
Shrewsbury Aberystwyth Rail Passengers' Association

Newsletter No. 91

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Barnouth Bridge in 2020 (above) and during the replacement of the two steel spans on 14th October 2023. Photographs Denis Bates

NEGES GAN Y CADEIRYDD

Mae'n anodd gwybod faint sydd wir wedi newid ers fy neges diwethaf. Er bod y rheilffordd o hyd yn boblogaidd, mae diffyg cerbydau, annibynadwyedd ac amserlen ar gyfer gwasanaeth bob awr sydd o hyd yn cael ei ohirio yn atal y Cambrian rhag cyrraedd ei lawn potensial. A gwyddwn bod dyheadau cymunedau, pobl a sefydliadau ar hyd y lein, ynghyd â phawb sydd eisiau byd gwell a gwyrddach, am weld y lein yn cyrraedd y potensial hwnnw.

Mae newyddion da i'w dathlu wrth gwrs. Er yr anghyfleustra i deithwyr am gyfnod go sylweddol, mae Traphont y Bermo yn cael ei adnewyddu gyda gwaith metel newydd yn cael ei osod i bara am gyfnod hir - canrif o leiaf gobeithio. Rydym yn croesawu gwaith i sicrhau parhad y lein ac rydym wedi bod yn lwcus iawn gyda Thraphont y Bermo dros y degawdau diwethaf.

Haf yma, daethpwyd o hyd i ddatrysiaid i ganiatáu trenau 4 cerbyd ar lein yr arfordir am y tro cyntaf ers blynyddoedd, ac hynny mewn pryd i'r Eisteddfod Genedlaethol ar bwys Pwllheli. Edrychwn ymlaen i weld mwy o drenau 4-cerbyd ar lein yr arfordir yn yr haf yn y dyfodol.

Yn dilyn hyn, wrth gwrs, bydd angen mwy o unedau ar y Cambrian yn gyffredinol. Mae Trafnidiaeth Cymru wedi dangos hyblygrwydd gyda'u strategaeth cerbydau mewn rhannau eraill o'r rhwydwaith ac rwy'n gobeithio y gall SARPA ac eraill eu perswadio o'r angen am fwy o unedau gydag ERTMS fel bod modd i deithwyr gael y buddiannau llaw o'r gwaith gwych a wnaethpwyd ar lein yr arfordir yn ddiweddar.

Jeff Smith, Cadeirydd SARPA

CHAIRMAN'S MESSAGE

It's difficult to tell how much has changed since my last message. Although the railway is still popular, the lack of carriages, unreliability and a constantly delayed hourly service are stopping the Cambrian from reaching its full potential. And we know that the aspirations of people, communities and organisations along the line, along with everyone who wants to see a better, greener world, want to see the line reach its full potential.

There is of course good news to celebrate. Despite the disruption to passengers of closing the coast line for a significant period, Barmouth Bridge is being renewed with new metal work being installed to last for many years - at least a century, hopefully. We welcome work to ensure that the line continues to flourish and we have been very lucky with Barmouth Bridge over the years.

This summer, a solution was found to allow 4-car trains on the coast line for the first time in years, and in time for the National Eisteddfod near Pwllheli. We look forward to seeing more 4-car trains along the coast line in future.

Following this of course, there will be a need for more units on the Cambrian in general. Transport for Wales has already shown flexibility with their rolling stock strategy in other parts of the network and I hope that SARPA and others can persuade them to fit more units with ERTMS so that passengers can enjoy the full benefits of the great work that has happened on the coast line recently

Jeff Smith, SARPA Chair

NEWS IN BRIEF

Log Trains

Perhaps Britain's most photographed train has become the weekly Aberystwyth to Chirk Kronospan train. Adding to the variety has been its running on days other than Friday and one week in September with engineering work on the Marches line meaning log trains from the South West of England and South Wales could not run – three loads were run from Aberystwyth.

Whilst welcome by all who support our line there is still no indication of what the long term plan is and whether an hourly passenger service and freight can be accommodated or some compromise/fudge will have to be made. Committee members well remember Welsh Government Officials insisting there would be no freight on the Cambrian when they opted for the cheapest and least extra capacity option to accommodate hourly trains back in 2009.... a decision now regretted as predicted.

Cardiff Bay

The Welsh Government announced amendments to its budgets to reflect problems caused by inflation in mid-October and exempted Rail from any cuts. This has been welcomed by many and it's pointed out that whatever the shortcomings, at least Welsh Government are not renegeing on investment plans and are seeing them through. This contrasts with Westminster where there is a veritable queue of cancelled, descopeed and half completed rail investments started since 2010.

Newtown

A mental health charity has been in serious discussion about leasing all the station's empty spaces.

The Railway Tavern on Old Kerry Rd 2 minutes from the station by the corner of the Pryce Jones building has had installed a PIS(Passenger Information System) screen that repeats train running information – see Photograph. SARPA members can confirm its accuracy comparing it to well known sources like Realtime Trains BY standing at the pub front door and listening for when a train passes.

Wolverhampton

At long last after several false starts the Midland Metro extension to Wolverhampton Station opened in early October. Whilst successful and providing the best ever service that communities along its route have ever had, the fact remains it runs along the route of the old Great Western Mainline between Paddington and Birkenhead which was closed between Wolverhampton Low Level and Birmingham Snow Hill in 1972. This sealed off the route to be used by long distance, express, regional and freight services, limiting capacity.

Barmouth Bridge

Engineering fans and the general public have marvelled at how the metal spans on the bridge have been replaced this September/October with the new spans assembled on the Fairbourne side on their own tracks with a crane system installed overhead and then winched onto the Cambrian lines and moved by rail across the wooden bridge onto the metal spans. The old spans have been cut up and lowered onto barges on the estuary and taken away and new spans lowered into place. Network Rail have released several videos of the work taking place, which can be found on Youtube (e.g. https://www.youtube.com/watch?v=rx9DBOc91_4&t=24s).

4 car trains return to Coast Line

As predicted a common-sense low-cost solution to “elf and safety” concerns has prevailed, and late August and September before the Barmouth Bridge works saw one UP and one DOWN service a day strengthened to 4 cars. The 1050 departure from Machynlleth in the DOWN direction ran as 4 with experiments in running the formation back at c.1330 from Pwllheli or leaving a 2 car unit in Pwllheli to come back with the 1530 departure.

Transport for Wales Timetable review

Concern was raised when TfW announced a timetable review due to financial pressure this summer, due to report by the end of September, implying cuts or postponed investment were to be made. No public announcement has been made yet. However, with rail spending ring fenced in October the noises coming out of TfW would seem to indicate that two franchise commitments made by Keolis and accepted by Welsh Government in 2018 are under review. Both are because work on infrastructure is needed to implement them. You may well ask why with no money to do the infrastructure work in the franchise deal and no plans by Network Rail to do the work, why the commitments were made and accepted without query from Welsh Government Officials.

We understand that there are a couple of level crossings on the North Wales Coast Mainline that would need to be replaced by bridges if traffic levels on the line increased further as the time occupied by train versus open to road traffic would exceed guidelines. Running a third TfW train per hour between Chester and Llandudno Junction would appear to be not possible. Due to rationalisation in the 1980's there is a very long signalling block section between Gobowen and Shrewsbury, and to run more frequent services an intermediate signal is needed. The plan to run an hourly service from Liverpool to Shrewsbury with two hourly extensions is on hold till this is resolved.

Log trains

After a gap, while Newtown's station tracks were relaid, log trains resumed on Friday 16th June. Apparently the path for the 1555 departure from Aberystwyth, was missed. The train actually departed at 0557 on Saturday 17th.

The trains are now operating five days a week, constituting a major eastwards flow of freight; When was the last time there was a similar tonnage was moved on the Cambrian lines (westwards or eastwards)?

Barmouth Bridge

The final stage in the bridge renewal is now underway, with the new girder spans now almost in situ and the old spans being cut up and lowered in pieces onto barges for removal.

197 units

21 of the new 197 units will be fitted with ERTMS equipment for use on the Cambrian lines. However, the other 56 units will be "ERTMS ready", which means that it will be much easier to retrofit them, should this be needed in the future.

MERRICK ROOCROFT

The remarkable Merrick Roocroft, BR Area Manager at Shrewsbury in the bleak post-Beeching years of the '70s and '80s, has passed away.

He joined the London Midland Management Training Scheme in 1962 and became Area Manager, Shrewsbury in 1982. He was previously Area Manager at Chester. He achieved remarkable standards of service for his customers with the limited and decrepit resources at his disposal.

The picture below, with Merrick on the left, was taken in Aberystwyth in the 5th May 1986. The occasion included the naming of Class 37 37426 Vale of Rheidol, by the ten Cambrian Railways Queen, Stephanie Bates.



DANGEROUS 197s?

SARPA is a member of the North Coast & Cambrian Transport Liaison Committee, which operates under the auspices of The North and Mid Wales Association of Local Councils ("The Association"), who recently carried out a survey of rail use in their area. This comprised on-train interviews with passengers on the North Wales Coast line, the Chester to Shrewsbury route, the Cambrian Main Line to Aberystwyth and the Cambrian Coast Line. The work was done during August and September 2023 and examined:-

- i) Train usage
- ii) Travel patterns
- iii) Customer service
- iv) Trains and timetabling
- v) Comparisons between the current and proposed services.

The most serious issue which emerged is that of overcrowding and the Association felt that this sometimes reached dangerous levels citing:-

- i) People who have disabilities cannot get to the toilets.
- ii) People taken go ill will have no space to recover.
- iii) The guard cannot get to any person who is distressed or unwell needing help.
- iv) If the train pulls up sharply or hits something the injury level would be unacceptable.

The new Class 197 trains have less seats than the current ones in use and are of 'commuter train' design. In the view of the Association these trains are not suitable for long distance journeys. Moreover, they only have one toilet. During the survey, a train from Barmouth was cancelled because the disabled toilet was out of action. This was on a Class 158 unit, which has two toilets.

Of course, if the train is overcrowded and staff cannot physically pass through the coaches, then this leads to a loss of revenue as passengers can get away without paying for their journey.

The investigators noted:-

- * A family with young children having sit on their cases in the toilet as there was no other space available.
- * A mother sitting on the floor with a young baby due to lack of space.
- * More people on the train than seats available with passengers standing for periods of more than an hour.

* Trains running late on a regular basis causing stress to those needing connections.

The level of trains cancelled for all or part of the journey was 10% on the Cambrian Main Line and 13% on the Coast Line.

Most people were travelling for leisure reasons, which accounted for over 80% of passenger journeys. This was more than both business and commuting combined, with about 10% of the total each.

Two thirds of passengers were occasional travellers. The remaining third were people who made a journey either daily, weekly or monthly. There were concerns expressed about punctuality, reliability and overcrowding.

What emerges – and quite astonishingly – is that apart from issues with overcrowding, reliability and luggage space, customer satisfaction seemed to be better than might be expected (!). One can only assume that there is a wide spectrum of travellers who have low expectations of rail travel.

A full copy of the survey can be found on our website.

See:- [https://sarpa.info/pdf archive/railsurvey-08-23.pdf](https://sarpa.info/pdf_archive/railsurvey-08-23.pdf)

Angus Eickhoff

(Angus Eickhoff is the SARPA representative on the North Coast & Cambrian Transport Liaison Committee)



It's not only the Barmouth Bridge that is being worked on during the autumn closure of the Coast Line. Here, photographed from an Aberystwyth-bound train on the 7th September, is work being carried out on the Dyfi bridge,

CUSTOMERS HAVE BEEN FLOCKING TO THE SEASIDE BY TRAIN ACROSS WALES THIS SUMMER ACCORDING TO NEW FIGURES THIS WEEK

Transport for Wales: 02 Oct 2023

Customers have been flocking to the seaside by train across Wales this summer according to new figures this week.

Barmouth, Barry Island, Tenby and Llandudno all saw a significant rise in customers traveling on Transport for Wales services in July and August, despite the changeable conditions. Llandudno was the top single destination for the summer with 65,046 people visiting the town.

This summer, the Cambrian Coast line saw the return of four-carriage trains for the first time in six-years, thanks to a collaboration between Transport for Wales and Network Rail. As a result, the Cambrian Coast saw a 16% rise in journeys with 106,000 people travelling to key destinations on the line, up from 90,000 last summer. Pwllheli at the north end of the Cambrian line saw a huge 63% rise in customers, while Flint on the North Wales Coast saw a 58% rise against summer 2022. Barmouth saw a rise from 30,786 in summer 2022 to 34,452 this summer, while Aberystwyth welcomed 36,121 compared to 32,857 the previous year.

Network Rail's Performance and transformation director for Wales Gwyn Rees is a Director of the Cambrian Local Railway Partnership. He said: "Wales is blessed with some of the best seaside and coastal destinations in the world, so it's great to see people jumping on the train to take advantage of that. On the Cambrian line we worked hard to ensure four carriage trains could run up the coast where we know people want to be travelling."

Down in south Wales, Barry Island saw 57,015 travel in by train and Tenby welcomed 19,809.

Transport for Wales Planning and Performance Director Colin Lea said: "As a rail operator we play a massive part in getting people off for their holidays and days out. We know that being able to run good, reliable services to these key destinations is vital for the growth of those local economies. On the Cambrian line we have some breathtakingly beautiful spots and the four-car operation has allowed more people to take full advantage of those."

ON THE MOVE – WITH GARETH MARSTON

A family get together on the coast of West Wales in New Quay in mid September saw me using integrated public transport – I couldn't get away from work till near 1700 so I couldn't travel down with family – the other half and youngest daughter went ahead in the family car to be at the caravan for 1500. The question was could I get there by public transport leaving Newtown so late? There are buses down the coast road that go outside the station in Aberystwyth – however could I get there in time for one to be running? If I was in Netherlands, Austria, Switzerland etc it wouldn't even be a question but in Wales a big consideration. I couldn't get the 1607 train from Newtown and there's no 1707 how about the 1807? It arrives Aberystwyth @ c1920. Yes, was the answer the last bus to Cardigan goes @ 2010! It should get me to the bus stop immediately outside Quay West @ 2103.

Come the Friday we were having a mini heatwave curtesy of climate change, a sweaty hot 20-minute walk got me to the Railway Tavern in Newtown in time for happy hour and fluids replenished! The newly installed information board (see picture) showed my train on time so up to the station, I spent some time getting the ticket out the machine on the platform even though I knew what I was doing - they are very slow compared to a booking clerk. No through ticket so single to AYW with Cambrian Railcard was £10.65 which for in the low 20 pennies per mile bracket for 48 miles is below average for the UK. I had forgotten about the log train which turned out to be running late and it crossed the 1807 train in Newtown making it slightly late, we hooved into the UP loop at Talerddig which meant a wait for a late running UP service (there had been a bridge strike earlier in the day). The hooper windows were open the Conductor in her shorts was pleasant and pointed passengers to free water stashed on a luggage rack, those that demand the Class 158's stay ignore the lack of air conditioning, they are awful in any temperature above 20 degrees. We detached carriages in Machynlleth and then another wait in the loop at Dyfi Junction for another late running UP service, we arrived Aberystwyth 25 late, and I was ready for another quick fluid replenish in Wetherspoons!

I walked over to Stand 7 at the bus station just before 2000 and found the bus already there and paid £4.20 for the next 27 miles. It was dark so alas no views along coast road however there was a breeze off the sea and the open bus windows once moving made it a lot cooler than the train if a lot noisier. The T5 is a long distance bus route from Aberystwyth to Haverfordwest along the coast but in Wales there just the ordinary local bus stopping everywhere strung together into longer routes not express services. The driver stopped for a fag break in Aberaeron and I moved up front and started to look out for my stop, fortunately there's a pub and street lighting outside the entrance to Quay West Holiday Park and just under 3 hours from leaving Newtown I completed my 75 mile trip. At least it was possible but an hourly rail service from 0600 to 2359 seamlessly connecting with an hourly bus – standard practice in many countries it was not. How would I even found about the coast bus if I did not have prior knowledge and access to the internet and knew where to look? Wales still has a way to go but has something in place that can easily be built on.

Just less than £15.00 to travel 75 miles is a good price in the UK but if I lived in Germany £15 would have paid a third of my entire monthly public transport costs

(excluding long distance express services). The fare initiatives like the Deutschländerticket on the continent stand in sharp contrast to the UK. Back in August our car needed some work on its brake pads and discs, we paid close on £300 which is now a typical bill if your car needs even minor attention. If I lived in Vienna where I was in April, my entire local public transport costs for the year would have been £330 with their Klimaticket! The average motor vehicle in the UK costs £3,550 a year to run according to motoring organisations, when you realise that the average UK take home salary is around £2,000 per month if your spending £300 of it on motoring that's 15% of your income. Those on an average salary will no doubt also have rent or mortgage payments add utility bills, council tax and rampant food inflation to the mix and ordinary people are very squeezed. After the cost of running your home and feeding yourself what percentage of your remaining income does the car consume? A big chunk especially for 50% of households in the UK where net income is below £33K per annum, if you have housing costs then even running an average motor car can be a significant stressor on household finances. The average household income in the UK is £39K per annum and then only 40% of households have this level of income or above where running an average motor vehicle becomes affordable. Many households drive or have a second vehicle because they have no or few alternatives thanks to decades of planning and development that have encouraged car dependency, yet there is relatively little discussion of the financial impact of this beyond some politicians playing to the gallery and playing at the margins on culture war issues.

"Everyone outside London drives" was one of the excuses made by Prime Minister Sunak to cancel rail investment however when you look at the facts a different picture emerges. Nationally 22% of households do not have access to a car or van. In London its 42%, outside London 19%. There is further spatial variation, in Wales 26% of households don't, in the North East of England 27% and even in deepest darkest rural Powys where surely everyone must drive 17.5% of households don't! In my home town Newtown 26% of households don't have a vehicle and households with 2 or more vehicles are lower than the national average. If you live in the south of England outside London non vehicle households drop to 13%. 45% of households have access to a single vehicle which means if there not a single person household then other family members (av 2.9 people per non single person household) only have limited access to motor transport if the car is taken to one person's work and left there all day, a common scenario. In fact, around half the population lack access to or have constrained access to a motor vehicle. The UK's motorisation rate – the number of vehicles per 1000 people is just above the European average with c600 vehicles, in Wales just below c560 vehicles. There are plenty of country's over the channel with higher rates the notion that were totally signed up to drive outside London is nonsense. This isn't being anti car as the false narrative culture warriors scream its recognising reality – you can't have a functioning economy and country if you leave behind and disadvantage over half the population and penalise their finances. It's not about choosing between cars and public transport it's about having choice and options that are inclusive to all and don't financially penalise those on low incomes.

"The world has changed since covid" is another myth that's put about to justify not investing in rail. The reality is its changed so much that according to the DfT's own official figures in September 2023 that 96% of September 2019's usage was recorded

on mainline rail. This is despite now being in the second year of ongoing strikes and DfT forcing English operators to run reduced timetables and send rolling stock off lease. We really should be celebrating how resilient rail demand is and praising it after all it has slayed the Work from Home Dragon! Compared to pre covid what's happened is leisure use which was 50% of usage anyway has grown by 119%, which has largely offset declines in commuting which is now 80% of pre covid levels and Business travel – down 50%. All these categories are still showing signs of growth. Even modest growth of 2.5% per annum – half of what we saw between 1992 and 2020 will see us with over 2 Billion journeys per annum by the end of this decade. Rail has to be fit for the future not something a handful of people erroneously thought covid would leave it. A grown-up conversation is needed about the financial impact of car dependency and the future of transport using evidence and facts which of course we won't get in the run up to the next General Election. However afterward the landscape is likely to be changed forever: Rail User's need to be ready to grasp it.



A West Coast Railway Company charter, with locomotive 97302 and saloon 999506, on the 4th September in the loop at Aberystwyth, while a service train has just arrived. The saloon was built by BR in 1957. It now owned by West Coast Railways, and is based at Carnforth. Compare this vehicle with the ex=LMS one pictured at Barmouth in the last issue. It was being used for crew training on the operation of the ERTMS system by personnel from the East Coast Main line. Photograph Denis Bates

TRAVELLER'S TALES

Roger Whitehouse

During the Newtown blockade, Sue (my wife) and I travelled from Tywyn to Wolverhampton as the first stage of an extended trip to England. The 0927 train Tywyn to Machynlleth and 1010 replacement bus to Shrewsbury both ran as planned. Many passengers were on the platform awaiting the next (TfW) train to Wolverhampton, which was reported as 2 cars, so we opted for West Midland's 1240 to Birmingham New St, already in platform 6.

An unexpected stop approaching Wellington was followed by cancellation there, due to a fault on the class 196 unit. We had to wait for the next TfW service, a 4-car 158 starting from Shrewsbury, which had plenty of room, but lengthened our journey by over 30 minutes.

A Tale of Two Delay Repay Claims

Why two claims? The delay repay procedure requires a separate claim by each person when travelling together. In our case, and no doubt for other couples, that means that we submitted the same claim details twice, which were then considered twice by the receiving company, doubling the work for both parties. As you will see below, the result can be different answers to the two claims.

The claims submitted were for 30+ minutes delay arising from the 1240 Shrewsbury-New St, each accompanied by a scan of the outward half of a Tywyn-Wolverhampton return.

West Midland's first response was that the journey information given was wrong, asking for the full journey details. The on-line claim form only has provision for one train, so what had been submitted was correct. They were sent details of all three legs of our intended journey.

Their next response was to reject our claims "because the train was not one of ours" and pass it to Transport for Wales! We appealed our claims, restating that the train causing the delay was West Midland.

Eventually I received a reply that my claim was accepted, and compensation had been paid. However, Sue's claim was rejected "because 0927 Tywyn to Wolverhampton is a TfW train". The delay repay procedures were now completed, so I sent a complaint to West Midland, asking that Sue's claim be treated in the same way as mine, quoting both claim references.

Almost immediately, I received an email that the same compensation had been paid for Sue's claim. Our journey was made on May 18th, and the second compensation payment arrived on August 4th.

In the meantime, we received replies from TfW, one of which explained at length the replacement services and why we couldn't claim (we hadn't) for the extended journey time as far as Shrewsbury. Then came a letter enclosing free vouchers (which I shall not be using) as compensation for the delay. All that effort by TfW was completely unnecessary, generated by the incompetence of West Midland's delay repay office.

Frankly, the present Delay Repay system is not fit for purpose. Will someone in the rail industry who reads this be willing to respond?

PS for Transport for Wales. Every claim acceptance I receive states that payment is made despite my ticket not being defaced as required after use before submitting the claim, even when I draw a line across it and write "used". What is accepted as defacement?

To and from SARPA's Welshpool Meeting

En route to catch a rail replacement bus, I noticed Tywyn's up platform screen displaying the message "Buses replace trains Machynlleth to Pwllheli all day Sat 9th to Fri 15th September". True: but not the whole truth and could be misleading.

On returning, Welshpool was using new announcement software, apparently using computer-generated speech. The station between Borth and Aberystwyth had a new English name "exclamation mark dhow". Is that a muddled attempt to voice an error code !2?

Which portion?

Returning from Birmingham New St, the screen displayed front 2 cars Aberystwyth, rear 2 cars Shrewsbury. Because it was less crowded, we joined the rear unit. After Wellington, the conductor came through advising passengers for the Cambrian to move into the front unit.

In platform 4 the train divided. The internal screen was displaying Aberystwyth while the platform indicator alongside showed Holyhead. Then the internal screen went blank, and a different conductor directed us to move back again, because a new conductor had told us the wrong unit.

The new conductor was not at fault. He had queried the Birmingham information with higher authority and **been told that it was correct.**



A Manor Class locomotive, 7812, *Earlstone Manor*, at Minehead on the West Somerset Railway on the 21st September. Photographed by the Editor, on holiday in the region. The Manor Class locos were once ubiquitous on the Cambrian main line, the Aberystwyth to Carmarthen line, and the Ruabon to Barmouth line. Several were shedded at Aberystwyth.

WANT TO JOIN SARPA?

The membership fee is currently (for membership up to 31 December 2023) £10.00 per annum for individuals and for organisations. Please make any cheques payable to SARPA. Donations are of course welcome.

- SARPA will lobby for better rail services.
- Act as a watchdog to safeguard the line's future.
- Meet in public once a month.
- All members will receive our quarterly Newsletter free of charge.
- Members with access to e-mail can be included in our electronic network if they so desire.

The majority of our expenditure goes towards the cost of publishing and distributing our newsletters. We occasionally pay for room hire. Any surplus is held as an emergency fund for the future. None of the officers gains financially in any way from SARPA.

To join please send your details, making sure to include full name, address and telephone number (and also email address if you wish to become part of our electronic network) to:

Bill Redfern, SARPA Membership Secretary, 8 Plas Edwards, Tywyn, Gwynedd, LL36 0AS, along with cheque for the membership fee, or, and preferably, you can pay directly into our bank account: Shrewsbury-Aberystwyth Rail Passengers Association: Barclays Bank: sort code 20-61-08: account 20148148, and send your details to

Bill_sarpa@outlook.com

USEFUL ADDRESSES

Transport for Wales: Customer Relations, Transport for Wales Rail Services, St. Mary's House, 7 Penarth Road, Cardiff . CF10 5DJ Tel. 0333 3211 202

Network Rail:

Community Relations, Kings Place, 99, York Way, London. N1 9AG

Association of Community Rail Partnerships

The Old Water Tower, Huddersfield Railway Station, St George's Square, Huddersfield HD1 1JF

Traveline Cymru for all public transport information

www.traveline-cymru.org.uk Tel.0870-6082608

Rail Franchise Performance Manager Rail and New Roads Division, Transport Wales, Welsh Assembly Government, Cathays Park, Cardiff, CF10 3NQ. Direct Line (029) 2082 6849

Public Transport Users' Committee for Wales Secretariat

Welsh Government, Cathays Park, Cardiff CF10 3NQ. E-mail ptucwales@wales.gsi.gov.uk

For Train Times and Fares Call:

08457 48 49 50 (24hrs) 0845 60 40 500 (Welsh Language Service)

0845 60 50 600 (Textphone)

For ticket reservations please call: 0870 9000 773

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Website host is Hostinger: <https://www.hostinger.co.uk/>

Find us on Facebook - Shrewsbury Aberystwyth Rail Passengers' Association:

<https://www.facebook.com/groups/1506868396111739>

Other sites of interest:

A useful alternative to the National Rail Enquiries site:	www.traintimes.org.uk/
Transport for Wales	www.tfwrail.wales/
National Rail Enquiries	www.nationalrail.co.uk/
London Northwestern Railway	www.journeycheck.com/londonnorthwesternrailway/
West Midlands Railway	www.westmidlandsrailway.co.uk
Avanti West Coast	www.avantiwestcoast.co.uk
Chiltern Railways	www.chilternrailways.co.uk/
Network Rail	www.networkrail.co.uk/
Railfuture/Railway Development Society	www.railfuture.org.uk/
Railwatch: the quarterly magazine of Railfuture	www.railwatch.org.uk
The Association of Community Rail Partnerships (Acorp)	communityrail.org.uk
North Wales Coast Railway	www.nwrail.org.uk/
Ffestiniog and Welsh Highland Railways	www.festrail.co.uk/
Vale of Rheidol Railway	www.rheidolrailway.co.uk
Talylyn Railway	www.talylyn.co.uk/
Welshpool and Llanfair Railway	www.wlfr.org.uk/
Welsh Highland Heritage Railway	www.whr.co.uk/
Fairbourne Railway	www.fairbournerrailway.com/
Borth Station Museum	www.borthstationmuseum.co.uk
Real Time Trains	realtimetrains.co.uk
Live Rail Record	https://live.rail-record.co.uk

MONTHLY MEETINGS

November	Saturday 11th	11:30	Chester Suite, Railway Station, Shrewsbury
December	Saturday 9th	11.45	Town Council Offices, Baker St, Aberystwyth
January	Saturday 13th	11.15	Royal Oak, Welshpool
February			
March			
April			

Articles in the Newsletter contain the views of the contributors, not those of the Association.

Copy deadline for the next newsletter is 22nd January 2024