

Rail East

Newsletter of the East Anglian Branch

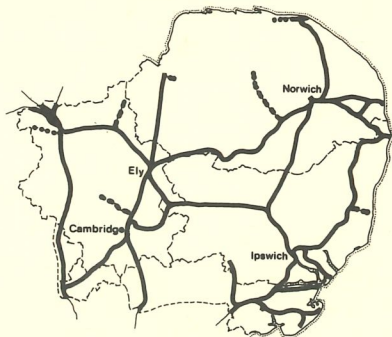
Number 70
August 1990

35p

Free to members



- Passenger services return to St. Ives line
- Late Night Reprieve
- Standards fall on Kings Lynn line



RAILWAY DEVELOPMENT SOCIETY

East Anglian Branch

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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, North Essex (as far south as Kelvedon and Bishop's Stortford), North Hertfordshire (as far south as Hitchin) and East Bedfordshire (Arlesey, Biggleswade and Sandy).

RDS Members: the coding on the envelope containing this issue of Rail East (and all RDS correspondence) tells you when your RDS subscription is due. For instance, 90.07 means that you were due to renew on 1st July 1990.

National Membership Secretary: Frank Hastilow, 49 Imham Road, Four Oaks, Sutton Coldfield, West Midlands. B74 2TQ. Annual Subscription £7.50. Student Subscription £4.00.

National Sales Officer: Alan Harwood, 139 Harrowdene Gdns, Teddington, Middx. TW11 0DN.

Contributions and articles for the next issue of Rail East should be submitted by 27th November 1990, for publication in December. Material may be sent on floppy disc in BBC, Macintosh or IBM format. Information for the Diary column is welcome.

From the Editor

I hope that it has been worth the wait. I have been ill since January of this year and, since I have not yet fully recovered, a whole team of helpers has been beavering away to bring this edition to you, leaving me to shout orders from the comfort of my sofa. Many thanks must go to Phil Eldridge (Typesetting) and Julian Hayward and Elizabeth Gorton (Typing) as well as Peter Hayman ('Creative' Proofreading!), and all the contributors, stamp-lickers, envelope-sealers, etc.

Cambridge - St Ives Line Re-opening *by P. Wakefield*

The special train service which the Branch organised on two Saturdays went very well. The fourteen trains carried nearly 3,500 passengers, most of whom were local people from the line's catchment area.

We kept the publicity very local and low-key, because we did not want the inevitable BR remark that the trains were full of "enthusiasts". That did not stop the inevitably unnamed BR spokesman making the jibe. However, there was huge media coverage, all of it very positive.

Practically everybody who travelled wanted the trains back now to St. Ives and we got very pleasing support from the local MP, Jim Paice, who travelled on the trains.

The services were organised principally to show BR and the County Council that there is massive support for reopening, so that a rail-based solution to the area's road congestion crisis will get priority when the W. S. Atkins consultancy report is published in August.

We hope that local councillors have got the message, although only one did travel in response to our invitations!

Rail Strategy For East Anglia

Our leaflet on a strategy for the local rail network has proved to be very successful. It received good coverage in the various railway journals. Nearly all the 2,000 copies have been distributed. Here is a brief selection of the comments received:

"...The proposals...are well argued and probably in other Western European countries would be termed cautions!... In Ipswich, we would be...interested to see better direct access to the South Midland area and towns such as Bedford, Milton Keynes and Oxford."

J.D.Hehir, Chief Executive, Ipswich Borough Council.

"We do have cordial relations with our neighbours - Freight, Provincial...and Network South East - and suggest that you may be mistaken in assuming that better results would flow from having no identified management 'champion' for the line, if this is what would happen under N.S.E. ... Nevertheless, the strategy is thought-provoking..."

C. Robertson, Intercity, Anglia and South.

"...I should like to express my support for a link up between Stansted - Cambridge - St. Ives - Huntingdon - Bedford - Milton Keynes and Oxford...Keep up the excellent work."

Sir Fred Catherwood, MEP, Cambridge.

"...It is possible that local funding might bring about developments designed to combat congested roads and help journeys to work, and BR will respond positively to any such initiatives. We would insist on a proper evaluation, and a comparison of a diesel railway against an electric option would be a necessary constituent. Please keep me informed of any developments you bring about or hear of."

Sidney Newey, Director (now former), Provincial.

"...I agree with a great deal of what the Society has to say. I am a keen rail user, but we differ on one essential point. I believe that many of BR's problems - like the difficulties its customers have to face - are very largely due to its status as a nationalized industry, under-capitalized because it is dependent on State finances; vulnerable, too often, to politically motivated decision making; and still, in certain areas, overmanned and poorly managed. Privatisation of some of BR's services would, I believe, improve this; though there would need to be clear statutory requirements about the levels of service eg. for the rural areas."

Sir Eldon Griffiths MP.

"...I do not disagree with much of what the document says...I am afraid I disagree absolutely with the introduction... where you describe privatisation as a threat."

David Porter MP.

Branch Notes

The Branch AGM at Bury St Edmunds on the 24th February was well attended by members.

Peter Lawrence gave a comprehensive survey of the issues facing the railways in East Anglia. This was Peter's last meeting as Secretary, a post he held ably. Before that he was Chairman. We shall miss his hard work, although as a member of the Branch he is still keeping us reliably informed of developments in the Norwich area. Members elected to the Branch Committee are shown inside the front cover of this newsletter.

Two resolutions were carried by the meeting:-

- 1) That the East Anglian Branch of the RDS affiliate to Transport 2000 Anglia for a trial period of one year to be reviewed at the 1991 AGM.
- 2) That the East Anglian Branch of the RDS set up a Publicity and Sales Team to consist of Sales Officer, Rail East Editor, Press Officer, 2 other members plus Branch Chairman and Secretary ex officio. It will be responsible to the Branch Committee but will be in day to day charge of sales, Rail East, relations with the media, branch publications and other publicity matters.

Local members elected to the National Executive are: Steve Wilkinson (National Chairman), Trevor Garrod (General Secretary), David Bigg (National Treasurer), Chris Burton and Peter Wakefield

Activities that have been organised locally include an RDS display at Histon Junior School Fete (Thanks to John Page, Peter Sumner and Eileen Wakefield). An RDS flower display in Histon Parish Church (Thanks to Mr & Mrs S. Wilkinson and Emma Wakefield). Comments to the South Cambs District and Fenland District local plans.

On the freight side, trains now are booked to run 6 days a week from Fen Drayton. The multi-million pound project for aggregates unloading at Ely Queen Adelaide (Papworths) is nearing completion. On the negative side, Charrington's Coal Concentrations depot at Cambridge has closed.

News from King's Lynn Line *by C. J. Milnes*

Loco hauled trains were withdrawn in the May timetable amidst a public outcry. Three car diesel multiple units were substituted. Although they are smart and re-upholstered, they are not really suitable for such lengthy journeys at high speed. About 20% of travellers have stopped using the route and road congestion is increasing as a result.

Electrification continues. Three-quarters of mast foundations are completed and masts are largely complete from Watlington to Littleport and from Cambridge to Waterbeach. Supporting wires are up from Watlington to Downham Market. Little has happened near Ely.

Worse, declining track standards mean bumpy journeys and long stretches with 40 mph speed limits. The financial crisis in BR has brought installation of new track to a standstill. Why should rail users have to put up with clapped-out track and slower journeys on much of the secondary rail network?

The King's Lynn station area is to be tidied up. The present environment is decidedly shabby. The Fen Line Users' Association continue to press for improvements.

Mr. Roger Freeman, Transport Minister, recently visited the line and one of his comments was that tables should be provided on some trains - BR please note!

A worrying prospect is a question-mark over the speedlink railfreight wagon-load service affecting several Lynn rail freight users. Hopefully, the service may be modified or transferred to another operation of BR railfreight.

King's Lynn Electrification *by Peter Harding*

Rumours have it that completion has been pushed back to early 1993 (it should have been this October!) owing to problems with the resignalling of the Ely area. Long periods of bustitution for electrification work and the withdrawal of the through 'hauled' Lynn-London commuter services have caused a sharp drop in traffic. Local MPs are greatly concerned about the situation and recently accompanied Roger Freeman, the Transport Minister to Ely and Lynn for an on the spot meeting. Mr Freeman criticised the plans to run Class 317 EMUs to Lynn. Perhaps he will tell his department to allow BR to start planning a build of lower density EMU stock for NSE Northern lines.

Ely Blockade Ely is to be closed 'Crewe style' in connection with the resignalling. The trouble is unlike Crewe there are no alternative routes. For nine full days the thousands of passengers who ply the Peterborough - East Anglia corridor will be bussed from March to Ely, thence Ely to Littleport or Shippea Hill. It may make sense for the engineers and the accountants but who is the railway for? It never used to be necessary for the railway to trundle its passengers 25 miles in double decker buses for engineering - why now? We shall press that at the very least, a 'scaffold station' be built at Chettisham on the outskirts of Ely to enable the bus running to be minimised. What the 'customers' think of it all is clearly shown by the drop in numbers using the Lynn line.

News from the East *by Trevor Garrod*

LATE EVENING TRAINS: AN IMPORTANT VICTORY

Suffolk County Council's Highway Committee decided, on July 19, to subsidise late evening trains on the Ipswich-Felixstowe and Ipswich-Lowestoft lines to the tune of £34,330 from October 1990 till May 1992. This means that the 20.55 Ipswich-Felixstowe and return; and the 21.50 Ipswich-Lowestoft plus the 20.05 Lowestoft-Ipswich will continue to run.

Thanks to those RDS members who wrote to their councillors urging support for the subsidy. The East Suffolk Travellers' Association has also played a major role in lobbying councillors and handing out special leaflets to passengers. RDS General Secretary Trevor Garrod has written to Mr Guy MacGregor, Chairman of the Highways Committee, commending the councillors on their decision and for their intention to meet BR management shortly to press for improvements to, and more promotion of, the service.

The situation is not wholly rosy, however. Ipswich Borough and Waveney District have refused to contribute towards this subsidy, although they did so last year. It is true that, under the 1985 Transport Act, District Councils have only discretionary powers to put money into public services, i.e. they are not forced to do so; whereas County Councils for some years have had a "duty" to ensure "an efficient system of public transport" (though how they define this is another matter!)

Nevertheless, those Councils which are prepared to give some money are more likely to be listened to by BR if they press for improvements (as Waveney claim they want to do) than those who do not. Furthermore, Waveney's refusal so far to part with any money is, at the time of writing, placing in jeopardy a similar package, co-ordinated by the Norfolk Rail Policy Group, to subsidise late evening trains out of Norwich. Broadland and North Norfolk District Councils have agreed contributions - £9,365 in the case of the latter. Are the finances of Waveney in such dire straits that they cannot afford anything at all?

REEDHAM-YARMOUTH LINE:

RDS has just paid its fourth annual contribution (£40) towards maintenance and renewal costs of this 8-mile line. As many members will know, we are part of the East Norfolk and Suffolk Rail Alliance, consisting of thirteen local councils and voluntary bodies, which signed a contract with BR in 1987 to help maintain this route that was threatened with closure. Thanks to those members who supported this year's sponsored cycle ride. This enabled us to raise money for the RDS Anti-Closure Fund, from which our contribution was paid.

Waveney District Council also contributes to the Alliance (yes - we give credit where credit's due!). The June meeting of the Alliance studied BR's timetable proposals for the Norwich-Yarmouth via Reedham route, and will be urging BR to provide a higher level of service on it.

BURE VALLEY RAILWAY:

RDS General Secretary Trevor Garrod was among 200 invited guests for the opening of Norfolk's newest railway on July 10. The Bure Valley Railway, of 15in. gauge, runs for nearly 9 miles from Hoveton & Wroxham to Aylsham.

It uses the trackbed of the former Wroxham-Aylsham-County School line which closed to passengers in 1952 and to freight in the early 80s. During the late 1970s and early 1980s, our Society campaigned for the restoration of passenger services at least as far as Aylsham, and set up the Aylsham and District Rail Action Committee. Together we ran half a dozen excursion trains on the line, most of them very successful. However, in later years the line had to rely on just one freight user, and when that firm ran into problems, the service ceased completely. The last known passenger train to run on this line was an RDS Charter train between Norwich and Reepham.

The track was lifted; but in 1986 Broadland District Council decided to purchase the trackbed for a long-distance footpath; and then to investigate the possibility of a railway as well as a tourist attraction. RDS supported the council and the newly-formed Bure Valley Railway Company (a subsidiary of Pleasureworld, which owns various other tourist attractions in East Anglia).

As a result, there is once more a railway to Aylsham, with a footpath alongside. The narrow-gauge train starts from its own terminus, linked by footbridge to the BR station at Hoveton & Wroxham and puffs at a maximum of 25 mph up the valley to Aylsham, where a tastefully designed modern terminus has been built on the site of the old Great Eastern station. There are also halts at Coltishall and Buxton (which used to have stations) and Brampton (which did not).

Motive power is provided by two steam locomotives on loan from the Romney, Hythe & Dymchurch Railway in Kent plus a diesel belonging to the BVR itself. On opening day, all three were needed for the heavy train! There is a daily service of 8 trains each way until late October; after which a winter service may be provided, if there is demand. A free coach link also operated from Aylsham station to Blickling Hall during the summer; while at the other end, Kingfisher Coaches are operating a vintage bus service around Wroxham.

So there is plenty of scope for a varied day out by public transport in this part of Norfolk, and we hope members will support it. For further details, phone the Bure Valley Railway on 0263-733858 or write to them at Aylsham station.

The BVR is also an excellent example of co-operation between a District Council and the private sector. Broadland District Council owns the trackbed and leases it to the company, in an arrangement which could possibly have implications for new or reopened lines elsewhere.

RAIL AND RIDE IN EAST SUFFOLK

For a day out by "green" transport, you need this new leaflet, just published by our corporate member the East Suffolk Travellers' Association. It describes eight cycle rides of between 11 and 19 miles from various stations on the Ipswich-Lowestoft line. The rides are carefully routed and selected to avoid main roads where possible and pass pubs, cares and places of historical interest. Routes include Wickham Market - Orford; Melton - Snape - Saxmundham and Beccles - Ellingham - Bungay.

There is normally ample space for bicycles, free of charge, on the 30-year old DMUs which operate the East Suffolk Line; but the leaflet has also been partly sponsored by a cycle hire business in Darsham, which has over 100 machines to choose from and will pick you up at Darsham station.

For a copy of this free leaflet, please send a 15p stamp to Trevor Garrod.

NEW LOCAL RAIL USERS' GROUP FORMED

At an RDS Public Meeting in Bury St Edmunds on July 7, the Mid-Suffolk Travellers' Association (MiSTA) was formed, to represent users of the Ipswich - Bury - Cambridge/Ely services. Forty local people attended the meeting and most of them have joined the new association, whose Chairman is Mr Dick Flower, 13 Norton Rd, Thurston IP31 3PB (Tel: Pakenham 31718). Secretary is Mrs Margaret Ibbetson, 66 Eastern Way, Elmswell IP30 9DP (tel: 41086) and it costs just £2 to join.

The new association's priority will be to secure improved services for the smaller stations like Needham Market, Elmswell and Thurston, where business has been lost because of BR Provincial's current policy of cutting out stops.

The formation of MiSTA now means that there is an active local users' group on every line in East Anglia.

Norwich Happenings *by Peter Lawrence*

Now that the question of late night trains has been settled for the time being, the RDS East Anglian Branch will be pressing for improvements to morning services into Norwich from South Norfolk stations.

Norwich road congestion is becoming a key issue, and the (Norwich) Road Action Group, a federation of various bodies set up to oppose the completion of the Inner Link Road, are also concerned to improve public transport within the city.

While the City Council has reluctantly supported the financing of late night trains, they and the Norwich Chamber of Commerce consider the only solution to ease traffic congestion is a network of park-and-ride bus services. The Branch has pointed out to these bodies the importance of improving rail services. We stressed that park-and-ride should be considered as part of a public transport improvement package. The recommendations of the Norwich Area Transportation Study are due for public consultation in September. The Branch will of course be commenting on its findings.

The Essex Scene *by David Bigg*

May 14th saw the introduction of a brand new off-peak timetable within the county. Rail user groups celebrated the return of through services from London to Braintree, Walton-on-Naze and Southminster. Even the Sudbury branch benefitted with an hourly service to Marks Tey. Chelmsford, Clacton, the Southend Victoria branch, Harwich and Witham all gained new fast trains from Liverpool Street. Colchester St. Botolphs saw its first direct London service ever, with the town centre station receiving two trains an hour. Places such as Kelvedon and Hatfield Peverel saw service frequencies doubled. All this, however, sadly contributed to isolating Essex from the rest of East Anglia, for there remains just an hourly Inter City service linking Essex with Ipswich and Norwich. The much hoped for half-hourly train to Suffolk and Norfolk remains just that - a hope for 1991.

Still being campaigned for is the Colchester/Witham - Coventry/Birmingham service via

the North London Line, and a better Sprinter service frequency from Colchester to the Midlands and the North via Bury St. Edmunds. At present this consists of just one afternoon train.

In the peak hours, the new timetables have brought many troubles - loss of both trains and seats. BR are now bowing to rail user pressure and have made changes, introducing a supplementary timetable on June 11th with the promise of further amendments on October 1st.

Punctuality, particularly at peak hours, remains poor with one users' group registering 20% of trains failing to arrive on time in the period January to June of this year. Not surprisingly the groups continue to attract a growing membership not only of commuters but of those genuinely interested in the development of services and the opening and reopening of lines.

Channel Tunnel Meeting

The RDS was invited to attend a meeting of 'SCEALA' - Standing Conference of East Anglian Local Authorities, as the agenda dealt with the impact of the Channel Tunnel.

The SCEALA view, broadly supported by comments from the local authority delegates, was that BR in East Anglia was vital for the economy and for the environment. The realization of the role rail has to play in all facets of life was very gratifying. One delegate said that after ten years of crying in the wilderness it was music to hear the transformation of attitude. The men from the D.O.T. were there to put the "Parkinsonian" view on all the pro-rail euphoria - i.e. "carbon monoxide emissions may not of course come from electric trains, but power stations did their bit for pollution" - they forgot to add power station emissions can be "scrubbed" and controlled in a way road vehicles cannot be. They added the rider to the call for more rail investment by reminding us that rail investment was high even when compared with road investments, "forgetting" of course, that rail investments had been very low during the 70's and early 80's and BR found most of it from their own resources. The meeting was very dismayed at the environmental effects of the possible loss of Speedlink services in East Anglia. They were seen as vital to the region's economy and environment. One major user of rail explained how many thousands of tonnes of dangerous chemicals could be forced back on the road. The man from the ministry made great play of the losses the speedlink sub-sector of Railfreight made, and was not at all sympathetic to the calls for its subsidy (or "environmental bonus"). Various delegates were worried that consideration wasn't given to east-west rail link improvements, particularly to the South Midlands via Bedford. Rail-to-road freight depots were called for at Norwich and Ipswich.

British Rail's presentation revealed little, except that East Anglia will not provide them with enough traffic for the Intermodal depots and that there is a question mark over wagon load services (Speedlink). There is a danger that BR's commercial remit will not allow it to take entrepreneurial risks and thus East Anglian freight for the Channel Tunnel will have to trek by juggernaut to Stratford Intermodal Terminal and passengers by car to Ashford.

Newham Borough Council's presentation challenged the use of Kings Cross as a second CT London terminal. Newham believe that Stratford's acres of derelict railway and industrial land, plus its improving railway links with the rest of London, make it the ideal site for the terminal. Such a terminal would more readily serve both sides of the region as the Cambridge and Norwich main lines meet at Stratford. However, from a national point of view, rather than just a regional one, Kings Cross does seem to have the edge. Any comments?

This and That

The Labour Party proposes that finance for new rail expansion plans, including a network of new **high-speed lines**, should be from money borrowed by BR on the open market, rather than from taxation. (Will this also apply for new road schemes? - Ed.)

The **Cambridgeshire County Public Transport Group** has published a map showing all known bus services (and all BR routes) in the county, including the telephone numbers of the 40 or so bus operators offering services: copies are available from The Public Transport Group, Shire Hall, CAMBRIDGE, CB3 0AP. Levels of service are given but no timetables are included. There are no maps of the more dense bus networks in Peterborough or Cambridge, and now that the County Council has taken the initiative of the County scene, it is up to the relevant City Councils to fill in on the urban transport provisions. Councils are forever exhorting us to make better use of urban bus services; the first step should be to show us what is on offer, *irrespective of who the operator is*.

The recently published RDS book "**In and Around London by Rail**", price £3.95, is available from the National Sales Officer.

Trevor Garrod (RDS National Sec) has a column in "Rail" magazine every month (every other issue). You can send him material or dates of important meetings. You can always send it to the Editor of "Rail East" as well.

RDS Diary

Saturday 22nd September. Public Meeting commencing 2pm at The Assembly House, Theatre Street, NORWICH. The guest speaker will be Mr Colin Brown, Former Grainflow Division Manager, CAIB(UK) Ltd, who will speak on "Railfreight & the Private Sector".

Saturday 29th September. Gala Day at Cambridge Station. More Special trains along St. Ives line to Fen Drayton, etc, etc.

Saturday 17th November. Public Meeting commencing 2pm at the YMCA, Gonville Place, Cambridge. The guest speaker will be Mr. Frank Port, who will give a talk entitled "Running a BR Carriage Wagon Maintenance Depot for the Parcels Sector".

Saturday 17th November. National Conference of Rail Users, 11:00 - 4:30 at Friends House, Euston Rd., London. All members welcome, cost £3.50 (+£4 for lunch). Details from John Lark, 7 Gloucester Avenue., Gorleston, Gt. Yarmouth, NR31 7LT.

A Saturday in February, 1991. RDS Branch AGM in Bury St. Edmunds.

Saturday 4th May, 1991. RDS National AGM in Edinburgh.

FENLINE USERS' ASSN: AGM will be at NORCAT, Tennyson Ave, Kings Lynn at 2.30 pm on Saturday 8 September. There will be two BR speakers.

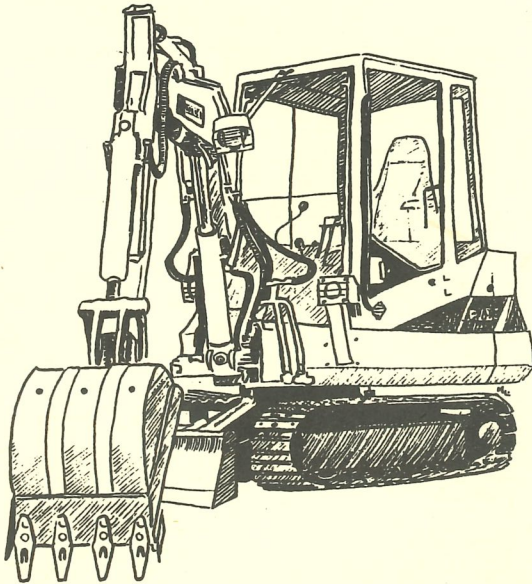
EAST NORFOLK TRAVELLERS' ASSN: Subject to confirmation, the AGM will be in the Ship Public House, Greyfriars Way, Gt Yarmouth on Monday 24 September at 8.00 pm.

Welcome to new members

John A Latham 26 Highfield Avenue CAMBRIDGE
T E Oben 29 Waldingfield Road SUDBURY Suffolk
Mr M D J Wakefield 9 Arden Road CAMBRIDGE
East Suffolk Travellers Association M Farahar 6 Whinfield Court Hartlesham Heath IPSWICH
J W Fairbank Gardeners Cottage Bridgham NORWICH
Fen Line Users Association Secretary 9 Hall Road KINGS LYNN Norfolk
Andrew Gordon 40 Cobholm Place CAMBRIDGE
Mr Andrew Ardley 26 School Lane Swavesey CAMBRIDGE
G H Warner 31 Heron Gardens STALHAM Norfolk
Nicholas Whyte Clare College CAMBRIDGE
Timothy J Phillips 24 High Street Swavesey CAMBRIDGE
Oakington & Westwick Parish Council 129 Histon Road COTTENHAM Cambridge
Rodney Adams 2 Milton Court Coles Road MILTON Cambridge
Mr Leslie Hurn 4 The Boltons Hales NORWICH
Keith P Pearson The Poplars Halfpenny Lane Elm WISBECH
Mr. M N Turner 39 Grove Walk NORWICH Norfolk
Andrew J. Read 10 Cosin Court CAMBRIDGE
Richard Pill 4 Rowlandson Way Manton Heights BEDFORD
W J H Aspey Hillside House Acle NORWICH
BASRRA Mr Bye 23 Pymys Close GREAT BARFORD Beds
Tim Burford 67a High Street Linton CAMBRIDGE
Philip Eldridge 14 Holme Close Oakington CAMBRIDGE
Joanna K McIntosh 22 St Barnabas Road CAMBRIDGE
Ian Couzens 1 Mill Cottages Dawbrough NORWICH
Miss E A Gorton 7 Gisborne Road CAMBRIDGE
David Deboys 10 Garry Drive CAMBRIDGE
Acme Flooring Ltd St Peters Road HUNTINGDON Cambs
L W Webb 5 Buckland Close PETERBOROUGH
Vivienne Alford 79 Granchester Meadows CAMBRIDGE
Margaret Grover 30 Claredon Street CAMBRIDGE
Reuben J Walsh 14 Cunningham Close CAMBRIDGE
Madeleine Beard 2 Clare Road CAMBRIDGE
Christopher Moss 62 Home Farm Road HOUGHTON Huntingdon Cambs
Ian Poskitt 62 Needingworth Road ST IVES Huntingdon Cambs
M P Thorne 94 Appletrees Bar Hill CAMBRIDGE
Gerald Fleuss 59 Chartfield Road Cherry Hinton CAMBRIDGE
J Taylor 17a High Street Warboys HUNTINGDON
John S F Turvill 31 Earl Street CAMBRIDGE
Gavin Humphries Cornwallis House Culford School BURY ST EDMUNDS Suffolk
R A B Parker 22 Lambeth Street EYE Suffolk
Tina Coles 1 Brook Street Elsworth CAMBRIDGE
S Woodhouse 4 Cedar Way Brundall NORWICH
Colin Baxter 29 Ferndown Road FRINTON ON SEA Essex
Peter Rice 'Richmond' Butt Lane Milton CAMBRIDGE

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