

RAILWAY DEVELOPMENT SOCIETY



RAIL EAST

A Voice for Rail Users

35p

free to members

No 66 Summer/Autumn 1988

**Newsletter of the
EAST ANGLIAN BRANCH**

**RDS 10th Anniversary
Network Changes
Privatisation preview
The Toll on the Roads**

**RAILWAY DEVELOPMENT SOCIETY
EAST ANGLIAN BRANCH**

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

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, "88.03" means that you were due to renew on 1 March 1988.

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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, 49 Imham Road, Four Oaks, Sutton Coldfield, W.Midlands, B74 2TQ. Other rates on application.

ANYONE WANT A JOB?

The post of Editor of *RAIL EAST* will be vacant after the next East Anglian branch AGM unless someone can be found to fill it. It isn't too onerous, and (probably obviously) no skill is needed! Peter Lawrence will be delighted to receive applications.

RAIL EAST

No 66
Summer/Autumn 1988

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

TEN YEARS OF R.D.S.

It gives me great pleasure to contribute this part of *Rail East* which is being published as a special issue on the occasion of the RDS Tenth Anniversary.

The East Anglian branch of the former Railway Invigoration Society was of course formed in 1972, being one of the earliest set up, and in 1982 we published our own booklet *Ten years on*. Since the amalgamation of the RIS and the Railway Development Association to form the RDS, the East Anglian Branch has gone from strength to strength and many seeds have been planted within both British Rail and the private sector which have come to fruition. Our area buzzes with all types of freight traffic, fertilizers, grain, petroleum products, chemicals, motor vehicles, sand and gravel, roadstone, cement, building products and containers, to name but a few. Far from being "in the sticks" East Anglia thrives! Passenger traffic has increased owing to the electrification programmes and the superb new cross-country links. When the latter were suggested to British Rail some years ago, we were told: "there is no possibility"! During the last ten years many changes have taken place - new Sprinters are in use, there are fast InterCity services to London from Peterborough, Norwich, Ipswich and Cambridge, the old semaphore signals have now largely gone, new technology has given the East Suffolk line a new lease of life and the inconvenient change of trains at Royston has disappeared, giving Cambridgeshire travellers two through services into London.

A new spur was put in at Felixstowe docks, private sidings installed there as well, Johnston Grain Silos at Eccles Road, large rail facilities installed at the CIBA-Geigy works at Duxford, plus other private sidings all over our region. Perhaps the biggest changes are at Ely, which is now the "Crewe of East Anglia". Many cross-country trains are routed through there, plus regular services to Lynn, Cambridge and London. Papworth depot sees a great variety of freight through it.

There is still much to keep fighting for, however. The "Beccles loop" is still not there, nor are passenger trains on the Cambridge - St Ives, Wisbech-March and Wymondham-Dereham lines. We shall continue to press for all of these, plus of course electrification of the Cambridge - King's Lynn route. Overcrowding on some trains causes difficulties and we hope that the new cross-country Sprinter services will have extra units put on to alleviate this.

I can assure members that the RDS will continue its fight for better rail services in the future. I should like to place on record my grateful thanks to all those members who over the years have helped the Branch in so many ways, either as Committee members and Branch officers or by doing many of the mundane jobs - without all this the Branch could not exist. Thanks to all those who have supported us over the last ten years and to those of you, many perhaps as yet unknown, who will make their contribution in the future - I wish you well.

Steve Wilkinson, A.Inst.T.A.
Chairman, East Anglian Branch

RDS BRANCH SPRING MEETING

At this meeting, held in Colchester Library on 21 May, the guest speaker was the local Area Manager, Michael Holden.

Describing his present post as "the most difficult job I've had to tackle", he outlined his area as being from Shenfield to Brantham along the main line, plus all its associated branches, including 30 stations, 11 freight and 11 parcels terminals, 3 depots, 8 yards and 767 staff. Passenger revenue generated within this area was £40,000,000, plus £3.4 million originating freight and parcels revenue. In addition, a large amount of other passenger and freight traffic passed through the area.

1987-88 had been "probably BR's most successful financial year for 40 years", but he predicted that 1988-89 would be more difficult "because of changed Government financial objectives".

Mr Holden then detailed some important changes affecting his area. One of these was the creation of the Anglia Region because of "growth and the need to set up a template for railway regional management to take us into the 1990s". One effect of the reorganisation was that he had under him an Area Finance Manager and a Technical Services Manager for the first time, and there was more responsibility devolved at local level for "getting money spent quickly" on schemes of under £25,000. The inherited operational problems would not go away quickly: "the railways of this area have not had their fair share of investment over the last two decades" – but they were trying to simplify the procedures needed to bring about improvements.

16 May saw the introduction of some new patterns of service, such as a new morning peak train to London with more seats available; and a decision not to call so often at Manningtree in the off-peak. The new Clacton, Walton and Harwich services gave an enhanced role to St Botolphs, and there were more through trains from Harwich to London. "This additional train mileage," said our speaker, "means we need bums on seats to justify the extra cost. A considerable effort will be made this summer to market off-peak usage."

Mr Holden commented on the teething problems of the cross-country Sprinter service, partly because of necessary engineering work at Kennet, and late delivery of the new Class 156 units, all of which should be available by early August.¹

Efforts to improve communications included a new automatic train reporting system, a new internal telephone exchange at Colchester and new public address systems at various stations. Most staff went through a two-day course on "communication with customers" last winter.

Future plans include new Class 321 electric multiple units, due to come into service on commuter trains this winter, and the probable use of former HST Mark 3 coaches on the Norwich services. There are station improvement schemes proposed for 15 stations and a probable resignalling scheme at Thorpe-le-Soken. To ease problems on the main line, they would like to abolish the four manual signal boxes between Colchester and Shenfield and resignal this section so that each line was bidirectional. It is hoped that the project will be authorised by the end of this year, for completion by 1991.

On traffic levels, Mr Holden said that BR expects continued growth of commuting into London and is looking to expand the carrying of periodicals. Newspaper traffic will finish in July because of "the way in which the newspaper owners are now running their business" and the failure of efforts to get them all to agree. There is a "phenomenal" increase in the amount of mail being carried by train, and they have electrified Chelmsford yard in just 8.5 weeks for the Post Office.

A wide range of questions to Mr Holden revealed further interesting points:-

- # The trains at present terminating at Witham could possibly be extended to Ipswich
- # A large backlog of engineering work has had to be done on the main line on winter Sundays this year and so more bus links have been needed than usual; but these have been advertised in the timetable
- # It had originally been intended to run three Colchester-Birmingham Sprinters, but lack of sufficient units meant that only one could be timetabled

¹ Metro-Cammell, builders of the new units, have since pointed out in *Modern Railways* that the number of units delivered matched the number specified in the contract.

Plans for a new station at Springfield, between Chelmsford and Hatfield Peverel, depend on Essex County Council; it would entail an extra line and would cost some £2,000,000, but could be done as part of the resignalling scheme. "If the political will is there, it could be built." Stanway and Ardleigh are also potential station sites, "if someone puts a good case and some money".

BURE VALLEY RAILWAY

RDS has followed closely the efforts by this recently formed private company to obtain planning consent to build a narrow-gauge line between Hoveton & Wroxham and Aylsham, along the track-bed of the former BR freight line.

We have been in contact with Broadland District Council, which is actively supporting the line for its tourist potential, and the Branch Secretary, Peter Lawrence, has written to the Secretary of State for Transport supporting the company's application for a Light Railway Order.

"The granting of this application," said our Secretary's letter, "will bring many benefits to Aylsham, Hoveton and intermediate villages. For the first time in many years a regular summertime passenger transport link will be available between the two main towns. The boost to tourism and the increased business created will obviously be welcomed by shopkeepers, at the same time bringing further job opportunities for local people."

One resident of Buxton has protested in the local press that the line will be "dangerous" to children and pets and will bring people into the village. Wallace Boyles and Trevor Garrod have both had letters published in the local press answering these points.

NETWORK SOUTH EAST GALA DAY, 2 MAY 1988

CAMBRIDGE-ROYSTON GOES ELECTRIC

What a gala it was: fireworks, live music from three separate bands, opening by the comedian Gary Wilmot with Network South East's Chris Green, plus a full-scale fanfare. But perhaps the biggest incentive was the offer of free travel between Cambridge and Royston on the special shuttle service (3 trains per hour). The response was terrific, with approximately 15,000 'punters' sampling the Class 317 electric multiple units. Many trains were so full that a Japanese commuter would have felt at home. Travellers were given a 'NSE goody bag' with hat, badge and various NSE leaflets, but, surprisingly, not a copy of the new Cambridge - Kings Cross timetable.

Nonetheless the day was a great success, both for British Rail and Cambridge area RDS members, whose special exhibition stand attracted a lot of attention. Membership enquiries were numerous and sales amounting to £130 were totted up. All in all a thoroughly enjoyable, but above all encouraging day.

Chris Burton

MEMBERSHIP NEWS

New members

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

M.A.B.Bulkley, 16 Holland Street, Cambridge, CB4 3DL.

G.W.A.Goodings, M.I.C.E., 21 Church Street, Wymondham, Norfolk, NR18 0PH.

Michael Hadley, 34 Silverbirch Cottages, Station Road, Letchworth, Herts, SG6 3BE.

New addresses

C.H.Leigh, 1 High View Park, Norwich Road, Cromer, Norfolk, NR27 0HD.

Bryan Davey, 14 Glenwood Drive, Beccles, Suffolk, NR34 7DR.

SPRINTER UPDATE

Class 156 Sprinter trains have come into service on the cross-country routes from both Ipswich and Norwich, with a few services extended to and from Lowestoft, such as the 0755 Lowestoft to Birmingham, and the 1535 Liverpool Lime Street to Lowestoft. Fears that the length of train might not be adequate have been allayed by the appearance of three 2-car units forming the 0757 Harwich to Blackpool and Birmingham. Cyclists should beware of the £3 charge made for the carriage of bikes on these trains, with reservations having to be made in advance. Some of the older Class 155 units are used at the moment on the Birmingham services, because of late delivery of the newer "Express Sprinters", but they will be replaced by the autumn. In due course, the local branch lines will also receive "new" trains, expected to be Class 150s, probably in 1990-91.

Chris Burton writes: The RDS Passenger Committee will be very pleased to hear from members about their experience of the new cross-country Sprinter service. Is it overcrowded? What is the punctuality like? Are the refreshment trollies in evidence? These and other tidbits of information will be very welcome and will form the basis of a report to be submitted to the Provincial Sector towards the end of this year. Please contact either Paul Clark, at 69 Glenmere Close, Cambridge CB1 4EF, or Chris Burton, 79 Tenison Road, Cambridge CB1 2DG.

FACTS AND FIGURES

Each year, Suffolk County Council produces its "Transport Policies and Programme" for the coming twelve months, which includes matters relating to roads, railways, footpaths and so on. The vast bulk of available money is allocated to the roads, and there is usually no capital expenditure at all on public transport. There are also some interesting statistics hidden away, and the following are quoted from the draft of the 1989/90 document:

"On an average day in Britain, road accidents kill approximately fifteen people and injure another nine hundred, at an approximate cost to the community of £1,650 million a year". The following figures for the costs of accidents are also taken from the draft, in turn being quoted from the Department of Transport's May 1987 figures:

<u>Type of accident</u>	<u>Urban Roads</u>	<u>Rural Roads</u>	<u>All Roads</u>
Fatal	£279,000	£305,900	£293,000
Serious injury	16,600	21,100	17,900
Slight injury	1,400	2,500	1,700
Average accident cost per injury accident	£12,600	£23,500	£15,200
	(including an allowance for damage-only accidents)		

The figures include loss of output, calculated as value of loss of earnings plus any non-wage payments such as National Insurance made by the employer; ambulance costs, hospital treatment, etc; and a notional amount for the cost of grief, pain and suffering to casualties, relatives and friends. No allowance is made for the costs of delays and out-of-pocket expenses; presumably police time is not included either. The draft document estimates that the cost of accidents in Suffolk in 1986 was about £25 million.

However, on 7th April, the *East Anglian Daily Times* reported that 23 people had already been killed in road accidents in Suffolk in 1988, compared with 9 at the same time last year. 62

people died on our roads in 1987, and in 1988/9, the County Council expects to spend £260,000 on remedial work at accident-prone locations; this is in a total roads capital budget of £10,250,000. The figure for public transport remains at zero. Bear in mind that it costs about £2.1 million to modernise 50 miles of the East Suffolk line, which had had no capital expenditure for at least thirty years; that all the additional costs of barriers at level crossings will be set against the railway, and some of the true comparative costs of road and rail become clearer.

Later, on 7th July, the *Cambridge Weekly News* reported that road accidents in that county cost £50,000,000 last year, and involved 4,500 people. Drink-driving accounted for a quarter of the accidents. The county had one of the highest rises in accident rate in the country; volumes of heavy goods traffic were very high, and there were also large numbers of cyclists, who are especially vulnerable.

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The East Anglian Branch of RDS has submitted comments on the Suffolk County Council proposals as follows:-

We urge the County Council to look at another railhead site, in addition to that at Sizewell, as a potential collection point for bulk rail transport within the county. We also call for a wider plan, in collaboration with Essex and Norfolk County Councils, for a series of new stations between Colchester and Norwich. On the Felixstowe branch, we suggest that pressure on the already over-used Ipswich-Trimley section should be relieved by the provision of at least one passing loop. With further expected growth of rail container traffic, electrification is essential as soon as possible.

Greater encouragement of rail freight at Lowestoft is also urged in our comments, especially in view of current moves by Lowestoft Container Terminal to seek more rail-borne traffic. Additional freight by rail at Lowestoft this year has included imports of rice for Cambridge, though controversy was generated when imported nuclear waste for processing was also handled there. This has now been banned by the port's management.

NEWS FROM BRITISH RAIL

We are grateful to Tony Hudson, British Rail's Area Manager for Norfolk & Suffolk, for these notes:

Anglia Region. On 4th April 1988 the new Anglia Region of British Rail was born. Headed by a new General Manager, Mr John Edmonds, it takes in Essex, Suffolk, Norfolk, most of Cambridgeshire and part of Hertfordshire - broadly the lines served from Liverpool Street and Fenchurch Street. The formation of the new region is a recognition that East Anglia is the most rapidly developing area of Britain, and deserves a greater focus of management attention than was provided from a headquarters 200 miles away in York. Whilst the day-to-day operation of the railway will remain in the hands of six local Area Managers, the streamlined new regional organisation based at Liverpool Street will enable quicker decision-making on investment schemes and a more coordinated management structure to resolve technical problems.

Ultimately the new organisation will be geared up to provide a quicker response to the demands of the Business Sectors and the needs of our customers, with managers judged on their ability to meet targets based on punctuality, reliability and service quality.

1988 Timetable. There were major improvements on the cross-country routes from Ipswich and Norwich to the Midlands and North-West. There is an hourly service from Norwich to Peterborough, where alternate trains continue either to Leicester and Birmingham, or Sheffield and Liverpool. On the Norwich to London route, off-peak services are speeded-up by five minutes with the withdrawal of the Manningtree stops, which means that Norwich departures are now on the hour. A new 100 minute train leaves Liverpool Street at 0810, returning at 1445 and calling intermediately only at Ipswich; it is designed to encourage business travel to Norfolk. To relieve

overcrowding out of Liverpool Street in the evening peak an additional 62 standard-class seats were provided on the *East Anglian*, with additional capacity on the 1730 and 1750 trains to Colchester, thereby relieving the 1740 to Norwich; an additional 1822 service to Harwich diverts some Colchester and Manningtree passengers off the 1830. On Fridays a 1550 relief to Norwich replaces the former 1820.

Further changes from October on the main line see the removal of the Colchester stop from certain peak-hour trains, notably the 1740 and 1830 Liverpool Street - Norwich services. Track reconstruction at Liverpool Street in March and April will entail a special timetable over that period, whilst Sunday engineering work will mean that only Norwich, Cambridge and King's Lynn through services will start there. Other trains will run to and from Stratford, with connections by Underground. Cambridge line services will be further disrupted between October and December by work between Cheshunt and Tottenham Hale.

Norwich Station. During the summer it is expected that work will start on a £150,000 scheme to modernise Norwich Travel Centre, which will include provision for a new Business Travel Office at the front of the station. A temporary office will be established in the concourse while the work is carried out. It is also planned to refurbish the Travellers Fare station buffet, providing a higher standard of comfort and decor.

LIVERPOOL STREET CHANGES

London Underground announced improvements to the Central Line access at Liverpool Street in June this year. The £7.5m scheme will ease congestion there, and will involve extending one of the Central Line booking halls and installing three more escalators to the Central Line platforms, making a total of nine. The enlarged booking hall will greatly increase the circulating area for passengers entering and leaving the station, while the additional escalators will serve the dual purpose of clearing the booking hall more quickly and easing congestion on the platforms.

All six existing escalators lead to one end of the Central Line platforms. The new set will lead to the opposite end, helping to distribute the flow of passengers along the full length of the platforms, and to solve the current problem of overcrowding at one end. Work on the project, which is due to start later this year, will be completed early in 1993. This will be followed by the introduction of new trains and a new signalling system throughout the Central Line, providing Liverpool Street with a speedier and more reliable train service, as well as increased capacity.

On the British Rail station, changes are now really beginning to make themselves felt. The concrete raft over the east side tracks (platforms 11-18) is complete, and construction work on the office development overhead proceeds apace. The old entrance via the cab road from Liverpool Street is long gone; exit is now up temporary stairs through the Broadgate development alongside. Access to the Underground has been revised, with a new wide passage being opened on the west side to the Central, Metropolitan and Circle lines. The BR Treasurer's Department, for many years located at 50 Liverpool Street, has gone to Derby since the building is in the way of the new development. The booking office arrangements remain unaltered at present, though they will change in the near future. The Travel Centre is now relocated in the new Broadgate shopping mall, under the former Broad Street station site. All of the existing building is scheduled for replacement, allowing platform lines 1-8 to be extended. Steelwork erected temporarily at Stratford as a trial will be used to match the existing train shed. Work is well advanced on the new power signal box in Worship Street.

EAST NORFOLK NOTES

The East Norfolk Travellers' Association (ENTA) is concerned about the current timetable operating between Norwich and Yarmouth. Two trains, the 1630 and 1724 from Norwich, are subject to severe overcrowding, and at times, the guard has been noted as unable to collect fares, resulting in a significant loss of income. There has also been a problem on Saturdays, when the 1020 from Yarmouth to Norwich and Birmingham has been so full that local passengers have been barred from it! It is understood that a relief has now been provided for this train.

Other complaints have criticised train timings. There are long evening gaps between the 1805 and 1942 trains from Yarmouth, and it is now almost impossible to attend the Theatre Royal (Norwich) performances as the 1805 is too early, and the 1942 too late for a show starting at 2000. Reference is also made to the abysmal gap in the evening, between 1749 and 2210, for Reedham and Cantley passengers. It has been suggested that the 2010 Yarmouth to Brundall (non stop!) ought to run via Reedham: the cost of providing this would be virtually nothing, and generate a certain amount of goodwill - something sadly lacking on BR's part insofar as Reedham residents are concerned.

Two goodies on offer: ENTA diaries (50p, blue or black) and pens (25p) from Steve Hewitt, 103 Century Road, Cobholm, Yarmouth, NR31 0BS.

WYDRAC NEWS

To coincide with the tenth anniversary special train from Dereham to the Nene Valley on 28 August, the Wymondham-Dereham Rail Action Committee launched its new book. It has been written by Messrs Garrod, Hull and Newman, and its 32 pages look at the last ten years of WyDRAC special trains, and further back to the building of the line in 1847. It covers the people who worked on the line, and comes right up to date through the steam days and into the diesel era, with Dr Beeching's cuts, and today's freight-only service. It gives an account of each of the specials, including the hauled trains to London, Matlock, York and Portsmouth, as well as the DMUs which have carried thousands of local and distant travellers to destinations such as Cambridge, Peterborough, Felixstowe, Lowestoft, Sheringham and Clacton, as well as the shuttles from Fakenham and Dereham to Norwich. Copies are obtainable from C.Newman, 2 Ascot Gardens, South Green, Dereham, Norfolk, NR19 1QB, and cost just £1.80, inclusive of postage and packing.

The dismal winter saw the worst traffic levels ever on the branch, with some weeks showing no trains at all. The poor 1987 harvest meant that there has been no grain from North Elmham since last September; however, BR has assured the unions and WyDRAC that a new grain contract has been signed with the now-French-owned R & J Seaman company, whose main offices are at Walsingham station, on the former Fakenham to Wells line. Weekly timber traffic has been continuing in its place. The UKF fertiliser store at Dereham is taking in and returning pallets and fertiliser again after a 4-month absence. At Wymondham the cement traffic has been lost, but there is news of a new brick contract with an as yet unknown contractor.

Engineers have been busy on the line, with almost total resleepering between Hardingham and Thuxton, and replacement at Yaxham, Dereham, Garvestone and near North Elmham. A gangers' trolley loaded with sleepers broke away recently and travelled 150 yards out of control before demolishing Hoe crossing gates, which were rotten anyway. They have been replaced with a nice new pair; fortunately, no-one was injured. The freight sector is reported to be spending £29,000 on the line, which should ensure its future for the next 3 years.

NATIONAL DEVELOPMENTS

Recent news of the national network may have important repercussions for local East Anglian lines. The first is that proposals for privatisation are now being actively canvassed, with three main options:

- 1 - sell BR as an entity as "British Rail plc"
- 2 - formation of regional railway companies
- 3 - formation of a "track authority" with companies running competing services over its lines.

There are strong arguments against the latter from the consumers' point of view: increased bureaucracy would certainly result, and the possibilities of integrated and connecting services would be much reduced. It would not be like going back to the old companies: most of the

competing lines have been closed. It is a myth to think that BR has a monopoly: it competes with coaches, lorries, airlines, and most of all with the private car, with road transport receiving a considerable hidden subsidy.

The second matter is the announcement of the closure of the Settle & Carlisle line, partly on the grounds that it has a large number of tourists, and BR is not a suitable body to run such a line. Consider recent promotion of the East Suffolk and Sheringham lines, where the tourist potential is helping to give better services, and the implications are uncomfortable.

The spring meeting of our Branch therefore unanimously passed a resolution expressing its shock at the announcement by the then Public Transport Minister, David Mitchell, that "BR is not particularly qualified" to run Provincial Railways for tourism and leisure purposes and that it should give up the Settle-Carlisle line.

"The implications for Provincial routes in East Anglia are worrying," continued our resolution, "especially as considerable sums of money have been spent, with some success, on promoting leisure usage on lines like the East Suffolk, and are likely to be spent on other routes like Norwich-Sheringham."

Many members have already written to their local MPs opposing the idea that BR should opt out of tourism, the country's biggest growth industry. On the contrary, the off-peak revenue generated in this way improves the finances of many of the local services on which so many people depend.

The Settle-Carlisle announcement is not entirely unconnected with plans revealed for privatisation of British Rail, and the issues are being vigorously pursued by RDS at national level.

Another matter which gave pause for thought recently was the proposal to invest millions of pounds in extra lanes on Britain's motorways. If only there were that willingness to invest in the rail network it might reduce the traffic levels and the damage caused to our towns and villages by juggernauts, as well as giving a better public transport service generally. Do get in touch with the Secretary, Peter Lawrence, and your local MP, or preferably both, and make your views known.

RAIL & ROAD RESEARCH OFFICER: Mr R H B Griffiths has taken up this national post, and will be pleased to receive press cuttings at 44 Kingsfield Oval, Stoke-on-Trent, Staffs, ST4 6HW.

1989 DIARIES: there isn't one. The 10th anniversary book is being produced instead. However, there will be a 1990 calendar, illustrated with 12 photos of RDS action and the sort of railway that we want to see.

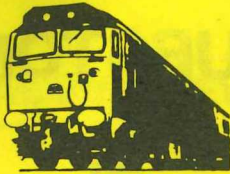
FACT FILE: a well-produced 24-page booklet giving details of resource materials available to RDS members and affiliated groups. It covers topics such as finances, legal background, history, and so on: it doesn't contain the information, but it does tell you where to get it. It is available from Ray King at 4 Christchurch Square, LONDON E9 7HU, and costs £1.50, inc. p & p.

DIARY

1 OCTOBER: RDS 10th Anniversary meeting, Assembly Rooms, Norwich, 1400. Principal guest: D.E.McKewan, M.Inst.T.A., who will speak on the work of the Institute of Transport Administration. Please try to attend.

18 OCTOBER: ESTA (Felixstowe), St Andrew's Church Hall, St Andrew's Road, 1930. Tony Hudson, BR Area Manager.

19 NOVEMBER: ESTA (Lowestoft), Church Hall, Halesworth, 1430. Brian Hunter, Waveney District Council and Chairman of East Norfolk and Suffolk Rail Alliance, on "The way forward in East Suffolk and Norfolk".



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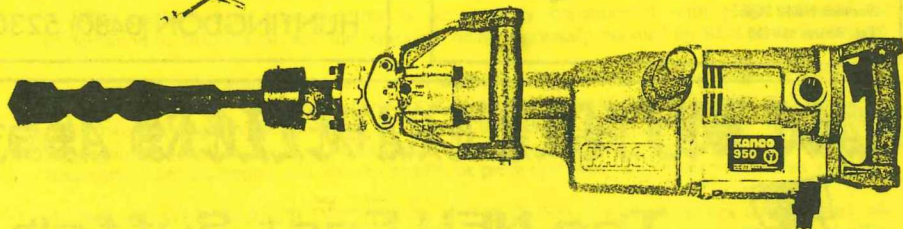
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