

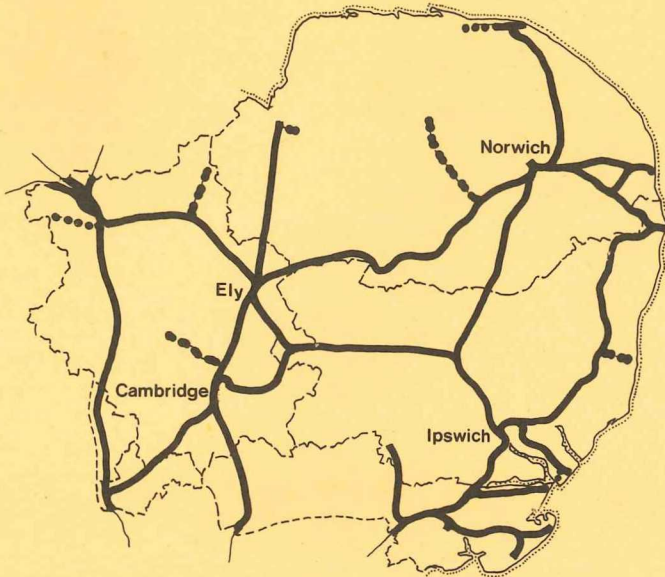
RAILWAY DEVELOPMENT SOCIETY



# Rail East

A Voice for Rail Users

No 63 Autumn 1987



Sudbury News  
The Provincial Future  
Peterborough Meeting

Newsletter of the  
EAST ANGLIAN BRANCH

RAILWAY DEVELOPMENT SOCIETY  
EAST ANGLIAN BRANCH

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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 Brodribb, 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 (Arlesey, 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 63

Autumn 1987

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

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## OBITUARY

It is with great regret that we report the death of **Arthur Hadingham** in Beccles Hospital on 21 June. Arthur had an active interest in railways lasting well over 60 years, and had been a staunch supporter of RDS and the East Suffolk Travellers' Association (ESTA). He was Secretary of ESTA until two years ago, and he had an encyclopædic knowledge of Beccles station and the East Suffolk and Waveney Valley lines. The funeral took place at St Faith's Crematorium on 25 June. Our deepest sympathies go to his sister, Miss M.Hadingham.

## SPONSORED BICYCLE RIDES

Over £120 was raised for the RDS Anti-Closure Fund by Clare Zilahi and Trevor Garrod when they completed sponsored cycle rides to Finningham, near Stowmarket, on 23 May. They were met at Finningham station (closed 20 years ago), on the newly electrified Ipswich-Norwich main line, by David Bridge and Denis Evans, until recently a local councillor, both of whom have been actively campaigning for the station to be re-opened.

The event received publicity in the *East Anglian Daily Times* and *Diss Express*. Thanks to all those who sponsored Clara (who also raised £31 for the Macmillan Nursing Fund) and Trevor.

The Finningham Station Action Group (of which David Bridge is Secretary) has completed its survey of potential usage of a reopened station. Chris Milnes has kindly agreed to analyse the results, and it is planned to issue a report in the early autumn.

Meanwhile, Richard Horsfield, a London & Home Counties Branch member, also raised money for the Society and other good causes when he cycled into our area on the same day. He did a sponsored ride to the site of Arlesey station, where he was met by local campaigner John Tizard.

## RDS AND TWO ROAD SCHEMES

### *Sudbury*

WHEN IS A BYPASS NOT A BYPASS? When it carves its way through the middle of the town! This, believe it or not, is exactly what Suffolk County Council are proposing for the new Sudbury "bypass". Not only will it cut Sudbury in half, but it will in the process obliterate the railway station, which the Council proposes to move a good quarter of a mile out of town to the wrong side of a very busy main road.

This is sheer lunacy (which some might say is all we can expect from a road-oriented Council). What about the rail users: the shoppers, tourists and travellers arriving and departing on foot? What about the rail/bus interchange? What about all those wishing to get to the Kingfisher Complex for a swim? Forget it! The desires of the lorry brigade and car driver come first.

Never mind that the District and Town Councils and British Rail have plans for a new *convenient* station on the existing site. Never mind that these plans are within a hair's breadth of implementation and are an integral part of the District Plan. Let's bypass Sudbury straight through the centre!

Make no mistake. These proposals are a very real threat to the viability of of the Branch, whose traffic we have worked hard to bolster over ten years or so. But why use farmland (of

which we have a surplus) to build a Western Bypass, when for even more money we can knock down the odd pub, a few dozen houses, obliterate a station and build a concrete viaduct across the prettiest part of the meadows around Sudbury?

So much for Alternative B. Alternative C will make for exciting commuting on the Branch. An open automatic crossing is proposed at the lowest point in the Bypass route between the sides of the valley. What speed will the juggernauts reach as they whizz down from Middleton? What price the fact that the only type of crossing suitable for installation on the Branch has been banned, pending the Board of Trade investigation into the Bridlington line disaster where a lorry ploughed into the diesel multiple unit, a train just like that used on the Sudbury Branch, with fatal results? Perhaps they will issue Chalkie, the driver, with a kamikaze scarf!

The only option the Sudbury - Marks Tey Rail Users' Association have is to make their protests heard. They have alerted the Transport Users' Consultative Committee for East Anglia and have written to their MP (Tim Yeo), the County, District and Town Councils to register their feelings about these lunatic plans.

Perhaps you would like to do the same. If so, write NOW to any or all of those mentioned and make your voice heard. Remember it is one of our vulnerable branch lines at stake.

Anyone interested in joining the Association should send £1 to Teresa Arthur, 18 Friends' Fields, Bures, Suffolk. Their income is almost totally derived from membership subscriptions.

Like our colleagues in SMTRUA, RDS has responded to the recent public consultation on the by-pass by favouring the western route, which is the cheapest and, unlike the alternatives, would have no adverse effect on the railway.

#### *Oulton Broad*

In a recent consultation exercise on road improvements, we wrote to Suffolk County Council favouring a modest scheme that would entail filling in the lightly used Mutford Lock. Trevor Garrod and John Brodribb have also had letters in the local press refuting the idea put forward in certain quarters for turning the northern end of the East Suffolk line into a road. Enquiries show that Suffolk County Council are most unlikely to support such a scheme.

#### **SPECIAL TRAIN ON DEREHAM LINE**

Another very popular special train was run on the freight-only Dereham branch on Sunday 21 June by the Wymondham-Dereham Rail Action Committee (WyDRAC). 210 local people filled the 4-car diesel multiple unit for a day trip to Lowestoft in fine, warm weather.

This year's seaside special actually started back at North Elmham, the present terminus of the line, at 0930. The platform and station buildings here are now in private hands, and special steps had to be provided for passenger to board. At Dereham and the other stations on the line access was from the platforms, and a good punctual run was enjoyed, with an arrival in Lowestoft at 1157.

Passengers had five and a half hours in the resort before returning to Norfolk. An RDS press release published in that week's *Lowestoft Journal* reported the special, and emphasised how conveniently sited Lowestoft station is for the beach. Any proposed rebuilding of the station (and various developers are again interested in it) should be as close as possible to the present site.

#### **BRANCH MEETING, IPSWICH TOWN HALL, 13 JUNE**

Did you know that, in the last eight years, every police force in Britain has been strengthened in numbers except one — the British Transport Police? Indeed, this force, which looks after British Rail's property and its customers, has been allowed to decrease and is now quite stretched.

This was one of many interesting facts that emerged from our spring meeting, when the guest speaker was Inspector Hawkins of the British Transport Police.

After outlining the history of the force, which dates back to the 1830s when railway companies were required to employ one police officer for every mile of track, he explained how their role developed into one of preventing crime and trespass on the railway and promoting general safety. Before the introduction of fixed signalling they also had to "wave trains on"!

By the time of nationalisation in 1948, there were about 7000 railway policemen, who also covered London Transport and the ports owned by the railways. Today their number have decreased to just under 2000 and they no longer cover Associated British Ports or British

Waterways; but they are still responsible for all the BR network, London Underground and Sealink ports. The force costs £57,000,000 per year, this sum being paid by BR, London Regional Transport and Sealink, plus a Treasury grant.

Inspector Hawkins then showed an interesting video of the work of the BT Police in Scotland. The 173 men in this Division had to deal with matters like public order on football specials, vandalism, security duties at the ferry port of Stranraer and investigation of assaults on passengers and staff. Train drivers and police also made visit to schools in the catchment areas of newly electrified lines to warn youngsters of the dangers.

In Inspector Hawkins's own area, which stretches from Shenfield to Diss, one of the major problems is fraud. Some cases can involve thousands of pounds if a stolen or forged season ticket is being used. He also instanced the "double-ended season" — an Ipswich-London commuter who bought one season ticket between Ipswich and Colchester, and another between Stratford and Liverpool Street, plus a three-month return between Stratford and Colchester.

BR loses £21 million a year through various types of fare evasion, and it is in the interests of all law-abiding passengers that culprits should be caught and penalised. Another problem with which he often has to deal is vandalism of, and theft from cars in station car parks. There is probably not as much policing as the public would like, because officers are quite thinly spread outside the London area.

### RDS MEETING AT PETERBOROUGH, 20 JUNE

Members of the East Anglian, East Midlands and Lincolnshire Branches of RDS had a joint meeting at Peterborough, mainly to discuss future possible improvements to rail services in the area.

National Executive member John Saunders chaired the meeting, and began by pointing out that without railways there would not have been the Peterborough that we know today. In and around the city we could see some of the best of modern freight, the popular InterCity 125s, the first Sprinters, a major shopping centre to which people were encouraged to travel by rail, and a steam railway with exciting plans for the future.

He congratulated British Rail on the minimal disruption to services that had been occasioned by main line electrification, adding: "no other railway has to work to such a tight budget as BR InterCity." Some "crumbling edges of quality" were however noticeable — such as the longer journey time between Peterborough and Spalding because of speed restrictions, and the use of West Midlands commuter diesel multiple units on summer Saturdays between Birmingham and Yarmouth.

Our guest speaker was Charles Devereux, BR's Provincial Manager (Anglia). He began by observing that railway managers are very much in the public eye — unlike factory managers, for example — and BR managers work under closer scrutiny than in any other industry. He commended RDS for the work which it does in promoting BR passenger and freight business.

He is, he said, personally very interested in electrification for InterCity services, but for Provincial Services he considers that modern diesel Sprinter units are most appropriate. Among their advantages are less need for maintenance (27 days between maintenance) and quite spectacular acceleration. Because they can reverse more easily and quickly than loco-hauled trains, new through services are possible, and he announced plans for a Sheringham-Liverpool train next year. Lowestoft-Blackpool is also a possibility. On Felixstowe electrification, he commented: "You'd like to see it, and so would I — but it comes down to money."

Mr Devereux answered a wide range of questions on such matters as restrictions on Ranger tickets; station reopenings, particularly on the line between Peterborough and Lincoln; and the case for renewal of infrastructure, especially on the Breckland Line. Rules laid down by the Department of Transport mean that a single platform for a new station can cost £50,000.

He was sceptical about the need for through services between Cambridge and Lincoln, but it was pointed out that these had been promised by BR when the March-Spalding direct line was closed.

The other speaker at the meeting was the RDS General Secretary, Trevor Garrod, who began by commenting on the recent announcement that some Inter City fares were to go up to dissuade people from using the most popular trains. Yet when the M25 motorway is overcrowded at certain times and in certain places, there are no financial measures to dissuade motorists from using it; instead there are calls from the road lobby and some politicians for the motorway to be

widened! These facts reflect the unfair financial arrangements for road and rail in this country, and show why RDS must argue the railway's case with the politicians, as well as pressing Mr Devereux and his colleagues for rail improvements.

Mr Garrod also stressed that RDS will continue to campaign for reopenings, and is encouraged by examples like Corby and Bathgate. It has never been the Society's policy to press for all the Beeching cuts to be reversed, but to press for a modest programme of some 400 station reopenings and 500 route miles of line reopenings. We have also been prepared to "put some money where our mouths are", for example by running excursion trains from places like Dereham, Wisbech and Corby; and by giving small donations to help re-open stations, as at Watton-at-Stone.

Discussion at the meeting also covered the Nene Valley Railway, and one representative of that line who attended outlined plans for footbridges across the Nene to improve access to the line's new terminus from Peterborough BR station. There was also a possible scheme for the NVR to build its own rail bridge across the river and terminate in a new platform to the west of the BR station.

Answering some criticisms of the new electric service between Peterborough and King's Cross, Mr Devereux said that the new trains enable more commuters to get seats in the rush hour, and commented that the long-distance High Speed Trains are "inherently unreliable for commuter services".

He also described the proposed May 1988 cross-country timetable as a "quantum leap forward", in that express Sprinters would give Peterborough hourly links with Norwich, Cambridge, Birmingham, Nottingham, etc.

He concluded by assuring the meeting that there is no longer any question of singling lines in East Anglia, and that the region's Provincial Services are in "a healthy, buoyant situation".

#### EAST SUFFOLK MEMORIALS

As briefly noted in *Rail East* 61, the East Suffolk Travellers' Association (ESTA) has provided two seats at stations on their line. The one at Saxmundham in memory of Gerard Fiennes was duly unveiled by Mrs Jean Fiennes on 9 May. The station had been brought up to a remarkable standard by British Rail staff, notably Peter Punched and Monty Baskett, with seats being newly painted and tubs of flowers everywhere. Ipswich Station Manager Peter Koning also attended, with the Eastern Region's Assistant General Manager Theo Steel giving a short speech in appreciation of Gerry Fiennes. Charles Devereux spoke about the modernisation of the line and the new services, something that Mr Fiennes strongly advocated.

On 6 June another gathering took place at Woodbridge station, this time in memory of Mrs Daly-Briscoe. Charles Devereux was again introduced by ESTA Chairman Albert Godfrey; this time, the Mayor of Woodbridge, Councillor Michael Rowland, spoke of the long connection between town and railway. Dr Daly-Briscoe then unveiled the seat, and said how appropriate it was as a memorial: his wife had long campaigned for better facilities for travellers. He recalled that she had been held in high regard and affection by passengers and railway staff alike, and that many members of ESTA had been recruited on the train by her.

Details of ESTA membership (£1 per year) can be obtained from the Secretary, John Brodribb; he will also send copies of *East Suffolk Travel*, which summarises train and omnibus services in the area, on receipt of a large stamped addressed envelope.

#### CROWN POINT OPEN DAY

British Rail held the second open day at their Norwich depot on Saturday 30 May, when a host of locomotives, rolling stock and other exhibits was on display.

The RDS East Anglian Branch had a stand there, which was highly successful both in terms of publicity and sales: many thanks to all those who helped out in any way.

The locomotives on display spanned many years of development. LNER A4 Pacific no. 4498 *Sir Nigel Gresley* was there, as was "Deltic" 55016 *Gordon Highlander*. Classes in current use included 45, 58, 47, 50 and 20, together with a line of Class 03 shunters, many withdrawn and without connecting rods. Multiple units were represented by the green Cravens (Class 105), a Southern Class 405 unit and a 2-BL. Ian Allan Ltd. not only had a stand at the show, but ran a special train using a preserved Class 306 unit — and Mr Allan was there to see it all for

himself. During the day, Class 08 no.08 869 was ceremonially named *The Canary*.

Among other displays were various freight wagons, travelling post offices, a cinema coach, and an overhead electrification exhibition. The day attracted a very large number of visitors, and the sun actually shone! BR and all their staff involved are to be congratulated on an excellent show.

#### MEETING WITH TOP MANAGER

Charles Taylor, Trevor Garrod and John Brodribb had a meeting in London on 27 May with Dr Paul Prescott, Marketing Manager for British Rail's Provincial Sector. In a wide-ranging and constructive discussion, a large number of matters were covered, the main points being summarised here.

The pattern of cross-country services from East Anglia will change in May 1988, and become finalised by 1990. The Norwich-Birmingham service will generally not run via Coventry, with the exception of the morning and evening trains, largely because of track capacity problems on the London-Birmingham main line. The service would be hourly between Birmingham and East Anglia, with some trains extended to Manchester, Preston, Shrewbury, Cardiff, and so on. Initially it will be worked by 2-car Class 156 Sprinters, which will be the Metro-Cammell version of the Class 155, the first of which recently appeared from Leyland. They are the "stretched" version of the Sprinters now in service, each vehicle being 23 metres long, and a unit will have about 160 seats. An hourly all-stations Coventry-Nottingham service will provide connections at Nuneaton. All trains will run via Ely, and the Provincial Sector will no longer require the North Curve. However, summer dated services — mainly to Yarmouth — might continue to need it, and their manner of operation is under review. They might continue to be locomotive-hauled, or become Sprinters.

All regular services will carry catering facilities, and these will be put out to tender. Connections will not be held, except on the last trains of the day, because of the high service frequencies.

By 1990, the major cross-country services will be operated by Class 158 Sprinters, which will also have 23-metre vehicles, a 90 mph speed, full forward vision for passengers, and a 2+2 seating arrangement, aligned with windows. Luggage stacks will be provided in the centres of the vehicles. They will be air-conditioned, have litter-bins, telephones, carpets, and toilets suitable for use by disabled people. All trains will have a convertible area for parcels, luggage, bicycles, and so on, which will not have seats, and which will be unavailable for such use only when "secure" traffic is being carried, such as mail. The Class 156s will be cascaded to other services.

There is scope for fare increases on the new trains, and there might be substantial variation between routes, depending on the competition. Provincial Sector revenue is currently buoyant, and has been helped by bus deregulation. Many of the service improvements, both those planned and those already implemented, have been made possible by better management: very little attention has been given to these routes until recently. Productivity has been greatly increased, and a higher intensity of service gives better utilisation of both stock and crews.

The Provincial Sector is looking for more involvement from local authorities, especially the shire counties. Lincolnshire has already put money into level crossing modernisation, and Norfolk supported the Reedham-Yarmouth line. Suffolk has provided money to reopen Melton station, but this type of scheme will only be carried out where there is an existing Provincial service. Thus, on the Ipswich-Norwich line, Bramford could be served by Ipswich-Cambridge trains, but there is no local service available for Finningham. Someone else — a local council, for example — would have to pay for such a service. It is now possible to overcome the restrictions imposed by the "prime user" concept, as has been done at Bathgate and in South Wales.

#### SNIPPETS

In Norfolk last year, 93 people were killed on the roads, and 4622 injured — at a cost to the community of £35,700,000. This includes police and medical costs, damage to property and working days lost. In Suffolk, there 61 fatalities, 1015 serious injuries and 2595 lesser injuries. The average costs of accidents, at 1986 prices, are:-

	£
Fatal	293,000
Serious injury	17,900
Lesser injury	1,700

These costings are based on the latest Department of Transport estimates, and are taken from the current Suffolk *Transport policies and programme* document.

Another interesting observation from the same source: U.K. roads carry nearly twice as much freight per kilometre as West German ones, and nine times as much as French roads. Remember also that the total subsidy for British Rail's Provincial Sector in the current year is £473m, reducing to £402m in 1989/90. In 1988/89, Suffolk propose to spend £2,925,000 in miscellaneous highways capital expenditure; £768,000 on "intermediate" highway schemes (costing between £100,000 and £1,000,000); £3,957,000 on "major highway schemes" — and guess how much on Public Transport Capital Expenditure? As usual, nothing at all.

Hetherset signal box, between Norwich and Wymondham, closed on 29 June. Signalling in the area was taken over by the panel box at Colchester. Wymondham South box now becomes the fringe box for Colchester on the Breckland line.

Class 08 shunter no. 08 859, based at Lowestoft, has been unofficially named "Eric".

### BECCLES LOOP

Waveney District Council's Traffic and Transportation Sub-Committee met on 29 June, when members of the East Norfolk and Suffolk Rail Alliance were also present.

Possible District funding for a passing loop at Beccles was under discussion. Charles Devereux, local Provincial Manager for British Rail, argued their case, saying essentially that BR did not want or need the loop, and that they could provide a punctual and adequate service without it. He thought that an hourly Ipswich-Lowestoft-Norwich service was possible from May 1989, and said that he would give written assurances to this effect. Alliance representatives accepted that punctuality was generally good, though failures of the Class 101 units on the line, and failures on the main line from London, caused delays. They were concerned that the trains did not provide good connections all the time, and did not run at times when people actually wanted to travel.

In the end, Mr Devereux's insistence that BR does not want money for the loop swayed the Subcommittee, and they agreed not to call for its installation, provided that the assurances on quality of service were given. These have subsequently been received by the District Council, though Mr Devereux has refused to discuss the possibility of the hourly service with ESTA, saying that Sprinters are still some way off.

### DIARY

19 SEPTEMBER National Conference of Rail Users' Groups, Ambrose Fleming Theatre, University College, London, at 1100. Details from John Lark, 7 Gloucester Avenue, Gorleston, Great Yarmouth, Norfolk, NR31 7LT.

26 SEPTEMBER RDS East Anglian Branch meeting, Assembly House, Norwich at 1400

\* Speaker: Tony Hudson, BR Area Manager for Norfolk & Suffolk

3 OCTOBER NENTA Special Train from North Walsham to Taunton, Exeter & Plymouth. See advertisement on p.9 for details.

10 OCTOBER ESTA (Felixstowe) Special Train from Ipswich to Bath & Bristol. Details (s.a.e. please) from Charles Taylor.

21 OCTOBER RDS East Anglian Branch meeting, YMCA building, Gonville Place, Cambridge, at 1400. \* Speaker (provisionally arranged) from Travellers' Fare.

### COUNCILLOR COUTTS STRIKES AGAIN

Those of you who do not read *The Times* or live in Norfolk may find the occasional references in our pages to Councillor Ian Coutts a little baffling. The following letter, reprinted from *The Times* of 30 July, may help to show just what we are up against. Subsequently, the *Eastern Daily Press* have carried editorial comment adverse to Councillor Coutts, and a series of letters vigorously attacking his views. He has written to the *EDP* reiterating them.



### Time for a new 'Beeching' cut?

Sir, Your recent report (July 16) on British Rail's annual report rightly mentioned the increased productivity and reduced public subsidy now being achieved. It should be noted, however, that British Rail's activities fall under four separate headings — freight, InterCity routes, London and the South-east, and provincial routes. The last is a euphemism for minor branch lines.

British Rail very properly breaks its financial results down over these four headings and so we can see that the branch lines are costing the taxpayer half a billion pounds a year and are likely to go on doing so into the indefinite future.

Somewhere in Whitehall a decision appears to have been made to preserve the whole network and concentrate on improving efficiency. Whilst this makes good sense so far as the InterCity network is concerned it is the negation of value for money on the branch lines. The latter serve few passengers and the subsidy per passenger is running at ridiculous proportions. There is the further fact that many of these lines require considerable sums spent on them in the near future. The argument that these branch lines feed the InterCity routes is a very thin one. Most people travel by road to their nearest InterCity station.

In my own county of Norfolk we have a branch line running 30 miles from Sheringham to Norwich with a small but ardent clientele. On the average subsidy of £1 per passenger mile a commuter on that line is receiving a subsidy of £60 per day or £300 per week or £15,000 per year. That is probably more than his gross earnings!

A better public transport service could be obtained by closing such lines and allowing the local authorities a little of the money saved to provide a better bus service. Unfortunately the local authorities in the rural areas are all passionately opposed to branch line closures — an unthinking resistance to change of which the Bourbons would have been proud.

Perhaps the new Secretary of State for Transport (prodded by the new Chief Secretary to the Treasury) will be able to point out a more rational way forward.

Yours faithfully,

IAN COUTTS (Chairman, Planning and Transport Committee,  
Norfolk County Council),  
2 The Close, Norwich, Norfolk.  
July 27

Don't just sit there and fume — your comments to Peter Lawrence, please.

### CAMBRIDGE - LIVERPOOL STREET LINE PLANS

Local press reports in July suggested that "Whittlesford Parkway" might be the new name for that station, with increased parking for commuters. Meanwhile, Trevor Hill has been appointed to solve the problems of poor time-keeping on the line, which British Rail attribute to poor signalling in the Bethnal Green area. The lack of a platform at any given time at Liverpool Street does not help — this is caused by the redevelopment work there. By 1990, Platforms 1-8 will have been extended to the same length as 9 and 10, and by 1991 the area will have been resignalled. The rail link into Stansted Airport should open at the same time, but time-keeping should not suffer. Look out for the "Network Southeast" caravan, with the display of new works at Liverpool Street. It was at Norwich in early August.

### ELECTRIFICATION BOOM

Business at Cambridge and Huntingdon has grown by 20% since electrification; at Audley End it has increased by 25%, and at St Neots by a staggering 56%. These figures are very welcome news for British Rail, although Peterborough passengers continue to complain about lack of HST services to London. Part of the increase at St Neots, Biggleswade, Sandy and Huntingdon must also be due to the availability of through services to King's Cross, instead of having to change at Hitchin.

### NORTH NORFOLK RAILWAY DEVELOPMENT

The "Poppy" line launched its new share appeal with a supplement to the *Eastern Daily Press* of 27 July. Track has already been re-laid on their extension to Holt from Weybourne, though

passenger services are not expected until next year. Through bookings are already available from British Rail, and the North Norfolk hopes to re-lay a "tramway" connection with BR at Sheringham.

## MEMBERSHIP NEWS

### *New members*

We extend a warm welcome to the following who have recently joined the Society:-

**Thomas Christian & Tammy Christian** 8 Westhall, Stradthorpe, Eye, Suffolk, IP21 5HN  
**Keith Fairbrother** 21 Ladywood Road, Ipswich, Suffolk, IP4 3NH  
**David Pollock** 2 Nightingale Mews, Saffron Walden, Essex, CB10 2BQ  
**S.R. Pomeroy** 9 High Street, Oakington, Cambridge, CB4 5AG  
**R. Shinkins** 5 Cedar Court, Hills Road, Cambridge, CB2 2QJ  
**P.W.Tanner**, CEng, MICE, MISTrucE 11 Fox's Close, Milton, Cambridge, CB4 4BT  
**John Tibble** 3 Lavham Drive, Bury St Edmunds, Suffolk, IP32 6BL

### *New arrivals*

We also welcome

**J.K. Stubbs** 121b Glaphthorn Round, Oundle, Peterborough, PE8 4PS  
who has recently moved into our area.

### *Changes of address*

**Maurice Challis** — to 24 Neale Close, Cambridge, CB1 3LE  
**B.J. Eyre** — to 44a Union Street, Norwich, NR2 2BL  
**J.M.Holland** — to Havland Lodge, 16 Lynn Road, Ely, Cambs, CB6 1DA  
**Stuart McNae** — to 19 Cobbold Road, Felixstowe, Suffolk, IP11 7JA  
**Sudbury - Marks Tey Rail Users' Association** — to 11 Wells Hall Road, Great Comard, Sudbury, Suffolk  
**Jonathan McKee** — to 22 Tanhouse, Orton Malbourn, Peterborough, PE2 0NA

## BOOK REVIEW

**Wheels within wheels** by Mike Hamer. London: Routledge & Kegan Paul, 1987. ISBN 0-7102-1007-8. 162pp. £5.95. Available @ £6.70 post paid from Friends of the Earth, 377 City Road, London EC1V 1NA.

This study of the road lobby is based on research commissioned by FoE, and was published in June. The author, Mike Hamer, will be familiar to many people as a result of other journalistic work, especially in *New Scientist*; he has also contributed to FoE research papers. The book gives a revealing insight into the machinations of the road lobby, showing it to be very well funded, highly organised, with a well established network of influence, especially within the Department of Transport. Of particular interest to RDS members will be the section describing how the road lobby has systematically undermined train and local bus services, and continues to do so. Whilst the themes of the book will be familiar to anyone active in the public transport sphere, the extent of the bias towards roads is alarmingly laid bare.

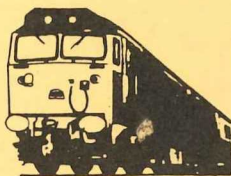
Recommended reading for anyone in RDS.

JBB

## EAST ANGLIA BY RAIL

The second edition is still on sale in local bookshops — and by post from Peter Wakefield @ £1.95 — and it is hoped that stocks will be sold out by next winter. This would make it possible to publish the third edition in 1988, to coincide with the widespread introduction of Sprinter trains on East Anglian lines.

Thanks to those members who have already updated their contributions or sent in photographs. More of the latter (preferably black and white) are still welcome and should be sent to Trevor Garrod.



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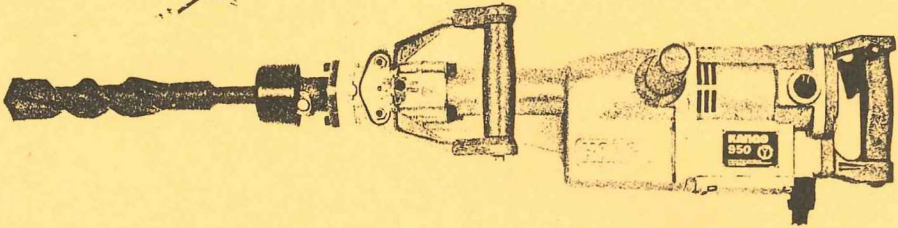
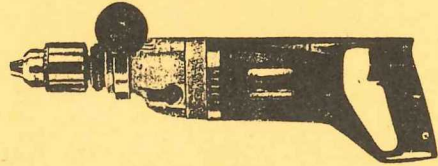
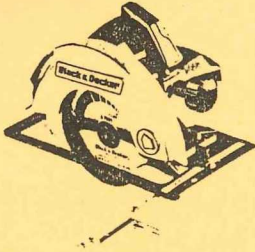
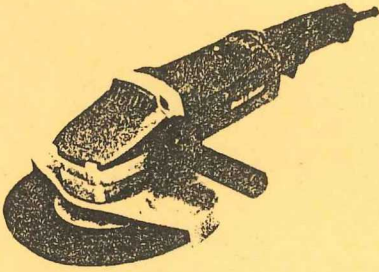
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