

# raileast

Newsletter of East Anglia Branch of Railfuture

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[www.railfuture.org.uk](http://www.railfuture.org.uk)  
[www.railfuture.org.uk/east.html](http://www.railfuture.org.uk/east.html)

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St.Paul's Church, Hills Rd, Cambridge is the new venue for our next Branch Meeting on Saturday, 7 December at 14.00 hrs.



The main topic will be Cambridge Railway Station and its development within the larger scheme for CB I submitted by Brookgate Developments.

Our Guest Speaker will Geraint Hughes of Greater Anglia Railways with, hopefully, contributions from a representative of Brookgate.

There will be plenty of opportunity for questions. The focus will *not be* on the Brookgate scheme per se, but on its relationship to the railway and its customers.

So do join us for what promises to be a stimulating meeting.

# NEWS

## **Halesworth Station Footfall Count 2013**

Railfuture East Anglia joined up with the East Suffolk Travellers' Association at Halesworth Station on October 17th to count the passengers using trains and buses from the station, Reports, Mike Farahar. The numbers were up an



impressive 43% compared to the same time last year following the introduction of an hourly train service on the northern part of the Ipswich to Lowestoft line following investment in the passing loop at Beccles, and the improvements to the bus service between Halesworth and Southwold.

Every train was surveyed, from 05.56 to 23.10 and 337 passengers boarded or alighted, compared to 235 in 2012. The number of bus transfers was also encouraging but would benefit from additional advertising including marketing the possibility of using the bus from Bungay as a feeder service into the trains.



*Mike Farahar provided the pictures showing 10.41 hrs to*

*Ipswich and the connecting bus.*

More details at: <http://www.railfuture.org.uk/East+Anglia+Station+Counts>. MF/PH

## **Saffron Walden timetabled bus connections to Audley End.**

It pleasing to report that GA has inaugurated the dedicated bus link from Saffron Walden town centre that connects all day long into trains at Audley End station to London and Cambridge. Through fares are available. Congratulations to the GA team that organised this important step towards integrated transport. If you have used this service, do please tell us what you think of it. PW

## **Cambridge station rebuild.**

Cambridge station is our region's busiest station with a footfall of around 10million users a year. It clearly is not coping with these numbers. Happily there are plans for improvement. Greater Anglia's Geraint Hughes is liaising with the station area developers, Brookgate, about this important project and has very kindly agreed come along to explain it to us at our Cambridge Meeting on Saturday December 7 at 14.00 at The Centre at St Paul's Church, Hills Road, Cambridge CB2 1JP. (5 minutes walk from Cambridge station on the right hand side) ( [www.centrestpauls.org.uk](http://www.centrestpauls.org.uk) ) And see flyer. This should be a very interesting talk, so your presence will be a much appreciated.PW

<http://www.railfuture.org.uk/East+Anglia+Meetings+and+Events>

## **\*Cambridge: June 2014 Conference\***

Saturday June 21st 2014 is a date that absolutely has to be in your diary, for this will be our National Railfuture Conference right in the heart of Cambridge. Details including speakers are given on the reverse of the enclosed flyer. At such an accessible location, it will doubtless be a particularly popular event so please, if possible, do book your place now to be absolutely sure. As ever, see also: <http://www.railfuture.org.uk/East+Anglia+Meetings+and+Events> PW

## **Station ticket office opening hours**

At the Branch meeting held in Norwich on September 28th, members expressed concern about the random unplanned closure of manned ticket offices and the inconvenience caused. Members spoke of there frequently being no staff on hand to open the offices at Lowestoft, Manningtree, Thetford, March and Ely. I was instructed to write to the Managing Director of GA to express our concern. This I did, asking the company for reasons and that more effort should be made to keep the office, waiting rooms and toilets open. The latter being closed of course when the ticket office is shut. To date no acknowledgment has been received of our complaint. More on this in the next issue. PW

## **Peterborough station**

Many of you will have seen the good progress being made expanding capacity at Peterborough thus enabling more passenger and freight trains to run and a

better experience when changing trains. This will make the new train timetable operating from 8 December this year less constrained by the infrastructure. However, it is sad to note that Network Rail are yet again not providing proper shelter from the weather, along the full length of the new platforms. Who on earth does this planning...have they never stepped out of a warm dry train onto a platform in driving rain, whipping wind, or sought shelter from blazing sunshine or a downpour? This is a serious matter. Think user, please! PW

### **Planning to travel to Peterborough on Friday 27 December 2013?**

Well, **don't**, is the simple answer; that is if you propose using the railway. Why? The station will be closed with no trains of any sort calling (or passing), all in the cause of commissioning the new signalling, track and platforms before it all reopens the following day. The only connection will be by substitute bus service. East Coast is doing all it can to employ a fleet of the best National Express coaches to ferry their passengers either way between Huntindon, Peterborough and Grantham, with an abundance of EC staff at both locations. Go to:<http://www.eastcoast.co.uk/travel-information/festivetips/travelling-on-27-december/> for fuller information. EC, of course, is not the only Train Operating Company using the station: Arriva Cross Country and East Midlands Trains websites did not appear to offer any information, *at the time of writing*. Your editor has emailed all of them pointing out that though one may buy tickets up to twelve weeks ahead of use, there's a marked reluctance to flag-up disruptive engineering work within that period. I wonder why!! But very well done, East Coast. However, keep trying the following: <http://www.crosscountrytrains.co.uk/travel-updates/all-travel-updates> (+select date), [http://www.greateranglia.co.uk/travel-information/journey-planning/service-alterations/details?ew\\_id=875](http://www.greateranglia.co.uk/travel-information/journey-planning/service-alterations/details?ew_id=875) or <http://www.eastmidlandstrains.co.uk/train-times/engineering-works/>

### **Manea Station**

Manea station is at the eastern end of the very linear but attractive village of Manea. Passengers on the up-to-three trains an hour in each direction which pass through the village station might be forgiven for thinking it is just a hamlet. They are wrong...there are over 800 houses in the village..we know as we have recently leafleted every one of them.

Many inhabitants are rightly miffed that they rarely have the opportunity to board a train throughout the day. Well, this all changes in January after the

Christmas period work at Peterborough, when a train will call every two hours throughout the day. It is hoped better parking for cars and bikes will entice those living at the western end of the village, eastwards. If further leafleting is necessary, do get in touch as we could help. PW

### **Sheringham-Norwich: Bittern Line Partnership (BLP).**

Discussions are continuing with Greater Anglia about a later evening service from and to Norwich, although the chronic shortage of diesel units resulting from level crossing collisions has made this especially difficult. Poor reliability of substitute locomotives and coaches has allegedly exacerbated this shortage.

On the good news side, business on the route has increased 6% and the new ticket machine at North Walsham is a great success. Cromer now want one too, but at £25,000 each demands a better business case than it apparently has. This request will be pursued all the same. North Walsham Council now control the overspill Midland Rd car park with the intent to keep it free at point of use

Discussions are also in hand with Norfolk CC regarding improving travel links onward from Norwich, particularly in terms of connections. Inevitably, shorter journey times to London, Peterborough and Cambridge are in the mix. PL/CB

### **Three First Capital Connect Stations going up in the world (and down)**

Stevenage, Hitchin and Letchworth stations are to have lifts installed over the coming year or so. At Hitchin the disused parcel lifts are to re-commissioned for passenger use serving the underground walkway which connects the two platforms. The other two stations are already connected by footbridge. CB

### **Kings's Lynn station going 'retro-blue':**

The station, currently undergoing refurbishment, will assume a decidedly Great Eastern Railway appearance as it is to be fitted with "GER heritage" lamps, signs and special iron seats. The station will adopt the Great Eastern Royal Blue livery paintwork and the iron seats will be moulded in GER style complete with insignia. Should look stunning and the seats, one hopes, comfortable. CB

## Website

Paul, our Branch secretary has been beavering away with our website. It is much improved. Do take a look at <http://www.railfuture.org.uk/East+Anglia> You will find all the consultation responses including our latest reiteration regarding the Thameslink franchise and our report showing possible EWRL access to Cambridge, which was sent to nearly 170 councillors in South Cambs, Cambridge City and Cambridgeshire County Councillors. PW



On November 11th I was invited by the EWRL Consortium to what they termed the East West Rail VIP (surely some mistake!) Reception. It was held in the rather plush surroundings of the Institute of Civil Engineers at 1, Great George Street near the Houses Parliament.

The first part of the reception was addressed by Iain Stewart MP, Julian Huppert MP, respectively the chair and vice chair of the All Party Parliamentary Group for East West Rail, Jo Kaye, Network Rail's Director of Strategy and Planning and Neil Gibson who is Chair of the EWRL Project Board. All spoke very eloquently and glowingly about the national importance of the Western Section of EWRL. Well this first stage **has now been achieved** and will be open in 2017! Wonderful, and congratulations to all Railfuture members who have shown unwaveringly belief in this project since we started it off in 1995.

We move on...and to perhaps the most important speaker, Mr. Adil Chaudhrey, Central Section Project Manager of Atkins consultancy, who spoke about this so important Bedford to Cambridge section. It included how an up and running Western Section would feed great benefit to the Central Section, as would other significant rail projects such as Thameslink and the proposed 'electric spine' from Basingstoke through Oxford. The National Infrastructure Plan, Local Enterprise Partnership growth plans, plus airport and seaport expansion could well combine suggesting future growth of 200,000 jobs and just as many new houses in the region.

This route for the new Bedford and Cambridge railway is to be determined by something called "Conditional Outputs Statements" (COS); an obscure phrase for sure. It's expected to establish, based on sound evidence, the strategic objectives and scope, embracing apart from the foregoing, such concepts as climate change, carbon reduction, modal shift, and the effects of quicker

journey times.

COS will lead to an understanding of the key local developments from route options, their feasibility and design. This is at the inception stage, with an interim report due in December 2013, draft report in January 2014 and finalised February-March 2014. This will be followed by a Network Rail-led route option feasibility study.

Then there was short interval in which comments were invited. Mr Alex Plant of Cambridgeshire County Council (which is paying for the COS) emphasised/ cautioned that the Central Section was the most challenging part of the scheme (lest we were all getting carried away by euphoria!) He responded that concentration will be on key journey patterns, markets and locations.

Exciting times indeed! Well done EWRL Consortium, DfT, MPs and Councillors.....and of course Railfuture! ! PW

## **Essentially Essex**

Derek Monnery of Essex Rail Users Federation (ERUF), says they have been very much involved in the Rail Manifesto for East Anglia, including liaising with MPs, Essex County Council and the DfT. They continue to lobby for improved rail services, especially regarding the actual trains.

And it seems their voices are being heard: a Class 321 unit has just been returned to service after refurbishment with two styles of interior; one suited to Metro operation and the other to outer-suburban requirements at a one-off cost of £4.2m It will enter service in December for a year-long trial for part of which it will also employ a brand new traction system. ERUF have also asked for the 21 class 360 units to be upgraded to the proposed line speed maximum of 110mph.



*The picture shows the Outer Suburban option. Photo courtesy Jonathan Webb.*

The groundswell of discontent amongst Essex rail users about Greater Anglia funding, since National Express took the reins in 2003, has partly eased by the statement from no less a figure than the

Chancellor, George Osborne, when he recently visited Norwich, (see *Norwich in Ninety below*) And anything that benefits Norwich-London travellers is surely(?) pretty certain to have a similar effect upon their Essex-based counterparts. He also added, tellingly, there would be no new Treasury funding! Oh the magician. DM/CB

### **And a little farther east....**

The Walton On The Naze, Frinton sea, Kirby Cross & Thorpe Le Soken Rail Users Association, ONTRACK",are planning a passenger headcount census on Friday 29<sup>th</sup> November 2013 at Frinton. They'll begin at start of service right through to last train and also hand out a survey form. It is intended to share the results with the local authority Tendring District Council and Greater Anglia Railways. Volunteers from the RUA, local community organisations such as Frinton Resident Association, Frinton In Bloom and also local Councillors are participating. [www.ontrackrailusers.org.uk/](http://www.ontrackrailusers.org.uk/)

John Smock The Hon Chair of the RUA says "if nothing else the exercise may highlight the number of those travelling without having paid for tickets and no intention of buying one. This problem is likely to increase given the apparent drive by central government to close ticket offices....." Even Boston MA MBTA System with a \$2 Dollar Flat Fare anywhere had two tickets offices open in the City Centre when I visited New England in March 2012. JS

This, lest you wondered, is the snappy slogan of the campaign for train services to reach Norwich in one and a half hours. Which is quite a challenge for a train



which will have made a minimum of two calls en route (there is no foreseeably viable market for a non-stop service linking Norwich with Liverpool Street).

This objective has been given real horsepower through co-ordinated effort from Norfolk/Suffolk MPs, local authorities, commerce ,higher education, et al. If words alone are the currency of success, those uttered by Chancellor of the Exchequer, George Osborne ought to be gold. He said " East Anglia is one of the fastest growing regions in the country and is establishing itself as a world leader in science, technology and manufacturing. To support this growth we need to have modern, efficient rail services and improved connections".

"I am absolutely behind the region and that's why I've set up a taskforce to see how we can build on the excellent work by [East Anglia MPs] Chloe Smith, Ben Gummer, Priti Patel and Simon Wright and set our sights on getting to 'Norwich in Ninety'."



Not too much to disagree with there then. He also added that the 'Taskforce' will comprise, Civil Servants, Network Rail and Greater Anglia rail plus the MPs, reporting on priorities and what gives best value. Well on that I suspect most Branch members would cite, " three/four-tracking between Chelmsford and Hatfield Peveral, servicing the new housing at Beaulieu Park. And maybe on to Witham". It is for sure the scheme with the greatest benefit to the greater number. But it will be paid for directly by you and me in rail fares, because the Chancellor added that no *new* money would be offered by the Treasury on the altar of this scheme. So there, we've been told. If you want to read a synopsis of our view on Norwich in Ninety, dig out Rail East 157. CB

***\*Don't forget: 21 June 2014  
For the  
Railfuture Cambridge Conference\****

**Felixstowe branch-double trouble**

Rail travellers along this route are far from happy with timetable delivery by Greater Anglia. Overall, the case for dualling and electrifying the branch line to Felixstowe and it's large port complex continues to strengthen. The opening of the new 'North' terminal almost doubles rail freight potential and with the new Ipswich Chord on target for completion in April 2014 the pressure is on Network Rail to do something about the bit in between!

Recent media stories suggest five options for line enhancement are being studied but time is running out if the current planning agreement with the port (due by December 2018) is to be met.

In the short term it is suggested that there may only be a gradual phasing of cross country freight trains using the chord with no planned changes to the passenger timetable including the East Suffolk Line until December 2014.

The branch has constant and conflicting capacity demands with around 100 trains a day. Lack of resilience during times of disruption compromise the passenger service as freight trains are given priority to reduce congestion. 2013 has been another year of frequent cancellations and late running, especially 'off peak'.

The service suffers a poor reputation with variable but lower patronage growth compared with the other parts of the network. The latest ORR figures indicate how total footfall on the branch has not recovered to the pre recession levels.

## ORR - FELIXSTOWE BRANCH FOOTFALL STATISTICS 2007-2012

| Station name  | 2007-08       | 2008-09        | 2009-10       | 2010-11        | 2011-12        |
|---|---------------|----------------|---------------|----------------|----------------|
| Westerfield   | 9,764         | 11,100         | 11,688        | 13,346         | 14,792         |
| <i>(Includes East Suffolk Line patronage pre December 2012 changes)</i> |               |                |               |                |                |
| Derby Road  | 39,319        | 38,758         | 35,868        | 37,544         | 43,220         |
| Trimley   | 42,413        | 40,724         | 37,910        | 40,382         | 37,744         |
| Felixstowe  | 208,587       | 203,244        | 190,136       | 193,986        | 196,246        |
| <b>Totals</b>   | <b>290319</b> | <b>282,726</b> | <b>263914</b> | <b>271,912</b> | <b>277,210</b> |

With no public performance measure published for the branch (in spite of previous promises) we rely on various estimates that put passenger train cancellations as high as eight per week or around 400 for the year.

While passengers become ever more frustrated with the lack of progress, Greater Anglia, Network Rail and the freight operators just seem to blame one another instead of working to achieve a solution. If a working timetable has been agreed between the parties in advance, why are passengers often told that freight trains take 'priority' and have to endure an inferior service?

Creditability is lost when Greater Anglia blame other rail industry partners for their failure to provide a service to the published timetable. Tickets form a legal contract and passengers expect services to meet targets set by the ORR. Surely this is not too much to expect from a train operator funded by the taxpayer whose performance details should be in the public domain?

For a 25 minute journey the number of delays over 5 minutes is unacceptably high as they impact on commuters with strict work hours or vital connections at Ipswich. The current Delay Repay scheme only applies when a train is over 30 minutes late. Commuters can easily accumulate delays of 2 hours a month and be unable to claim and when trains are cancelled at short notice GA refuse to reimburse local bus fares. Passenger Focus is seeking reform to both these issues within future franchises but in the meantime Greater Anglia needs to do more.

Passengers expect a sharper focus on performance, improved reliability and better value for money with their journey. Once the Ipswich Chord is completed many freight services will spend a lot less time in the vicinity of Ipswich. But this isn't until next April, possibly not reflected in freight timetable fully until December 2014.

Even when this happens, absolutely no dualling of track west of Trimley will have occurred. However, to finish on a note of optimism, it is known that Port operator, Hutchison, and the Department for Transport are quietly working with Network Rail and train operators to resolve the fundamental capacity problem.

Very soon we all hope. CB, et al.



*The photograph shows the first stage of the new bridge over the River Gipping at the eastern junction of the Ipswich Chord. The completed bridge and connection is due be installed during Christmas track possession. The final connection, to the main line north to Haughley is due for*

*early 2014.*

## FELIXSTOWE RAILFREIGHT PROSPECTS:

Worries that Felixstowe might become uncompetitive once London Gateway is fully operational, have been played down in a recent independent report from MDS Consultants. They estimate that business processed by Felixstowe has a per-container advantage over competitors of around £26. They also noted that the great majority of major distribution warehouses are in the Midlands or North of England, not the south-east, and already efficiently connected to Felixstowe. Scarily, 'Gateway is currently sending trains only to these destinations.

The scale, location and efficiency of Felixstowe, MDS found, also increases the chances of a haulier picking up an export load for the return leg — a major issue for UK ports, which are dominated by containers of imports. The port's position just off the main sea lanes to Rotterdam, Hamburg, Zeebrugge, et al should give it another great advantage over Gateway, MDS say: they calculate inland transport costs from Felixstowe are £312 against £321 for Gateway and £322 for Southampton, its current competitor for the mantle of most used UK container port. MDS calculated that diverting from the current main shipping lanes to Gateway (75 miles) would cost £17 per container. All good news that we in Railfuture East Anglia, can only hope proves true over time. CB

**BRANCH MEETING: CAMBRIDGE, 7 DECEMBER**  
**14.00 hrs at St Paul's Church**  
**CB2 1JP**

## **RAILFUTURE FERRIES REPORT PRAISES ROUTE FROM HARWICH TO CORNER OF HOLLAND, Trevor Garrod tells us....**

Yes, you read it correctly. "Hoek van Holland" does not mean "Hook of Holland", even though the Great Eastern Railway in the 1880s apparently thought so. It actually means "Corner of Holland."

However, this ferry crossing remains a very good example of rail/sea/rail co-ordination and was used by several people who responded to the recent Railfuture questionnaire on journeys made by ferry in 2013.

We have analysed some 150 replies either on line or on paper and our report should be published by Christmas. It will of course be sent to Greater Anglia and Stena Line amongst others and it will be on the Railfuture website. Meanwhile, we have learned that, on the Dutch side, the rail service from Hoek van Holland to Rotterdam may be taken over by RET, the Rotterdam public transport authority, and merged into the city's metro system. (Shades of the Central Line to Ongar, built by the Great Eastern but now - as far as Epping - part of London Underground.) We are discussing the implications of this with our Dutch sister organisation ROVER. TG

### **Branch Meeting in Norwich 28 September 2013:report;**

This well attended event was rewarded with a splendid presentation from David Reed and colleague of TAS (Track Access Services), based at Shepreth Station a few miles south of Cambridge. High definition video married to creative software writing is the essence of this thoroughly 21st century firm. They have contracts with Network Rail and many Train Operating Companies, for direct filming of infrastructure to record asset existence, actual condition, and for staff training.

Where train driving staff are concerned, they also convert direct video into interactive video programmes where trainees are confronted with amazingly life-like constructs of widely vaying weather conditions, while able to control their 'virtual reality' traction in the environment, obeying signals, speed restrictions and anything else the trainer chooses to throw at them. Obviously far better than risking life, limb and very expensive kit out out on the line.

Route learning is also aided by high-definition videos filmed from the driver's position and burnt to Blue-Ray discs, which a trainee driver can watch in the comfort of their own home if wished. Apart from starting and stopping the disc, these are not interactive.

Network Rail also employ TAS for such things as time lapse-filming; which for

example, can film some laborious tasks, such as rolling a brand new bridge into position over the many hours it takes place. Much can be learnt from such records. As it can from recording flows of people/road traffic at large stations or depots, maybe indicating how the layout might be more effective. Particularly useful to architects. All in all a truly fascinating insight in to a less obvious aspect of today's railway, and for which we certainly showed much appreciation. CB

## Wisbech Rail Reopening Campaign

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**An Update:** Railfuture East Anglia's Wisbech Rail Reopening Campaign was pleased to hear news from Steve Barclay MP of further progress towards the reopening of the railway from Wisbech to March. On Friday 15th November he met with Graham Hughes, Director of Strategy and Development at Cambridgeshire County Council, Councillor Martin Curtis, Leader of Cambridgeshire County Council, and Sunil Gogna from rail consultancy firm Atkins to discuss progress on the Phase 2 study covering the engineering costs of reopening the line, following on from the Phase 1 study which concluded that the service could be operated profitably. The Phase 2 study is scheduled to be published early in the New Year, but this meeting gives an insight to some of the issues it has identified. PH There is a full description of the meeting here:

<http://stevebarclay.net/reconnecting-wisbech-local-transport-update-meeting/>

*Our Secretary, Paul Hollinghurst comments that:* "Significant advances have



been made in the consultation process and the stage 1 report has concluded that a shuttle system between March and Wisbech could start to reap significant business benefits between 2016 and 2019. A survey of the rail line has now been completed and Atkins is due to report more fully on the cost implications and wider

impact of the line in a two stage process before the end of the year.”

“Early indications are positive. It appears from our discussion that projected operating costs for re-introducing Wisbech to the rail network are sustainable, and that the remaining phases of the consultation will focus on the scheme's upfront capital costs.

When they report at the end of the year, Atkins are scheduled to provide more detailed costings on essential supporting infrastructure such as 1) a level crossing where the rail line crosses the A47, 2) a bridge in this area or 3) the locating of a new train station adjacent to the A47 which would avoid the need for a major rail crossing point.

Although the progress is good news, there are a couple of compromises being considered which would make the scheme less attractive to passengers. Firstly there is the idea of locating the station to the south of the A47 to save the costs and disruption to road traffic of reopening the A47 crossing or building a bridge, and secondly that the service would simply link Wisbech to March.

The Wisbech Rail Reopening Campaign will continue to press for full service from Wisbech to Cambridge service and a station near the centre of Wisbech. Steve Barclay has already told the campaign that he favours a through service to Cambridge and will continue to press for this to be backed up by a study showing the wider benefits of the line to the region. Despite these reservations the news is a major step forward on the way to the line's reopening. Please do take any opportunity to reaffirm your support for the project to Steve Barclay MP and Cambridgeshire County Council. PH <http://wisbechrail.org.uk/2013/11/21/wisbech-rail-reopening-phase-2-study-update/>

## Community in more ways than one:

Susan van de Ven writes that a Community Rail Partnership was signed at Meldreth Station (see accompanying photograph) on Friday 25 October, securing support for some of the smallest rural stations on the King's Cross to Cambridge



line. About 40 people attended and two large chocolate cakes were consumed (courtesy of FCC).

The Meldreth, Shepreth and Foxton Rail User Group has been working closely with First Capital Connect to draw up the partnership – according to ACORP one of the more ‘succinct’ CRP agreements around. The CRP takes account of an existing foundation of community work around all three stations, and hopes to strengthen coordination across Cambridgeshire County and South Cambridgeshire District Councils, and Network Rail, all of whom have signed the agreement.

Something that has helped greatly to broaden the scope of our community rail work is the range of interests brought to RUG meetings by local people. Each meeting seems to have at least a couple of new faces, and often newcomers bring a particular talent or campaigning interest which they then champion. So it is a true community project and as such is hugely enjoyable.

As ever, Railfuture has provided us with advice and support. Some photos and a video of the event can be seen on our website:

<http://melbourn.org.uk/railusergroup/community-rail-partnership/>

## 2014 Annual General Meeting:

**The AGM ( 22 February 2014) always arrives with amazing speed once the New Year is past. It offers you the opportunity, if you so wish, to put yourself forward / or nominate somebody (after their agreement to join the Committee, which guides and executes Branch policy. If this interests you, do get in touch with Secretary, Paul Hollinghurst, whose contact details are on the back page. New, active members will always be very welcome, especially if bringing useful skills and /or experience. PH**



**deserved. Well done, Peter.**

**And to finish this issue, although our esteemed Chairman won't thank me, your Editor insists on including this picture of Railfuture President, Christian Wolmar, presenting Peter with the Judges Special Award, at our Oxford National Conference on 2 November. For his enormous input to the Wisbech Campaign alone, it was thoroughly**

And now, absolutely last, but certainly not least: best wishes for a very peaceful Christmas and fulfilling 2014. Thank you so much for all the support during 2013. Peter Wakefield, Branch Chairman.

***DEADLINE FOR ISSUE 161 : Friday 24 January 2014.  
Do get all your contributions to the Editor as soon as you can with, wherever possible, photographs, preferably in the form of JPEG or TIFF files. And prints too as we can always scan these. Publication can never be guaranteed, of course, but the choice is immensely helpful. CB***

## **Railfuture**

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## **Railfuture**

### **EAST ANGLIA BRANCH :**

**Saturday 7 December**  
at

**14.00 hrs at St Paul's  
Church, Hills Rd, Cambridge  
CB2 1JP**

*Guest Speaker: Geraint Hughes  
of Greater Anglia Railway on  
developments at and around  
Cambridge station  
with, hopefully, a representative  
of developers Broogate.*

***NEXT MEETING: AGM  
23 February 2014, Bury St  
Edmunds***

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