN to 28 Holway road, Sheringham, Norfolk, NR26 8HR;
2. M.G.YOUNG to Lord's Manor, Frog End, Shepreth,
Royston, Herts., SG8 6RE;
3. J.BAKER to Tudor House, Hunston, Bury St. Edmunds,
Suffolk, IP31 3EL.

Congratulations to our Chairman, Steve WILKINSON, on his appointment as an Associate of the Institute of Transport Administration.

It is with deep regret that we report the death of our member Rev. A.R.WOOLLEY - a loyal and committed member of the Society for many years

who, right up to his death, maintained a keen interest in railway matters.

TEN YEARS AGO

From our Newsletter 18, May 1976:-

Our Society mounted an exhibition for the first time, as part of a Conservation Society event in Norwich ... Steve Wilkinson wrote voicing our support for Redland Roadstone's proposed railhead at Gazeley, near Newmarket ... we submitted comments on the Bedfordshire Structure Plan, urging, among other things, reopening of Arlesey station ... we challenged those Cambs County Councillors who opposed the reopening of March-Wisbech to meet us in public debate under a neutral chairman: none took up the challenge.

A LOCOMOTIVE HEADBOARD COULD BE YOURS

The RDS headboard carried by the locomotive on our special trains to Scarborough (1984) and Matlock (1985) is for sale - to the highest bidder. Can you find a home for it? Proceeds from the sale will go to Branch funds. Please apply to Steven Binks, Auberries Farm Cottage, Bulmer, Sudbury, CO10 7DY.

Steven will be making a new headboard for our "Shropshire Adventurer" in October.

IT'S DIFFICULT TO PLEASE EVERYBODY, BUT...

BR's practice of holding connections was the subject of a letter by Clara Zilahi, an RDS Branch Committee member, in the Lynn News & Advertiser on 28 February 1986.

"The much-maligned delays," she wrote, "are in many cases due to concern for the needs of some passengers. Returning from Peterborough yesterday, my train was kept waiting there to pick up passengers from a late-running train from the North. At Ely...I was very thankful to find the connection ("The Fenman") had been kept waiting for the late-running train from Peterborough.

"But for those travelling from London, it was just another delay. The only way in which such situations can be avoided or reduced in frequency is to have more frequent trains." A better use of the services that are available increases revenue and justifies more investment in better stock and equipment.

Other RDS members who have recently had letters published in the local press include Messrs. D.Greening, H.C.Wilkins and C.W.Taylor.

RDS ON RADIO

Our member John Lark put across many RDS views when he and BR Area Manager Graham Eccles were in the Radio Norfolk studio for a phone-in programme on 5 March.

CHANNEL TUNNEL

The go-ahead for a Channel Tunnel represents a major victory for RDS. For more than 15 years our Society and its predecessors campaigned for a rail tunnel of the type agreed by the British and French governments in January.

Since then, a few letters have appeared in the local press claiming that most British people are against a tunnel and/or that there should be a referendum or public inquiry on the issue.

The RDS Branch Secretary, Trevor Garrod, in a letter published in the East Anglian Daily Times on 19 March 1986, pointed out: "A decisive majority of the people of Great Britain, rightly or wrongly, voted in a referendum some ten years ago to stay in the EEC. That surely means that they want closer links with the Continent. One of the most positive policies of the EEC has been to improve transport links between member states. One such improvement is the Channel Tunnel. Case proven?"

NEW LINK AT FELIXSTOWE

Of course, the building of the Channel Tunnel will not make our East Coast ports redundant - although it may well lead to some changes in traffic at some of them.

It is therefore with pleasure that we record the start of work, on 7 February, on the new 2.4 kilometre line from Trimley to the northern Frightliner terminal at Felixstowe. The Dock Company received a 40% grant towards the cost of this £1,900,000 line, which should be operational in late October.

PEDIGREE PETFOODS

Our Chairman likes to feed his dog only with food transported by rail - and his choice was widened in February when Pedigree Petfoods started sending bulk supplies of their products by train from their Melton Mowbray factory to a new distribution depot at Welwyn Garden City. RDS supported the firm in its application for a grant towards installing this facility, and Mr Wilkinson was among those invited to the opening ceremony.

BICYCLES ON TRAINS

The RDS Branch Secretary has written to both Cambridge and Norwich Friends of the Earth suggesting a joint approach to BR on this issue. We are also in contact with some Labour members of Norwich City Council who are interested in the matter.

The introduction of new "Sprinter" diesel multiple units in the Nottingham and Derby areas was accompanied by drastic restrictions on the carriage of bicycles - though these were subsequently relaxed after pressure by the RDS North Midlands Branch and others.

A limited service of "Sprinters" will start between Cambridge and Peterborough in May. More general introduction of these new DMUs in our region will take place in October 1987. It is therefore important that we press for the best possible deal for cyclists by then - on these and other trains.

TODAY BATHGATE - TOMORROW DEREHAM?

The Scottish town of Bathgate returned to the rail passenger map on 24 March, with the re-introduction of passenger trains on the freight line leading to it.

The Bathgate line was one of many recommended in the RDS book Bring back the trains (1984) for possible reopening. (This book is still available at £1.80 post free from RDS Sales, 35A Clarendon road, Luton, Beds, LU2 7PQ.)

This news from Scotland can only encourage us in our efforts to bring back regular passenger trains to Dereham, Wisbech and St. Ives.

BRANCH ANNUAL GENERAL MEETING

Over 30 members attended the RDS East Anglian Branch AGM in Peterborough on 22 February.

The Chairman, Steve Wilkinson, welcomed those present and reported on his own recent activities for RDS - notably his meeting with the Minister of State for Transport, David Mitchell, MP, and his dealings with Railfreight and the BR Property Board.

The Secretary, Trevor Garrod, in his Annual Report, reviewed the positive developments on our local railways in 1985 and issues that we should pursue further in 1986. The latter included keeping BR to their promise to instal a passing loop at Beccles; unreliability of the Colchester main line; and whether, when BR bring in new rolling stock, there would be sufficient capacity for the business on offer.

During 1985, RDS membership in East Anglia rose by 8% to a new record level of 286 - though we did not reach our target of 300. There was plenty

of demand for better rail services and a voice for rail users, with three new users' groups and two new station reopening campaigns started; while RDS had maintained a wide range of activity including publishing, public meetings, special trains and putting the users' point of view to politicians and BR management. Mr Garrod thanked all members who had worked as a team throughout the year.

The Treasurer reported a balance at the end of the year of £67 in the general fund, with a turnover of over £700.

The following were elected:-

Chairman:	Steve Wilkinson
Vice-Chairman:	Charles Taylor
Secretary:	Trevor Garrod
Treasurer:	Ian Carter
Sales Officer:	Peter Wakefield
Minutes Secretary:	John Page
Other Committee members:	Clara Zilahi
	Louis Buckingham
	John Brodribb
	Peter Lawrence

Nigel Baylém was re-appointed as Hon. Auditor. The Chairman paid tribute to Geoffrey Roper, who was not standing for re-election, for his significant contribution to the publicity and publication side of the Branch's work; and to Peter Lawrence who, as the Branch's first Sales officer, had worked very hard to ensure the success of East Anglia by Rail.

In the second part of the meeting, we were pleased to welcome as guest speaker David Green, Vice-Chairman of Cambridgeshire County Council's Transportation Committee and Chairman of its Public Transport Subcommittee. Councillor Green, who is also an RDS member of several years' standing, gave a most illuminating talk, starting with an exposition of the Council's composition and resources. No party has had an overall majority since May 1985, and all three parties tried to work together.

Cambridgeshire was the second fastest growing county in the country, and the Council had a budget of £277 million, of which £24 million was available for transport. Of this, £9,800,000 went on highway maintenance, and the amount allocated to public transport was "absolutely paltry".

Our speaker showed examples of the Council's publications to spread information about local bus and rail services, and said that it was planning a series of area timetable booklets. They had held discussions with British Rail on electrification to Kings Lynn, reopening Wisbech and St. Ives and improving station car parks. He felt they should try to persuade Whitehall to part with some Transport Supplementary Grant to pay for professional studies on the feasibility of St. Ives and Wisbech reopening.

Cambridge was the "number one problem", because of "centuries of bad planning". Increased office accommodation in the area around the station, however, meant that it was less isolated than it used to be, and the rail network could play a bigger part in catering for business users.

Councillor Green then gave his personal views on what should be done. These included intensifying the use of existing services by opening extra stations (e.g. at Cherry Hinton, where the Council had agreed to spend £55,000 on level crossing barriers but could build a halt for that money), and looking seriously at experimental reopening of the St. Ives line which paralleled the A604 - the busiest road into Cambridge in peak hours. Possibly a Community Programme could be introduced for manning the gated crossings on this line as part of a 2-year experiment.

"Basically it's down to attitudes and political will," Mr Green concluded his interesting talk. "If we can spend £3,200,000 bypassing Mepal ... maybe we should be spending on some of the projects I've outlined."

EAST SUFFOLK LINE

Beccles loop - users' views made clear

Over 50 people attended an East Suffolk Travellers' Association meeting in Beccles on 7 February to press the case for a passing loop at Beccles station - a facility promised by BR but subsequently withdrawn. BR Area Manager Graham Eccles and Area Passenger Manager Stephen Rattue were present to hear the views expressed and to answer questions.

John Brodribb outlined the case for the loop, particularly at peak times; and he stressed that the equipment for installing it was already in stock at Norwich anyway. Barry Flaxman, Transport Users' Consultative Committee Chairman, said that the present situation contained three major absurdities: the decision not to provide a loop; the arguments being used against the need for it; and recent statements by higher BR management - for example, that there was no demand for a train from Lowestoft to Ipswich between 1700 and 1845!

Mr Culverwell, also representing the TUCC, argued that it was "in BR's interests to make the East Suffolk line modernisation a success", if similar schemes were then to be authorised elsewhere. He urged BR to produce detailed figures showing the cost of installing the loop and the estimated extra revenue from the improved service that would result.

Councillor Brian Hunter said that Waveney District Council had agreed to the modernisation scheme on condition that a loop be provided at Beccles. Local councillors had become more responsive to the need to support local rail services in the last two years. BR in turn should recognise this.

During discussion, many constructive suggestions were made, particularly on the need for an early morning commuters' train into Lowestoft, and better connections at Lowestoft between the East Suffolk and Wherry Lines; while a BR employee suggested that an investment of £120,000 in installing the loop would be justified if an additional £40 a day revenue were generated.

Mr Eccles replied that a winter Sunday morning service would definitely start this year, as would a late evening down train, initially as far as Saxmundham. Connections at Lowestoft would be made "if at all possible and desirable". Usage of the line had increased by 6% and timekeeping in recent weeks had been good, with between 85% and 98% of trains arriving within 5 minutes each week. (Mr Flaxman, however, remarked that it was pointless having trains running punctually if they were not at times people wanted.)

ESTA members John Brodribb, Trevor Garrod and Mike Farahar had a further meeting with Mr Eccles and Mr Wharton-Street (BR Provincial Services Manager from York) a few days later. At this meeting, Mr Wharton-Street promised that the track at Beccles would remain in situ at least until mid-August. He and Mr Eccles also explained plans which they were considering for an augmented off-peak service on the line, with through DMU working between the East Suffolk and Wherry lines. If a more frequent service were introduced, a Beccles loop would be needed.

We shall see.

Radio control starts

The first radio controlled train left Ipswich for Lowestoft on Sunday 16 February. There have still been teething troubles, however, with reception of radio messages and release of electronic tokens, especially at the northern end of the line. Some BR employees have suggested that this is because the cheapest equipment is being used. Emergency telephones are installed at several stations to enable the driver to speak direct to the controller at Saxmundham, and we have urged that this stand-by procedure be brought in as soon as possible if something goes wrong.

NORWICH NEEDS A COAL DEPOT

This point has been made strongly to the City Planning Officer in a letter from the RDS Branch Secretary. The existing Queen's Road site (on the old Norwich Victoria line) is being sold to make way for redevelopment. BR would like to establish a new depot in Carrow Road, but this has been opposed by some local councillors and turned down, on the Chairman's casting vote, in sub-committee. At the time of writing, the matter still has to go before full Council.

Objectors have suggested an alternative site at Trowse, but BR are apparently less keen on this because of its shape and access problems. Clearly, if the two sides cannot agree, Norwich could end up without a rail-served coal depot; and with coal-carrying juggernauts trundling along Norfolk roads.

On balance, there is probably a better case for the Carrow Road site, and if necessary RDS will make this and other points at a public inquiry which it may be necessary to hold in the summer.

EAST ANGLIA BY RAIL

We are now thinking about the third edition of our popular guide-book, which it is hoped will be published in May 1987. The Branch Secretary will be pleased to hear from the contributors to the current edition as to whether they wish to revise their articles, and to what extent. Ideas for new features will also be welcome from any member.

The sub-committee responsible for the book has some ideas for additions - like Southminster and possibly Southend Victoria lines; and a more comprehensive list of steam centres, transport museums and what is loosely termed industrial archaeology. These could mean the shortening or omission of other articles, however.

GETTING COUNCILS TO THINK RAIL

This important aspect of our work is boosted by the appearance at the end of March of a new RDS publication: a ten-page list of rail-supporting councils and the financial help they have given since 1980 to open or improve stations, promote or augment services, automate crossings, repair bridges, etc.

The list is the result of much hard work by Alan Harwood, supported by local RDS members around the country, and is available at £1.20 (post free) from him at 139 Harrowdene Gardens, Teddington, Middx., TW11 0DN.

FOR YOUR DIARY

Saturday 19 April: RDS National AGM, Central Hotel, CARDIFF, 1400

14-28 April: RDS / Railfreight Exhibition, FELIXSTOWE Library

Saturday 26 April: RDS East Anglian Branch Committee meeting

Saturday 3 May: RDS National Executive meeting, CAMBRIDGE

Saturday 10 May: East Suffolk Travellers' Association AGM, Church Hall, HALESWORTH, 1400. Guest speaker: Theo Steel, Assistant General Manager, BR Eastern Region

Saturday 17 May: Members of our Branch, especially those in the west of the region, will be welcome at a public meeting and exhibition in the YMCA, LEICESTER at 1400. Organised by the RDS East and North Midlands Branches, this will be to launch our next railguide, Five Shires by Rail, and to promote our campaign for electrification of the Midland Main Line. To reach the YMCA, turn right outside Leicester Station, go 100 yards down London Road, and it's on the left.

Tuesday 20 May: RDS Spring Meeting, IPSWICH Town Hall, 1930. The first half-hour of the meeting will be devoted to Branch business and local reports. We shall then welcome as guest speaker Mr Colin Crawford,

Manager of Sealink at Parkeston Quay, to talk on the future of this important rail-served port, and the role of its rail services. (Electric trains should have started running to Harwich a few days before.)

Sunday 25 May: RDS/WyDRAC special train, part of the DEREHAM Festival. This will be a DMU from Dereham, Yaxham, Thuxton, Hardingham, Kimberley Park and Wymondham to Wroxham, Cromer and Sheringham. The fare will be £5 (children £3), and tickets are obtainable from WyDRAC's Chairman, John Hull, Cydonia Cottage, Station Road, Yaxham, Dereham, Norfolk (tel. 5154)

Saturday 31 May: RDS sponsored cycle ride to HISTON - part of National Bike Week. See enclosed leaflet.

Sunday 15 June: ESTA special train from the East Suffolk Line to SHERINGHAM.

Sunday 14 September (provisional date): ESTA special train from Lowestoft to BOURNEMOUTH.

(NB new dates for these two trains, for operational reasons. Details will be sent to local members.)

Saturday 20 September: RDS Autumn Meeting, Assembly House, NORWICH

Saturday 4 October: RDS special train from Colchester, Ipswich, Bury St. Edmunds and intermediate stations to BIRMINGHAM and KIDDERMINSTER (for Severn Valley Railway). Fares, inclusive of steam trip, are likely to be under £18. Details and publicity will be available in late May. Please contact the Branch Secretary if you can help distribute leaflets or display posters.

SPECIAL FROM WISBECH?

We hope to run our seventh special train from Wisbech this year. We asked BR for a hauled train to either Whitby or Llandudno - but this request has been turned down at BR Board (sic!) level, and we have been told that we can only have a DMU. Since we ran a hauled train from Wisbech to Scarborough in 1984 with no problems, and heavy freight trains are hauled to and from Wisbech every day by locomotives, we find this decision strange and are questioning it.

Meanwhile, we have also obtained quotations for a DMU from Wisbech to various seaside destinations in East Anglia as well, and may ultimately have to settle for this. Local members will be kept informed. Meanwhile, if you are willing to help in any way with this train, please contact John Goose, Homefield Farm, Cants Drove, Murrow, Wisbech, Cambs, PE13 4HN.

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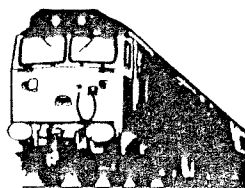
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LETTER TO MEMBERS

15 Clapham Road,
Lowestoft,
Suffolk,
NR32 1RQ.

Dear Member,

I have accepted nomination as General Secretary of the Railway Development Society. If I am elected at the national Annual General Meeting on April 19th (and there are two other candidates) I shall then resign as Secretary of the East Anglian Branch.

It will be necessary for the Branch Committee, at its meeting on April 26th, to appoint a successor, subject to ratification at the full Branch meeting on May 20th. I pointed this out at the Branch AGM in February.

I would, in these circumstances, envisage retaining a role in Branch affairs if required, possibly as Press Officer and/or Editor of Rail East; but I do not think it is right that I should hold two major secretaryships in the organisation.

I am the longest serving Branch Secretary in RDS, having first been elected in February 1972. At that time the Branch was little more than a tenth of its present size. As it has grown, more and more people have become available to share the tasks of campaigning for rail transport and rail users in our region. I have been fortunate in having a committee of dedicated people, each of whom has taken on responsibility for specific jobs or projects. The East Anglian Branch Committee and the Printing & Publications Sub-committee are very much working bodies, not talking shops.

If it is necessary to appoint a new Secretary on April 26th, therefore, I am sure that the person appointed will have the full co-operation of the other officers and committee members; and I myself will of course endeavour to ease in my successor gently.

That person does not have to be a member of the existing committee, of course. It can be any paid-up individual member of the Branch - and so anyone interested is invited to contact myself or the Chairman.

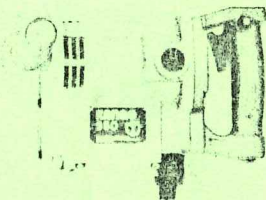
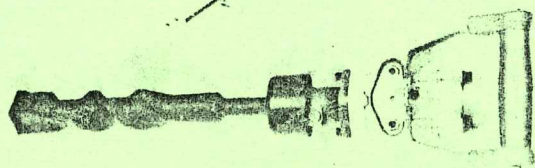
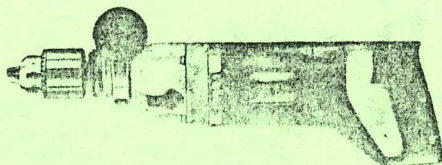
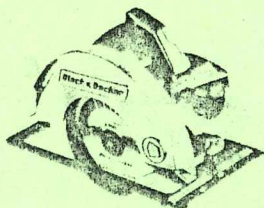
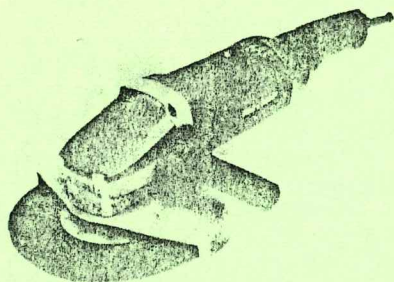
If I am elected General Secretary, I shall see it as part of my job to work closely with the other national officers (One of whom is of course also our Branch Chairman) to provide a strong central leadership for RDS. This will include better communication within the organisation; development and implementation of clear policies on the issues affecting rail users; building on our existing contacts with BR management, unions, politicians and like-minded bodies and making new contacts; improving our national publicity.

By the middle of May we hope to have appointed a part-time Administrative Officer to help with these tasks; but the elected officers will still all be unpaid volunteers working in their own time, and the continued growth and success of RDS and its associated users' group will still depend on the support and involvement of you, the members.

Yours sincerely,

Trevor Garrod

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