

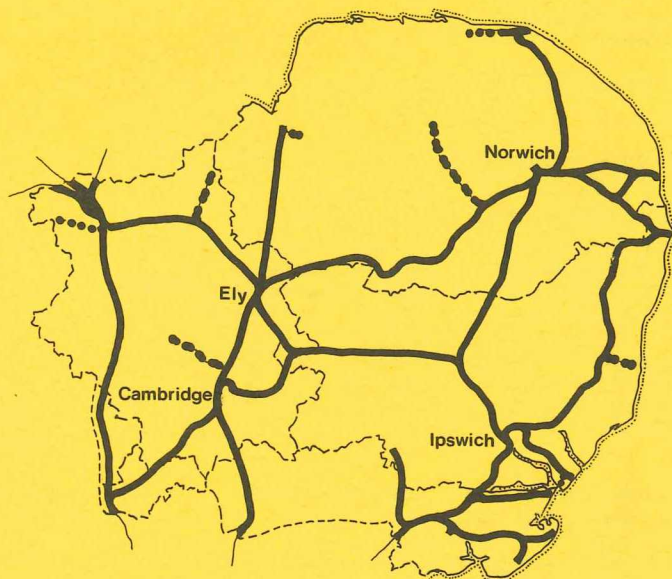
RAILWAY DEVELOPMENT SOCIETY



Rail East

A Voice for Rail Users

No 62 Summer 1987



AGM Report

Felixstowe Docks Line

Fenland Developments

Newsletter of the

EAST ANGLIAN BRANCH

**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 & MEMBERSHIP SECRETARY:

Peter Lawrence, 75 Marl Pit Lane, Norwich, NR5 8XN
(tel. 743446)

TREASURER:

Lewis Buckingham, 25 Drury Road, Colchester, Essex, CO2 7UY
(tel. 571734)

SALES OFFICER:

Peter Wakefield, 43 High Street, Oakington, Cambridge, CB4 5AG
(tel. Histon 3230)

MINUTES SECRETARY:

John Page, Albro Farm, Long Drove, Cottenham, Cambridge, CB4 4RL

OTHER COMMITTEE MEMBERS:

Ian Carter, 1 Oak Green, Halesworth, Suffolk, IP19 8EA
(tel. 3206)

Trevor Garrod, 15 Clapham Road, Lowestoft, Suffolk, NR32 1RQ
(tel. 81721)

Bryan Moss, 8 Bennett Avenue, Elmswell, Bury St Edmunds, Suffolk, IP30 9DW
(tel. 40511)

Clara Zilahi, 31 Wimbotsham Road, Downham Market, Norfolk, PE38 9PE
(tel. 383954)

The full Branch Committee meets at least four times a year.

The Printing & Publications Sub-committee is appointed by the Branch Committee, and presently consists of **Bryan Davey** (Secretary, 88 St George's Road, Beccles, Suffolk, NR34 9YA), **Peter Wakefield**, **Louis Hipperson**, **Trevor Garrod** and **John Brodrribb**, with the Chairman and Secretary *ex officio*.

Peter 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 issue of *Rail East* tells you when your subscription is due. For instance, "87.03" means that you were due to renew on 1 March 1987.

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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 (Arlsey, Biggleswade and Sandy).

To join RDS, send £7.50 to the Membership Secretary, 21 Norfolk Road, Sutton Coldfield, W.Midlands, B75 6SQ. Other rates on application.

RAIL EAST

No 62

Summer 1987

Editor: John Brodribb, 12 Kemp's Lane, BECCLES, Suffolk NR34 9XA (0502) 716961

OBITUARY: GEOFFREY CUTTING

It is with the deepest regret that we announce the death on 14 April of Geoffrey Cutting, of Yoxford, Suffolk. Geoffrey was a long-standing member of RDS, and was membership secretary of the East Suffolk Travellers' Association. Very few people have worked so long and so hard in the cause of public transport, and he did so with a great sense of humour, overcoming very many difficulties. The funeral took place on 24 April at Sibton Parish Church, and RDS and ESTA were represented. We extend our deepest sympathy to his wife and family.

SPONSORED CYCLE RIDES

In this year's National Bike Week, RDS members will be undertaking sponsored cycle rides to two stations that we are trying to get reopened: Arlesey in Bedfordshire and Finningham in Suffolk, on Saturday 23 May.

London & Home Counties Branch member Richard Horsfield plans to ride to Arlesey, and would welcome further participants - even if they only ride from the nearest railhead! (Hitchin, Letchworth and Biggleswade are each about 4 miles away.)

Trevor Garrod and Clara Zilahi will ride from Lowestoft and Downham Market respectively to Finningham, which is midway between Stowmarket and Diss. Trevor will be riding to raise money for the RDS Anti-Closure Fund (which is helping, in its modest way, to keep Reedham-Yarmouth open); while Clara will be raising money partly for the Anti-Closure Fund and partly for the Macmillan Fund for Cancer Relief. Sponsor forms were enclosed with the last *Railwatch*, but further supplies are available from Trevor Garrod, who would also be pleased to hear from any other members interested in taking part. A small reception party is planned at the sites of Arlesey and Finningham stations.

For the proposed new station at Arlesey, money has now been promised from British Rail, Bedfordshire County Council, North Herts District Council and Arlesey Town Council. Mid-Bedfordshire District Council has not so far shown much interest, and Trevor Garrod has written urging them to contribute something.

David Bridge reports that a survey of potential usage of Finningham station has now been completed and is awaiting analysis.

RDS MEMBERS MEET TOP BR MANAGER

East Anglian Branch members Chris Burton and Paul Clark, who both serve on the Society's Passenger Committee, had a very useful meeting on 3 March with Paul Prescott, Marketing Manager of British Rail's Provincial Sector. They asked him about BR policy on holding connections and were told that in general these would be held, but things could change in the future. Provincial Sector has a commitment to running shorter but more frequent trains, which could make the holding of connections in some cases less important.

Further improvements in the cross-country services from East Anglia were envisaged, with trains from Cambridge, Ipswich and Norwich providing a very frequent service on the Ely-Peterborough section before spraying out to serve Birmingham or the North Midlands and North West.

The Provincial Sector has a commitment to Sprinters and hopes eventually to eliminate locomotive-hauled trains. They were assured that the "Express Sprinters" being planned would travel at up to 90 mph and would have a forward and good sideways view. The Class 158 "Super Sprinter" would incorporate a permanent space for luggage and bicycles, and there would be trolley services for refreshments. These would be put out to tender, and Travellers' Fare would be considered in the same way as any other organisation submitting a tender.

LINE REOPENINGS: ENCOURAGING NEWS

13 April saw the restoration of passenger services between Kettering and Corby. Congratulations to our colleagues in the East Midlands Branch, who have mounted a vigorous campaign for this. In May, regular passenger services will resume between Nuneaton and Coventry (thus also giving this large city better access from East Anglia), and between Oxford and Bicester. These are also reopenings for which RDS has consistently fought.

These new services will encourage all of us working for the restoration of passenger trains to Dereham, Wisbech and St Ives. In this context, the work of our member Councillor David Green is commendable in persuading Cambridgeshire County Council to seek fresh studies of the feasibility of reopening the March-Wisbech line, with a through Wisbech-Cambridge service.

SNIPPETS

The 1986 report from the Chief Constable of Cambridgeshire shows that 97 people were killed and over 4000 seriously injured on the roads during the year. This was the highest figure for 10 years.

Ely station at last has refreshment facilities on the up platform, reports the *Ely Standard*. The premises had been disused for several years, but have been bought and reopened by Steve Gillrow, a British Rail Chief Steward from Peterborough. He hopes eventually to provide substantial hot meals during the winter, salads in summer, and plans to apply for an alcohol licence.

Trowse Swing Bridge was the scene of intense activity on the weekend of 21-22 February, when the old bridge was taken out of use, and the new one commissioned. The new bridge carries only a single track, and is unique in having overhead catenary that swings with the bridge. The speed limit has been raised from 15 to 40 m.p.h.

The Rhinelander is the "new" train that replaces the present *European*. It will run in the same path in both directions, connecting Harwich and Manchester. It will be a six-coach locomotive-hauled train.

Road tax evasion now costs the nation £99,000,000 per annum. The Humber Road Bridge is now £256,000,000 in debt. In two recent spot checks on road tankers carrying dangerous substances, half the tankers stopped were in breach of regulations and two were prohibited from further use until repairs had been carried out. Out of 41 vehicles stopped, a total of 34 offences were found.

Facts like these provide useful ammunition when we are arguing the railways' case against the pro-road lobby (including people like Councillor Coutts who wants to shut down Norwich's rail link with the Midlands). They are contained in the latest RDS *Digest of press reports on road matters*, available on receipt of a stamped addressed envelope from Andrew Oldfield, 14 Long Lane, Worrall, Sheffield, S30 3AF.

The refurbished Cromer station was officially reopened on 30 March by the town council Chairman, Tony Webster. A newly resurfaced area provides car parking, a taxi-rank, and a cycle store, while there is a smart new shelter on the platform, as reported in *Rail East* 61. Mr Webster congratulated British Rail, and then unveiled a WELCOME TO CROMER sign provided by the North East Norfolk Travellers' Association. The BR Area Manager, Tony Hudson, said that the facelift would see the station well into its second century.

TRANSPORT USERS' CONSULTATIVE COMMITTEE

The RDS Branch Committee has nominated Charles Taylor to serve on the TUCC for Eastern England. Members are appointed by the Department of Trade and Industry from nominees of both voluntary and statutory bodies, and we look forward with interest to the result of our nomination.

FIENNES ON RAILS

The East Suffolk Travellers' Association (ESTA) has arranged for a seat to be placed at Saxmundham station in memory of Gerard Fiennes, who died last year. Mr Fiennes, who had a long and distinguished railway career, had been General Manager of the Eastern Region of British Railways, and was President of ESTA. The seat was scheduled to be unveiled on 9 May, which is also when ESTA will hold its Annual General Meeting.

Just before his death, he completed the manuscript of his book *Fiennes on rails*, and thanks to the generosity of the publishers, David & Charles, readers of *Rail East* who buy a copy through ESTA can thereby also make a substantial contribution to the memorial. The book costs £9.95 (please add £1 for postage) and can be ordered from John Brodribb. Cheques should be made payable to ESTA. Anyone simply wishing to make a contribution to the fund will of course also be very welcome to do so.

CAMBRIDGE TRANSPORT MEETING

Peter Wakefield reports on the meeting organised by the Cambridge City Conservative Party at Owen Webb House on Monday 23 March:-

RDS and other members of the concerned public were invited to attend a discussion meeting on public transport provision addressed by the Rt. Hon. David Mitchell MP (Minister in charge of Public Transport), Charles Devereux (Provincial Manager, Anglia, for British Rail), Paul Merryweather (Managing Director, Cambus Ltd.), and chaired by Cllr. Edwards. The meeting was well attended and there was a wide-ranging discussion, largely on local matters, but extending to regional and national issues. Mr Mitchell described the aims of the Government regarding public transport, especially the benefits he felt accrued from competition and deregulation. Mr Devereux dwelt mainly on the development of Provincial Services, particularly the long-distance East Anglia - N.W.England axis. This is a welcome fruition of the plans proposed by RDS (E.Anglia) some four years ago. Mr Devereux, in answer to a point concerning network electrification, stated that Sprinters are an interim to electrification, although he emphasised that they can be had now and are not a second best option to electric trains.

Basil Bonner, an RDS member from Whittlesford, asked whether a cheaper option for the development of the East Anglia - Northwest axis would be to operate express coach services from Cambridge to Milton Keynes, to connect there with fast electric trains to the Northwest. Mr Devereux replied that the planned frequent train service from Ipswich to Manchester and Blackpool would cater for a series of overlapping, interlinked journeys that such a coach service could not provide. Anyway he stated that BR had a lot of experience with coach services, e.g. Kettering-Peterborough and the present Peterborough-Wisbech-Kings Lynn-Hunstanton route. He said that although this latter service loaded quite well in coach operating terms, it did not do anything near as well as a train service operator would expect between such sizable settlements. This would appear, he said, to be because travellers understood how a train service operated, but could not accept the intermodal change. The fact that such a senior BR person should admit that rail passengers just do not take to buses is, of course, of great significance. RDS has for long reiterated that bus cannot replace train.

Sting in the tail-piece

At the end of an interesting and well-managed meeting, there was a series of informal chats. A member of RDS asked Mr Devereux about the prospects of reopening the Wisbech line. Mr Devereux was clearly annoyed at the very thought and retorted, somewhat rudely, that it would cost £6m., and was "not on". £6,000,000 for 7 miles? Mr Devereux said he had done the sums and these included the cost of three new Sprinters to work the line (7 miles long). Why Wisbech would need three dedicated trains instead of those in a general pool is something of a mystery. Anyway, it would appear that his "sums" have put Cambridgeshire County Council, previously keen to reopen the line, right off the idea (as desired?).

FENS RAIL LINK CALL

The *Eastern Daily Press* reported on 28 March that Cambridgeshire County Councillor David Green had called for a feasibility study on reopening various lines and stations in the Cambridge/Peterborough area. Those listed are the March-Wisbech and Cambridge-St Ives lines,

together with the St Ives-Huntingdon line which would need reinstatement; new stations suggested are Cherry Hinton, Fulbourn, Soham, Little Shelford, Fletton Parkway and Rivergate, the last two being in Peterborough.

The County Council Transportation Committee agreed to commission a feasibility study; one of the other proposals was for Cambridge station to be resited underground in the city centre as part of a metro network. One of the major benefits identified for better public transport is greatly improved access to the north-east of the county, together with alleviating traffic congestion in Cambridge.

WYMONDHAM-DEREHAM NEWS

These notes are taken from the current Wymondham & Dereham Rail Action Committee (WyDRAC) newsletter:-

First, the special train: this will be a four-car diesel multiple unit, and will run from North Elmham to Lowestoft and back on 21 June. It will leave Elmham at approximately 0915, Dereham at 0945, and will call at all stations to Norwich, arriving at Lowestoft at 1215. Return will be at 1730, arriving at North Elmham at 2000. The fare will be £5 adult, £3.50 child; to book, send a s.a.e. with cheque payable to WyDRAC at 75 Crown Road, Dereham, Norfolk, NR20 4AE (tel. Dereham 66479). Please include a 'phone number and state at which station you will join the train.

Discussions have taken place with Charles Devereux, British Rail's Provincial Manager, over the reopening of the line to passengers. BR say that three new Class 150 "Sprinters" would be needed to operate an hourly service; they cost £500,000 each. Re-laying would be needed, and also automation of level crossings at approximately £50,000 each. Mr Devereux has suggested a bus service to connect Dereham with London-Norwich trains at Diss, which WyDRAC dismisses as unrealistic. The change of mode is not acceptable to through passengers. BR have now said that a through rail service from Dereham to Norwich might be possible, but that local authority assistance would be needed. In spite of the opposition from people like Norfolk County Councilor Ian Coutts, WyDRAC see a ray of hope in that Council's contribution to the Reedham-Yarmouth line.

Anyone interested in joining WyDRAC should contact the Membership Secretary, 30 Cecil Road, Dereham, Norfolk, NR20 4AN. The annual subscription is £1.

EAST ANGLIAN BRANCH ANNUAL GENERAL MEETING

The AGM was held in the Central Library at Bury St Edmunds on 21 February, and the conference room was well-filled. John Brodribb summed up developments in the area in his report: many of them had been positive, such as the introduction of radio-signalling on the East Suffolk line, the new Felixstowe Docks Railway, electrification to Harwich, Norwich and Cambridge, many freight developments and the successful campaign to retain the Reedham-Yarmouth line. There was much still to do, including the Beccles loop, better stock on the Cambridge line, more electrification, reopenings such as St Ives and Wisbech, the development of links with Lincs., and better services and facilities in the Peterborough area.

The various officers and Committee members were elected unopposed, and the full list is inside the front cover.

The meeting then considered motions calling for an updating of the "Rail Strategy" leaflet, and for the production of a leaflet on electrification. The Branch Committee was asked to consider the former, and to implement the latter.

A further motion to promote the canvassing of RDS views to parliamentary candidates in the run-up to the General Election was debated, with a certain amount of heat, and was eventually passed.

Chairman Steve Wilkinson then announced that he and Peter Wakefield hoped to do a sponsored train-ride, proceeds being equally divided between the charities MENCAP, the Raynaud's Disease Trust and also RDS East Anglian Branch funds.

After a break, the meeting enjoyed an excellent video presentation from Russell Whipps, featuring the new Felixstowe Docks Railway.

BRITISH RAIL DEVELOPMENTS

The *Anglia Ranger* one-day ticket made a very welcome return on 1 April, following intense pressure from RDS and all of the local users' groups. The boundaries of the area covered by the ticket are: Marks Tey and northwards, Bishops Stortford and northwards; Hitchin and northward to Peterborough and Spalding; Peterborough and eastwards; Hitchin and northeastwards via Royston. Railcard discounts of 34% are available. Some suggested uses for the ticket include the new electric trains to Norwich, Cambridge and Peterborough; a ride over Trowse swing bridge; sampling radio-signalling on the East Suffolk; and a visit to the refurbished Thorpe station at Norwich.

The picture is still changing: the last Cravens Class 105 diesel multiple unit has been repainted in original green livery, and its interior restored to original condition. Class 31s on most cross-country trains will be a thing of the past after May, when Sprinters take over (though they will persist on summer Saturday workings).

In addition to timetable changes noted in *Rail East* 61, the following are of interest: the Norwich-Yarmouth via Acle route sees an hourly service throughout the day, with later last trains. The service via Reedham is now protected by the agreement with the East Norfolk & Suffolk Rail Alliance - the signing ceremony was due to take place on 29 April (see p.7). The East Suffolk line gets another two Ipswich-Saxmundham workings in the afternoons, giving an hourly frequency over this section for most of the day. The freight sector is actively pursuing the possibilities for freight to the power station construction site at Sizewell, now that approval has been given, and cement will start arriving by rail in July. Cross-country, there is a new Thetford-Norwich train in the morning, which goes forward to Yarmouth. There is also a new train at 0843 from Cambridge to Lowestoft, which will have connections from Peterborough and Birmingham.

MEMBERSHIP NEWS

NEW MEMBERS

We welcome the following who have recently joined us:-

- Mr G.J.R.Baylis, 98 Thacker's Way, Market Deeping,
Peterborough, PE6 8HP;
D.A.Beales, Moonridge, Boume Road, West Bergholt, Colchester,
Essex, CO6 3EF;
Mr I.Bennett, 2 School Lane, Buckden, Huntingdon, PE18 9TT;
Mr K.G. & Mrs S.Lumsden, Red House, Bowker's Lane, Little
Walden, Saffron Walden, Essex;
Mr F.R.Moles, 11 Beaumont House, Coggeshall, Essex, CO6 1QF;
Mr M.J.Pentlow, 36 Walgrave, Orton Malborne, Peterborough, PE2 0NR;
Mr R.Stobart, 61 Parlour Close, Histon, Cambridge, CB4 4XR.

Ipswich Historical Transport Society, 1 Sunningdale Avenue, Ipswich,
Suffolk.

NEW ARRIVAL

We also welcome

F.Bell, 14 Chaucer Road, Cambridge, CB2 2EB,
who has recently transferred from another Branch.

CHANGES OF ADDRESS

- B.J.Eyre, to 44A Union Street, Norwich, NR2 2SL;
G.Haywood, to Petworth, 88 Rosary Road, Norwich, NR1 4BX;
D.R.Reeve, to 1 Tillyard House, 70 St George's Street,
Norwich, NR3 1DA.
Frinton & Walton Town Council, to Council House, The Triangle
Shopping Centre, Rochford Way, Frinton, Essex, CO13 0AU.

CIBA-GEIGY SPECIAL TRAIN

The CIBA-Geigy Sports & Social Club is running an excursion from Audley End, Whittlesford, Shelford, Cambridge, Ely and Peterborough to Leeds, Keighley, Carnforth and Morecambe on Saturday 27 June, using an all-first-class air-conditioned train. An optional extra is a trip on the Keighley & Worth Valley line to Haworth. The trip is open to all past and present CIBA-Geigy employees, families and friends, and the cost is £17.50 per seat. For details, send s.a.e. to David Pepperell, CIBA-Geigy Plastics, Duxford, Cambridge, CB2 4QA (phone 0223-838234).

DEVELOPMENTS AT WISBECH

Peter Wakefield writes:-

Some members may have noticed in national rail journals the terse statement that British Rail had withdrawn freight facilities from Wisbech. This should have referred to "public delivery sidings" - for Messrs. Spillers Foods have bought the entire site for their own use.

The Freight Committee of RDS hope that they will develop the terminal into a general distribution depot besides just handling their own goods, which at present load a full train each way between Wisbech and Glasgow. Additional Spillers traffics, plus those to the Metal Box Company's private siding, arrive and depart on separate services from and to Whitemoor. Few other customers will be affected - it is not unlikely that Spillers would allow them to continue using the depot if asked.

Presuming even further on Spillers' sense of community spirit, I personally hope that they would plan to leave a single track-width "free" alongside either the western or the eastern edge of the site, right up to Somers Road / Oldfield Lane, to enable BR and Cambridgeshire County Council to operate a reopened passenger service. A terminal on either edge of the site would bring passengers to within five minutes' walk of the main shopping centre of Wisbech High Street and Market Place.

Metal Box's traffic is substantial and will be unaffected: it will be handled as now, but probably in bigger wagons.

At present, only half the terminal is developed - we can only hope that Spillers will develop the other half for rail use. Before local planners turned the idea down, the BR Property Board tried to sell it off for housing.

FELIXSTOWE DOCKS LINE OPENS

It's open at last: the new rail link from Trimley station to Felixstowe Northern Freightliner Terminal. The ceremonies took place on Monday 2 March, and included the naming of a Class 47 locomotive.

With the increasing shipment of containers through the Port of Felixstowe, the northern and southern terminals had become more and more congested, especially since trains to the former had to go through the heart of the port, via Beach Station and the southern terminal. The new line is about 2.4 kilometres long, and involved the diversion of the Byle Fleet stream, Trimley's main sewer, and the building of a farm access bridge large enough to take a combine harvester. The earthworks were undertaken by Roadworks Ltd., a subsidiary of Jacksons of Kesgrave, with railway installation by Henry Boot. The opening ceremonies saw a three-coach passenger train of air-conditioned InterCity stock with Class 47 *County of Cambridgeshire* on one end and 47 291 on the other: the latter was named *The Port of Felixstowe* by Mr George Blackhall, deputy chairman of the Company.

After a bottle of champagne was cracked over its buffers, the train then traversed the new line back to Trimley, where it reversed to Felixstowe Town station, so that the 120 guests could be wined and dined in the time-honoured fashion.

The junction at Trimley is at present under the control of the signal-box there, whilst the Northern Freightliner Terminal has its own miniature panel. Trains arrive on the reception road and the locomotive runs round; it then hauls its train back out, setting back into whichever siding is available. Shunting movements are controlled by a series of signals placed at intervals along the line. These consist of a circle of lights, with one in the centre, such that a row of three can be lit at any one time. A steady indication means "go forward" and a flashing one means "set back". Different aspects can indicate *stop*, *prepare to stop*, *draw ahead slowly* or *set back slowly*. Trains from Trimley encounter a reflectorised distant board, then a ground signal, and then have a

clear run into the terminal; the points at the entrance are power-operated. In the reverse direction, trains for Trimley pass a ground signal to leave the terminal, then seven shunting indicators, and a distant board on approaching Trimley station.

Thanks to Russell Whipps for his help in preparing this account.

STOP PRESS Can you help? A 14 year old Dutch boy, who is a rail enthusiast, would like to stay with a family in East Anglia this summer. Details/offers to Frank Bell, 14 Chaucer Road, Cambridge (Tel 66447)

DIARY

23 MAY Sponsored cycle rides to Arlesey and Finningham. See details on p.1.

30 MAY Crown Point Open Day, Norwich, 1030-1630. Electric, steam and diesel exhibits. RDS stand. Offers of help to Peter Lawrence.

13 JUNE RDS Branch meeting, Ipswich.

20 JUNE RDS PUBLIC MEETING, Meeting Hall, Peterborough Swimming Pool, 1400. Theme: "What next for Peterborough rail services?" Speakers include Charles Devereux (BR) and Dr Brian Mawhinney, MP.

21 JUNE WyDRAC special train from North Elmham to Lowestoft. Details on p.4. ESTA (Felixstowe) coach tour to Blickling Hall and Wroxham.

27 JUNE CIBA-Geigy special train from Audley End and Cambridge to Leeds and Morecambe. See p.6.

4 JULY NENTA special train from North Walsham to Stratford-upon-Avon. See advertisement (p.9) for details.

18 JULY ESTA (Felixstowe) open-top bus to Dedham.

29 AUGUST NENTA special train from North Walsham to Edinburgh, for the Tattoo. See advertisement (p.9) for details.

19 SEPTEMBER National Conference of Rail Users' Groups, London. Details from Peter Lawrence.

26 SEPTEMBER RDS Branch meeting, Norwich.

3 OCTOBER NENTA special train from North Walsham to Taunton, Exeter and Plymouth. See advertisement (p.9) for details.

10 OCTOBER ESTA (Felixstowe) special train from Ipswich to Bath and Bristol. All ESTA (Felixstowe) trips: details (s.a.e. please) from Charles Taylor.

EAST NORFOLK & SUFFOLK RAIL ALLIANCE

Trevor Garrod represented RDS and the East Suffolk Travellers' Association (ESTA) at a meeting of the Alliance in Lowestoft Town Hall on 17 March. It was announced that the formal signing ceremony for the contract between British Rail and the Alliance, to save the Reedham-Yarmouth line, would take place on Wednesday 29 April.

Having notched up this major success, the meeting went on to consider how money might be raised to provide a passing loop at Beccles. It was stressed that such a loop would not only benefit East Suffolk line users: it could also be of benefit to the Lowestoft-Norwich line, since a more flexible and attractive East Suffolk service is likely to stimulate more through journeys from places like Halesworth and Beccles to Norwich and beyond.

Delegates present, who included some from Parish Councils which had not previously been involved in the Alliance, agreed to seek up-to-date detailed costings from BR as the first step in their new campaign.

— SUFFIELD ARMS —

— GUNTON —

A NEW DEAL FOR PUB-TRAIN CUSTOMERS

From 11 May 1987 you will find it much cheaper and much more convenient to visit the SUFFIELD ARMS free house (opposite Gunton station), which is now under new management. Owing to the continuing success of the late-night Fridays-only return service to Norwich, British Rail have now arranged for a late-night return service to North Walsham, Wroxham and Norwich EVERY WEEKDAY NIGHT Monday to Saturday inclusive departing Gunton at 2225, plus the usual 2307 service on Fridays only. You can now vary your evenings at this delightful pub, which is featured in the 1987 Good Beer Guide, and received extensive coverage in 1985-86 on BBC TV, plus local and national radio and press, for their efforts in encouraging customers to use the local rail service to the pub in order to discourage drink/driving.

The Family Room has now been re-opened; and there are new draught beers on offer, including Orangeboom, Skol and Castlemaine lagers, Greene King Abbot Ale, Guinness, Adnams Old and Bitter, Burton Bitter, John Bull Bitter, Ind Coope Dark Mild and Tetley's Bitter, as well as Gaymer's Olde English Cider. Basket meals are also available each evening.

NEW CHEAP RAIL RETURN FARES ARE NOW AVAILABLE:-

Norwich-Gunton return £2.90 (£1.70 single)

Wroxham-Gunton return £2.10 (£1.20 single)

North Walsham - Gunton return £1.00 (60p single)

Bigger reductions on party group travel

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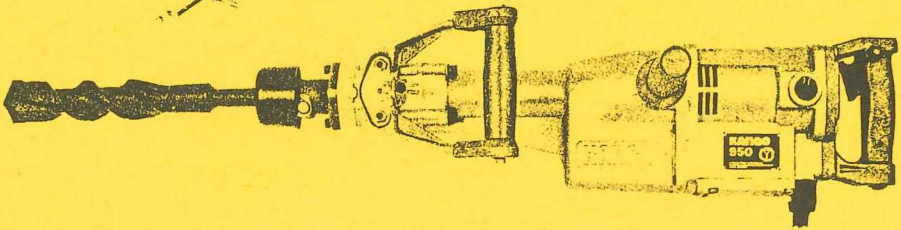
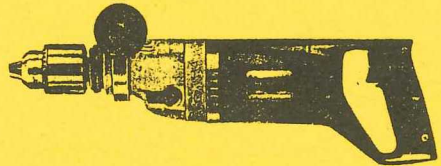
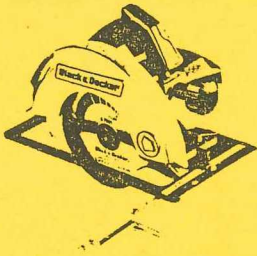
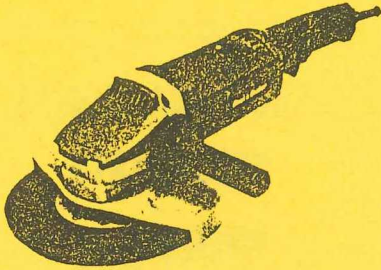
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