

SARPA Newsletter No.31

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Chairman's Message

I was at a birthday party for one of my youngest daughter's friends and Zoë, who's five, decided to tell one of her little friend's mums that she had gone to the cat show (at the NEC the Saturday before). I said we'd gone by train. My daughter's friend's mother's reaction? "Did you get a seat"? Well there we go—the lady in question had no idea of my "connections" with the railway: it was just a simple natural reaction based on her own experience of trying to use the railway. It rather confirms what we all know – try travelling on a Friday or Saturday all year round now and you'll experience overcrowding – on other days too even in winter and this is on a line without commuters! People are now not using the railway in Mid Wales because they are put off by overcrowding, either experiencing it themselves or by what friends/relations/colleagues etc tell them. Recently there have been occasions when passengers have been left on the platform at Welshpool and even Newtown due to overcrowding.

What's being done about it? Arriva Trains franchise deal certainly made no provision for it. Arriva Trains has suggested that passengers should pre book

seats to avoid overcrowding, so how does that work? If all 200 or so passengers on the 0925 from Aberystwyth the other Saturday had done this there would have been a problem – the two coach train forming the service only has about 130 seats on it. Come on Arriva: real solutions to real problems please! How about Alistair Darling's Rail Review? Well when you get down to analysing it, it has nothing to with sorting out the pressing issues in the rail industry. All it does is abolish the SRA and transfer around its powers, abolish the regional Rail Passenger Committees and fiddle around with powers and responsibilities between PTE's and devolved government in London, Scotland and Wales. The rolling stock market is widely regarded as obscene and failing to deliver. Is this addressed? No. What on earth is this "review" for? Not even a trial of a vertically integrated franchise, which has universal support to see if what everyone has been saying about it being the best way to run a railway, is true. What are these people in government afraid of? As I listened to the official Arriva line on reusing Mk3 coaches at the recent Line Liaison Committee meeting you got the impression that the system how we run our railway in the UK is wrong. New Labour's Rail Review was about who runs it - a different question not entirely relevant to the problem which of course was, is and remains its structure.

Another prime example of how this government just doesn't understand the questions or the issues was the way the Community Rail announcement was handled. Instead of some positive news in a sea of rail gloom, Darling managed to feed the media the quote they were looking for and turned good PR into Beeching Mk2 again. The tiresome diatribe about heavily subsidised branch lines was brought out again and the lose it or use it line repeated. In one part of the document accompanying it were told that these lines cost £300 million a year in subsidy: ah but look closely and you'll find it's an estimate. Apparently the Office of the Rail Regulator has formed a working party to find out how much each line costs to run - because nobody actually knows! You'd think they might have found the answers first before drawing up a policy based on estimates. Don't worry: Community Rail is not a plan to close railway lines except in the newspapers. Of the 54 lines selected ours is not one of them, and with a line speed of 80mph in places it's outside the definition of a community line.

So Rail Review, Community Rail just how are we going to get the extra carriages desperately needed out of the current system?

The answer still remains to have a sensible system. Passengers should care with a vengeance about the industry's structure because it determines everything else, it may be a complex debate for the average passenger to follow but New Labour's Rail Review has just made the imperative for a sensible structure even greater. Can this lot be made to listen or does regime change give passengers a better chance? If voters voted on one issue alone and that was transport, then there is no way on earth that anybody could conceivably re elect Blair et al.

next May on their record in power. Transport has shot up the agenda for the public as a whole: it is possibly now a Top 5 issue whereas it was between 10 & 20 back in 1997. People actually want a solution to the nation's transport ills. Is anybody listening?

The Assembly has given the impression that it's listened but what to? Their fifteen-year transport plan reminded me of flared trousers, Max Boyce, floral shirts, hot summers, Welsh rugby's golden era, bad haircuts and a naive belief that road building was the answer to the nations transport questions. Yes I was back in the 1970's, which is where the plan belongs Mr Davies! Stick it back in the attic with your space hopper and get a 21st Century solution for the 21st Century's problems.

Gareth Marston
Newtown, December 2004.

News in brief

Welshpool

Our old friend the lights on the ramp are playing up again, though by all accounts it's intermittent whether the top light comes on or not: some days it does others not.

Powys County Council have instructed all their employees in Severn St not to park in the station car park following representation by SARPA which is very welcome. However they still appear to be plenty of other offenders, which we are keen to tackle. Tony Harvey will be coordinating our efforts in the New Year: if anyone wants to help, any of the officers will put you in contact with him.

Shrewsbury

The Cardiff to Chester service that was causing platform congestion resulting in the 0730 from Aberystwyth not joining up with the 0826 from Chester to go forward to Birmingham as four carriages has been retimed earlier from Decembers timetable change, hopefully solving the problem.

Another problem that shouldn't have happened has been resolved. A Chester driver takes the 0514 from Aberystwyth forward to Birmingham from Shrewsbury. However Arriva have chosen to ferry this driver to Shrewsbury by taxi! On quite a few occasions the taxi has been late resulting in the service being late leaving Shrewsbury. Arriva have now booked the taxi an hour earlier

than before.

Freight Trial

The much anticipated freight trial involving timber being moved from Aberystwyth to Chirk is on. Freight drivers have been spotted route learning on service trains and a light engine reached Aberystwyth in preparation on the 7th December. Freight should return to the Cambrian in the New Year after a twelve year absence. Shell cancelled its contract to deliver oil to Aberystwyth from Stanlow (one train a week) back in 1993.

Talerddig

Leaf busting trains have been running every night down to Machynlleth and back up the bank during the “leaf fall” season. Usually a Class 37 locomotive at each end of a water cannon formation.

Newtown

Is due to have CCTV installed –four cameras we believe in the New Year. The station has been added to a Welsh Assembly Government funded scheme following representations after a spate of attacks on Café Loco. The attacks appear to be directed at the Café rather than the railway per se. SARPA is fully supportive of measures to tackle this sort of behaviour, which is unacceptable.

The space at the western end of the main station building is now available to be let again as the Disabilities Charity has moved out.

On board CCTV

The Welsh Assembly Government has announced a grant of £2.5 million to fit CCTV cameras to all trains in the Arriva fleet: both forward facing cameras and internal ones. The feeling amongst staff is that this may not be entirely appropriate given that Mid Wales is not plagued by the anti-social problems that afflict other areas, however they could see its relevance for the run into New St. One wag also suggested that there would be plenty of photographic evidence of overcrowding!

Caersws

The station car park is suffering from being clogged with semi abandoned cars belonging to the “garage” operating in the yard. Andrew Wallbank and Caersws Community Council are keen to see this resolved, though the response from Arriva Trains at the Line Liaison Committee meeting was reminiscent of the Welshpool lights saga. Arriva will have to first of all find out who owns the land! Sounds familiar? Lets hope this doesn't run for three years.....

Manchester

From the December timetable change you can now get to Manchester 37 minutes earlier. There is now a 0719 from Shrewsbury to Manchester calling at all stations to Crewe arriving Manchester at 0904. This connects with the 0514 from Aberystwyth which arrives Shrewsbury at 0702. Other early arrivals off the first train include Birmingham for 0819, Cardiff for 0927 and Euston for 1005.

Station Adoption

Arriva have been handed names for adopters at Welshpool, Newtown, Caersws and Dovey Junction. However Borth is still in need of friends and perhaps this station out of all of them suffers the most from anti-social behaviour and vandalism. Please if you can't adopt yourself please encourage your neighbours/friends/colleagues.

If anyone is interested about Borth or joining in at the other stations then please contact the Chairman initially.

Community Rail

Not for Shrewsbury to Aberystwyth, but Machynlleth to Pwllheli is on the list of 54 lines. Those of you worried by the media coverage should take a look at our friend Dave Edward's Heart of Wales Line Forum's website:

www.heart-of-wales.co.uk/faq.htm#21

He answers many of the questions that those not familiar with the concept will have.

Many of the ideas about community rail should apply equally to all lines, look into it and a lot of it is common sense, a lot of which seemed to go out the window post the 1993 Railways Act and fragmentation. SARPA has long argued for many of these aspects to be applied. The basic philosophy is to raise reve-

nue whilst reducing cost. The official SRA publication to accompany the consultation phase raises a few smiles: for instance revenue raising ideas include running trains at times people want to use them and collecting all the fares! At last has the penny dropped? Cost reduction ideas include not using far away based contractors for routine maintenance but local gangs with local knowledge. Which will mean an end to the country pastime of giving directions and pronouncing place names to lost groups of men in white vans with funny accents saying they've come to work on the railway!

Railways Bill

Letter sent to Simon Thomas MP, Lembit Opik MP, Paul Marsden MP.

I am writing to you regarding the forthcoming debate within parliament on the Railways Bill announced by Secretary of State Alaister Darling. Whilst everybody welcomed the apparent recognition from within government that something at long last had to be done about the structure of the rail industry post privatisation the proposed end result throws up more questions than it answers.

Why should the railways matter to and be important to Members of Parliament? Surely rail is a marginal player and everybody travels by car these days? After all were repeatedly told that only 6% of all journeys in the UK are made by rail, so motorists and their needs should take absolute priority. This view is a distortion, the railway and how it works is of utmost importance to all of the population. The Strategic Rail Authority confidently proclaimed that 50% of the population makes at least one rail journey each year (source: SRA Press Release 2004). On the Shrewsbury to Aberystwyth line there are some 615,000 journeys made per annum (source: Arriva Trains Wales footfall figures) that's the equivalent of 1700 a day the overwhelming majority being from Wales to Shrewsbury and beyond, that's 1700 journeys kept off the twisting roads of Mid Wales. The residents of Trewern & Middletown on the Shropshire/Powys border complain that the traffic levels on the A458 are too high and a road scheme is on hand to divert the road at great cost. The traffic count on this section is about 11,000 vehicles a day one of the busiest in Mid Wales (source: WAG exhibition on A458 Improvement Scheme). The 1700 rail journeys per day are therefore not insignificant in this context.

Recent surveys such as that conducted by YouGov and published in the Daily Telegraph in October concludes that transport is now a "top five" issue amongst the electorate. The overriding concerns are congestion and lengthening journey times. Britain's roads are literally choking to death, Britons use their cars more than other Europeans and unsurprisingly suffer the most congested roads in Europe. The population wants an answer and fast, the railway can play

a crucial role in tackling congestion across the UK. Rail's primary strength lies in the fact that the existing railway is generally able to have its capacity expanded within its current formation with little extra land use- something that road capacity improvement schemes cannot match. As you are aware there is a simple scheme to double the capacity of the Shrewsbury to Aberystwyth line to an hourly service, with c3500 journeys a day (or more) rail could play a major role in combating increased traffic levels on Mid Wales roads.

However the Railways Bill fails to address how the capacity of the rail network can be enhanced instead a third of the proposed Bill is devoted to the streamlining of the closure procedure. It just doesn't make sense. The overwhelming majority of the population has time and time again demonstrated by surveys that they want a viable and effective rail alternative to the congested road system we currently have. An effective railway utilising its potential is of great benefit to every motorist in the country. Making it easier for bean counters to close railway lines will ultimately be doing motorists no favours at all.

The remainder of the Railways Bill devotes itself to changing who pulls the levers in the rail industry. The basic building blocks of the failed rail privatisation remain in place with some streamlining: there will still be an Infrastructure Company, Freight and Passenger Operators and a Rolling Stock Leasing Market. The rolling stock leasing market is not tackled at all by the Bill. Overcrowding is epidemic on all lines across the UK with the Cambrian being no exception yet the operators claim they can't make a business case for new or extra rolling stock. The ROSCO's without a shred of doubt chronically overcharge the train operators for lease costs of in particular older rolling stock. The lease costs of the Class 158 trains used on the Shrewsbury to Aberystwyth line cost Arriva Trains Wales £250,000 per annum (source: RPC briefing). Yet BR bought these trains for £1.2 million for each set in the early 1990's (source: Modern Railways Magazine). With an expected lifespan of 30 years a lease payment of £40,000 per annum would cover the cost of purchase, so just what is the other £210,000 per annum for? Even allowing for maintenance/refurbishment costs it's hard to see how this can be justified. With six of these units needed to maintain the current timetable west of Shrewsbury the £1.5 million a year leasing costs eat up a large proportion of the £4.2 million a year revenue that the lines west of Shrewsbury yield (source: Cambrian Community Rail Officer) before any other costs are taken into consideration. The line and others therefore require more support from government subsidy for no gain on service provided.

We hear ministers and senior civil servants repeatedly moaning about the cost of rail, yet the Railways Bill which government proclaim will solve everything fails to address issues such as ROSCO overcharging. The simple truth of the matter is that a lot of the money currently going to ROSCO's and their parent companies (the High St banks) could and should be used to fund extra rolling

stock and capacity within the industry this would help tackle road congestion and bring in more revenue to the railway.

The Railways Bill seems to be answering the wrong questions in many aspects. Wasting time and effort streamlining the closure procedure does absolutely nothing to assist the nation's transport crisis. The nation's roads can't cope with what's on them already let alone have more traffic potentially forced onto them by rail closures. Rail will not be able to make much more of a contribution to relieving road congestion if the current system of supplying a limited number of two coach trains to run services continues. This Bill needs much amendment if it truly is to help sort out the nation's transport crisis.

Yours sincerely
Gareth Marston
Chairman, SARPA.

Hourly service and the National Assembly

Recent correspondence from the Assembly indicates that an hourly service to Aberystwyth remains a "long term aspiration of the Assembly Government". However, with the Assembly apparently committed to chucking billions at yesterday's failed transport non-solutions is not too much to ask for a drop of this money to be spent on rail instead?

None of the mega road schemes announced in the Assembly's fifteen year transport plan, rather misleadingly portrayed as "Wales on the move" in the press release, come into Mid Wales. It has been pointed out that we tend not to vote Labour here and perhaps the announcement was more of a supposed "sop" to Labour areas to encourage them to stay true to the red rose – time will tell if the environmental damage and encouragement of more motor vehicles whilst ultimately failing to solve the transport crisis will endear itself to the population. Well if our "punishment" for not voting Labour in Mid Wales is not having a grossly expensive and ultimately futile road schemes then may be we should be thankful for small mercies.

Let's examine the costs of relative capacity enhancement schemes. We should bear in mind that an enhanced rail service on our line would require revenue support, which note should decline over time as usage increases. Any new road would have to be supported by all the hidden costs of road usage that don't come out of revenue from fuel tax and license discs, no matter how hard the petulant child that is the road lobby sucks it thumb and stamps it feet and insists it does. Policing, direct NHS costs (2000 deaths and serious injuries on Welsh

roads each year), costs of road congestion to business, unproductive time, lost deadlines, extended working days for road commuters, environmental damage, indirect NHS costs, illness caused by pollution, stress etc. These “hidden” costs of road actually increase over time as more traffic is generated.

New Motorway	£23 million a mile
New Dual Carriageway	£15-£18 million a mile
New Single Carriageway	between £6 & £12 million a mile dependent on terrain.
Doubling the capacity of the Shrewsbury to Aberystwyth line by installing two passing loops.	£5 million or £62,500 per mile

NB: All figures quoted are derived from official Assembly Government publications.

It's a no brainer unless of course you're in hoc to the road lobby!

So the next time you hear someone whining and whinging about the cost of rail point out that rail is truly value for money on a pound in the ground basis! A Newtown bypass will put you back between £24 and £48 million, a Mid Wales dual carriageway from the A5 to Aberystwyth over a billion pounds!

The nation's numeracy problems seem to stem from the top!



No.7821 on a down train at Penmaenpool.

Matters raised recently

Station staffing. It is evident that Arriva have pared booking office staff to the bone, so much so that some places like Aberystwyth have had a cut in hours or when staff are off sick there is no cover for them and the office closes. This has also affected the Push Button CIS system installed on the Cambrian, as the booking clerks at Machynlleth are responsible for answering any queries. Now with reduced staffing single manning they are overstretched and many "calls" are being unanswered resulting in loss of confidence by passengers. Does the poor clerk attend to a queue of people wanting assistance/tickets or a call from a CIS which could be from one of 35 odd stations?

Overcrowding/rolling stock shortage. Since the September timetable change the 0925 Aberystwyth to Birmingham New St & the 0800 Pwllheli to Birmingham New St have not been combining at Machynlleth to go forward as a four coach formation; instead nearly every day it is just 2 coaches east of Machynlleth. We are increasingly being "collared" about this as a very hot issue. Numerous instances of people being left behind at Welshpool and even Newtown because they can't board, not only on Saturdays and half term but on school weekdays also. The 0730 ex Aberystwyth (2 car) is also regularly overcrowded, as is the 1633 ex New St (4 car as far as Shrewsbury). This desperately tries to be a commuter train from W Midlands into Shropshire then Telford to Shrewsbury and a Chester and Aberystwyth train; the Aber portion fills up again at Shrewsbury often overcrowded as far as Newtown.

Repeated termination of 0826 Chester to Birmingham New St at Shrewsbury. Instead of combining with the 0730 ex Aber to go forward to New St., this results in loss of a through service and overcrowding problems on run into West Midlands. This is a knock on effect of lack of platform capacity at Shrewsbury to deal with arrivals/ departures around 0915 to 0935 period, caused by 0715 Cardiff to Chester.

West Coast connection woes. Again numerous reports of Virgin West Coast running late into West Midlands and Mid Wales passengers finding onward service long gone and stuck in two hour gap (or two and a half hour gap between 1733 & 1953) with Arriva staff allegedly not arranging onward taxi/coach because of spiralling cost of doing so.

Project Inform. Shrewsbury is in a TRUST blackhole so often information is plain incorrect on platforms. The "glitch" that appeared at Newtown when first in-

stalled has appeared again with UP trains that have left Machynlleth and been inputted as correct time failing to be updated when held up at Talerddig loop by late running DOWN services. Often the train has dropped off screen at Newtown minutes before it actually appears, confused passengers who push help button then encounter problem referred to above.

In Switzerland

Recently whilst waiting for an evening train at Kandersteg on the BLS main line between Brig and Thun, close to the northern portal of the famed 9.5 mile long Lotschberg Tunnel, I mused over the possible effects of the opening in 2007 of the new Base Tunnel, which at 22 miles long will entirely avoid the 1:37 gradients (and spirals) on either side of the present tunnel. The Chef-du-Station was in the glass-fronted control office on the platform and appeared willing to talk. I asked what was the future for the route through Kandersteg once the Base Tunnel had opened: perhaps the old route would be downgraded or closed altogether? "No", he protested, "we need the capacity on both routes for improved services we cannot at present operate. For instance, we intend to run an hourly Brig to Zurich Flughafen (Airport) service where at present we can only fit the occasional train in. And then there is all the extra demand for freight." As if to demonstrate this, a very long freight train trundled through, its sole cargo from one end to the other being heavy five-axle articulated road trucks of the kind that regularly clog our roads and do so much environmental damage. This brief conversation demonstrated to me the huge difference in transport philosophy between Britain and much of mainland Europe: even my own expectations were negative!

Robert J. Knight

THE THREE LIGHTS OF WELSHPOOL

The mayor asked the railway and the railway asked the county
'Could we have three light bulbs for the bridge at Welshpool station?'

The railway asked the county and the county said 'certainly,
We'll go and tell the Network now before renationalization;
The Network they discussed it and went and told the linesman
'Don't forget the light bulbs for the re-furbishization'

The Network said, sleepily, 'You'd better tell His Worship
That many people nowadays have lights on their own traction

The council said 'Fancy' and went to the SRA
They drew up a petition and started consultation
'Excuse me, dear Powys, for taking of the liberty
But cars are now quite speedy if there's no congestion'.

The Chairman said 'Oh' and wrote to the Land Registry
'Talking of the light bulbs for the bridge at Welshpool station,
Would you like to say whose land's in registration?'

The Registry said 'Bother' and then they said 'Oh deary me!'
'The land has been in some transaction
It now belongs to our dear nation

So it's the National Assembly for Wales' they said (with some elation).

The knitting's now been three years in execution
One for each bright bulb of illumination
The Chairman is pleased; the passengers can see
So can the Shrewsbury to Aberystwyth Rail Passengers' Association!

[With thanks to A.A. Milne 'The King's Breakfast' from 'When We Were Very Young'.]

Roger Goodhew

Rail Passengers Committee for Wales conference on the Railway in Wales and on Passenger Representation

As part of its regular series of public meetings the Rail Passengers Committee for Wales (RPC Wales) is holding a conference on the Railway in Wales and the future of passenger representation. The conference will provide an opportunity to hear and ask questions of industry and consumer representation leaders about the latest developments on the Railway in Wales, and

- The changes that may come about as a result of the government's white paper – The Future of Rail – which proposes increased powers for the assembly over rail travel
- Network Rail's new role in the post SRA era
- The report of the Welsh Affairs committee and the Assembly Economic and Transport committee's report on the earlier proposed Welsh Transport Bill
- The future of Passenger representation for the Railway and other forms of public transport
- The operation of the Railway in Wales.

Key speakers will include: Andrew Davies, AM Assembly Minister for Economic Development and Transport; John Armitt, Chief Executive Network Rail; Peter Strachan – Managing Director Arriva Wales.

Key speakers will give their views on current issues and representatives of the Train Operating Companies and Network Rail will form a panel together with representatives of the Rail Passengers Committee to answer questions from the audience.

In the two days before the conference RPC Wales will be holding a number of exercises and events to get passengers views on the present performance of the Railway.

On the Monday 24 January and Tuesday 25 January there will be on-train surveying of passengers across the whole of Wales, asking what passengers think of their railway, and what they want from it.

On the evening of 25 January - between 1600 and 1800 at Cardiff Central Station staff and Members of RPC Wales will hold a 'surgery' for passengers to air their views on rail travel in Wales. Conclusions from the survey will be presented to the conference on 26 January.

All are welcome to the conference and RPCW encourages those with a special interest in the Railways, and in public transport of all types to attend. Please register to attend now by telephoning 029 2022 7247.

A year in the life of SARPA – 2004 in brief.

January

- Joint meeting with Railfuture Cambrian Line Branch in Machynlleth
- Letter published in RAIL magazine reference cost effectiveness of TPWS on Cambrian.

February

- Meeting in Caersws cancelled as line flooded!
- Letter to local MPs expressing concerns over terms of reference for Rail Review.
- Letter in the County Times reference general transport policy.
- Dialogue with BBC Consumer Unit on rail issues.
- Response to consultation on West Coast Main Line September timetable.

March

- Meeting in Newtown
- Response to consultation on Arriva Standard Pattern Timetable.
- Crewe to Newtown resource sharing proposal distributed in response to draft SPT from Arriva.
- Distribution of worked up service enhancement proposal for December 2005 using existing resources.
- Response to consultation of Department for Transport's Rail Review.

April

- Meeting in Borth
- SARPA represented at Shrewsbury Rail Users Federation meeting
- MP's written to asking to sign Early Day motion 672 to keep South East Trains in public ownership as a comparator.
- Assembly Economic Development and Transport Minister written to about escalating road costs in Wales and pointing out cheaper rail alternatives.
- Response to SRA consultation on Community Rail Initiative

May

- Meeting in Welshpool
- SARPA representative meets with Kim Howells MP, Transport Minister as part of Shropshire rail users delegation.
- Letter in RAIL magazine supporting small scale infrastructure schemes.
- Feedback from Arriva Trains on SPT consultation.
- Powys Unitary Development Plan Consultation Draft Phase response.

June

- Meeting in Newtown
- Feedback to Paul Marsden MP from May's meeting.

to be continued..

SARPA MONTHLY MEETINGS. 2005

Meetings for 2005

Please double check. Dates, venues, times correct as of going to print (January 2005).

May be subject to change.

Month	Day & Date	Time	Town	Venue
February	Tuesday 1st	1900	Newtown	Bell Hotel
March	Tuesday 1 st	1915	Welshpool	Pinewood Tavern
April	Saturday 2 nd	1200	Aberystwyth	To Be Confirmed
May	Tuesday 3 rd	1900	Newtown	Bell Hotel
June	Tuesday 7 th	1900	Caersws	Red Lion
July	Saturday 2 nd	1200	Borth	Railway Hotel
August	Tuesday 2 nd	1900	Newtown	Bell Hotel
September	Tuesday 6 th	1900	Machynlleth	Y Tabernacle
October	Saturday 8 th	1200	Aberystwyth	To be Confirmed AGM
November	Tuesday 1 st	1930	Shrewsbury	Library
December	Tuesday 6 th	1900	Welshpool	Pinewood Tavern

Contributions from people who can't attend are more than welcome.

Want to help?

As well as adopting your local unstaffed station we could desperately do with the following help in the following areas in 2005:

A Secretary to take minutes and book venues.

Someone with the time and inclination to update our website.

More contributions for our newsletter.

Please see any of the officers if you can help in those areas. Many hands make light work!

SARPA: www.paradox-it.co.uk/sarpa

Useful Addresses

Arriva Trains Wales:

WB4, Brunel House, 2 Fitzalan Road, Cardiff CF24 0SU
Tel 0845 6061 660
Email: customer.services@arrivatrainswales.co.uk

RPC Wales:

Secretary, St. David's House, Wood Street, Cardiff CF10 1ES

Tel 029 2022 7247

Email: info.wales@railpassengers.org.uk

Networkrail:

Community Relations, Railtrack House, Euston Square, London NW1 2EE

The Association of Train Operating Companies:

ATOC, 3rd Floor, 40 Bernard Street, London WC1N 1BY

Central Trains Limited

Central Trains Limited, PO Box 4323, Birmingham B2 4JB

Tel. 0121 654 1200

Virgin Trains

Virgin Trains, Customer Relations, PO Box 713, Birmingham, B5 4HH

Tel. 0870 789 1234

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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The position of secretary is currently vacant,

if anyone wishes to fulfil that role or become active within the committee please contact Gareth Marston.