

Shrewsbury
Aberystwyth
Rail
Passengers'
Association



Newsletter
No. 57
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Severn Bridge Junction Box and King Class No.6024 King Edward 1, 13th May 2005. Photograph Angus Eichkoff.

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This is the quarterly newsletter of the Shrewsbury to Aberystwyth Rail Passenger Association. Contributions are welcomed from members and non-members about the mid Wales rail scene. Views expressed in it are those of contributors and not necessarily representative of the Association and its Officers as a whole. Information provided is published in good faith, but the Association cannot accept responsibility for any loss or damage arising therefrom. The Editor reserves the right to abridge or amend copy. Whilst the Chairman contributes articles always published under his name he is not involved in the selection process of other copy for publication.

Want to Join SARPA?

The membership fee is currently (for membership up to 31 December 2012) £7.00 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 lines 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 subscribe to the Shrewsbury Rail Users Federation and 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.

Please send cheques, payable to SARPA, to:

SARPA Membership c/o Gareth Marston, 64 Churchill Drive, Barnfields, Newtown, Powys SY16 2LH.

Make sure to include full name, address and telephone number and also e-mail address if you wish to become part of our electronic network.

Secretary and Treasurer

These positions are currently vacant. If you wish to volunteer for either position, please contact the Chairman.



To football before the First World War - by Underground.

Chairman's Message

Here at SARPA we've been banging away about inefficiency and waste in the rail industry stifling improvements for passengers and increasing fares for nigh on a decade. Our webmaster Angus made that point at our March meeting that the cost of what many see as the continued stonewalling of the station reopening proposal at Carno has probably now exceeded the cost of building it! We've learnt that TraCC paid near on £40,000 for the WeiTAG appraisal. Indeed how expensive in the real world is it to build a single platform? Its not rocket science, a little bit of groundwork and some relatively basic building: a friend of mine is having a house built which is probably more complex than a single 120 metre platform - his budget is £70,000. TraCC have also paid £80,000 for a GRIP study on the refurbishment at Aberystwyth station that has yet to go ahead. It's a good job the crazy costs and processes that exist nowadays didn't exist in the early 19th Century, we wouldn't have a rail network. I'm sure the local builders in Caersws and Carno if given the money would have been well on the way to building a usable station by now.

Some more thoughts on inefficiency and waste struck me when the Westminster Government's Command Paper and its consultation document on fares came out. The reasons given in early 90's for privatising state owned and vertically integrated BR were that it was inefficient, needed public money and the private sector would provide a better service free from Government money. It was even claimed that fares would come down! The Command Paper says the current franchised and fragmented structure is deeply inefficient - the comparison is with the state run vertically integrated operations in mainland Europe! Crunch the numbers and the "cure" for BR has not worked out as intended for taxpayers and passengers. But the proposed solution is not to head toward what clearly, given the wealth of evidence across the Channel and Irish Sea, works better than what we have here. Instead we have to tweak the franchise model in the hope the right formula can be found.

On the 6th May 1993 I must have come home for the weekend from University - I found a BR ticket in a book recently. My Supersaver Return issued at 1239 from Coventry to Caersws cost all of £9.10 with my Young Persons railcard. I was in the habit of coming home once a month on a Thursday just after lunch and returning on a Sunday afternoon. Today the same journey would cost £18.75 a 206% increase or nearly 11% per annum. In June 2001 I and a number of friends went to Cardiff for a weekend to see a One Day Cricket international between Australia and Pakistan. We went down on a Saturday morning on the first train from Newtown, no group discount and we paid £31.20 each which we thought steep then and came back on the Sunday afternoon. Today we'd pay £54.70 for the same journey. That's a 175% increase, or 16% per annum. Usage on the Cambrian has grown by around 75% since then so if the number of Newtown to Cardiff trips has gone up by the average there's been a 300% increase in revenue on that flow! So please don't insult me by telling me inflation and paying for virtually non existent investment from the TOC's account for that difference. The latest figures show the revenue take from rail passengers last year was £7 Billion - about 0.6% of UK GDP. The tired old figures showing how much subsidy went into each sector were rolled out and the transport Minister stated the unquantified aim of reducing taxpayer subsidy to just a few socially necessary services as per the original privatisation plan. It wasn't mentioned that the farebox revenue is now nearly double BR's entire budget.

High peak and shoulder peak fares - great news if you work flexi hours you can adjust your working day to travel in the shoulder peaks or off peak and pay less and train loads will be spread so that the great expense of ordering more carriages will not have to be done. Most folk in the private sector plus NHS and Education Staff don't have that luxury. Folk that can tend to be public sector office workers. It might make sense looking at the railway's costs in isolation but I'm sure it will be contentious with the many who aren't office workers in the public sector.

Carrying loads at peak times is of course where the railways make the greatest contribution to the economy as they take paralysing traffic off the roads and free space for the motorists who remain, plus give people an alternative to ever more expensive petrol, especially those seeking work. Surely we should be encouraging not discouraging this? The benefits however don't show on a railway

spreadsheet but in the wider economy. We must get away from looking at the railway as isolated profit and loss.

Apparently the disparate players will be encouraged to work together to save money. How will this work with the different agendas pursued by them? Extending smart card technology was one of the headlines but if you look at the cat herding history of ITSO/Oyster in London and the TOC's it's easier said than done. The private sector loves incentives after all it's all but impossible for a chief executive to get through the office door in the morning these days without a guaranteed six figure annual bonus not linked to performance and an appointment with an accountant to avoid paying tax. What's in it for them to play ball? Still some TOC's are not owned by the private sector. How will this go down in the boardroom in Berlin? I'm sure Deutsche Bahn executives will be falling over themselves to help the UK Government out: after all we've been sympathetic to German pleas for help in bailing out the eurozone. Deutsche Bahn owns the likes of Arriva to send the profit back to pay for investment in Germany, not to help the UK government.

The command paper floats some old chestnuts: growth on regional railways will only be 8% up to 2020 or 1% per annum it says, and longer franchises will encourage the franchise holder to invest. Been here before? Wales and Borders franchise 2003. 15 years long of no meaningful investment and the growth prediction of 0% wildly out.

I still can't get closing 700 ticket offices to add up to £3.5 Billion unless they cost £5 million each to operate which even in the whacky world of the privatised railway costs is not the case. So with ever growing numbers of passengers we cull the railway workers there to help and assist them. I'm sure there's much more in staff savings to be found in Lawyers, Accountants, Consultants, the proliferation of unnecessary Managers for the interfaces between TOCS/NR etc., and all the other hangers on fragmentation have brought.

A final thought on a previous attempt at savings in the rail industry. The beneath was posted on a web forum recently:

Another time I was in a Workshop and an English consultant said to us of Branch lines "you'd better look carefully before you close them. I was on the committee that closed the Somerset & Dorset, and a few years later I was on a committee that had to explain why no-one could identify a penny from this closure!"

The right windmills must be tilted at!

Gareth Marston
Newtown Montgomeryshire March 2012

News in Brief

Severn Bridge Junction Signal Box

Apologies: In the News in Brief item in the last issue this was described as Severn Tunnel Junction box.

Self propelled vehicles for Trawsfynydd line

Velorail vehicles are pedal powered open vehicles - a French invention and used on a number of otherwise disused lines there. Over 40 locations are listed on the website <http://www.veloraildefrance.com>. They are being proposed for the currently disused Blaenau Ffestiniog to Trawsfynydd line, mothballed since 1998.

The first one has been delivered, and they will be available on the line from the summer of 2012, initially as far as Llan Ffestiniog.

[Modern Railways, January 2012]

Goodwick Station

In March Goodwick station is to be reopened, having been closed for almost 50 years. The old derelict timber building has been cleared, and the track lowered and realigned to bring it closer to the existing platform.

Glyn Valley Tramway

Wrexham County Borough Council has given the go-ahead to Phase one of the reconstruction of the GVT in Chirk. The one mile route is planned to run from Chirk station, following the B4500 Chirk to Glyn Ceiriog road to Pontfaen station. It will be built to the 2'6" gauge, rather than the original 2'4½" gauge. This will allow visits by locos and stock from other lines, such as Welshpool and Llanfair. Work should start before the end of February, and the first stage is scheduled to be completed by the autumn of 2014. Ultimately it is hoped that the whole nine miles to Hendre will be reinstated. [*Railway Herald* No.301 8th February 2012]

Pont Briwet bridge over the Afon Dwyrdd

Work on the replacement of this bridge is scheduled to start in the autumn. During its construction, the existing bridge will be closed to road users for some 12-18 months. [*Railway Herald* No.301 8th February 2012]

Gwynedd Council has created a website:

http://www.gwynedd.gov.uk/gwy_doc.asp?cat=7166&doc=26641&Language=1

to cover the reconstruction of this road/road bridge and its road links from Penrhyndeudraeth and Llandecwyn. NR has waived the toll charge, currently 40p for a day ticket. The page gives access to several pdf files with full plans of the rail/road scheme. The widening of approach roads to provide a standard 6.1m dual road width and a 2.5m footpath/cycleway plus Penrhyndeudraeth town centre traffic management scheme were supposed to have been completed by Jan 2012, however your editor saw no progress on 1/1/12 and this may be undertaken while the road bridge itself is closed. The timetable for construction of the new rail bridge immediately to the west and transfer rail traffic was supposed to be from February 2012 to February 2013. Finally the old road rail bridge would be demolished and a new two lane road bridge with footpath/cycleway constructed from February 2013 to be completed by December 2013. The rail bridge is to be constructed off site and craned onto the new concrete piers/abutments. Firms have until the end of February to tender for the £20m scheme. Gwynedd Council is looking for a contractor who will provide apprenticeships and source locally.

In the longer term it might be advisable to continue the link parallel with the railway around to the new Porthmadog Bypass roundabout rather than create a busy junction in the middle of Penrhyndeudraeth with the level of Summer traffic plus lorries/HGVs likely to use the new road link. However, the Caernarfon Bypass is programmed and is the next major scheme that will affect the WHR. It is also unclear what temporary measures would be provided for road traffic during the 12 months while the old bridge was being demolished and the new road bridge built but it is now likely that the road will be closed for the 12 months rather than using the new rail bridge as a temporary road/rail bridge. It appears that Llandecwyn Halt will need to be repositioned when the railway is shifted to its new location. It seems likely that the A4085 Caernarfon- Beddgelert-Penrhyndeudraeth road may be extended across the bridge to link with the A496 at Llandecwyn. The scheme will hopefully bring new traffic to the WHR as journey times, especially in the summer tourist season from the Harlech campsites and Dyffryn Ardudwy area as far as Barmouth, will be greatly reduced. [From Charlie Hulme's North Wales Coast website www.nwrail.org.uk/

Cambrian steam

It's likely that the Cambrian steam will be unable to run this year as well as last. Network Rail has indicated that the problem of applying ERTMS to steam traction is "more complex than it looks", and they have passed the problem to West Coast.

Perhaps related to this, an ERTMS Level 2 timing test train was run on the coast line on Sunday 5th February, prior to a proposed charter working later in the year. It was formed of seven coaches, headed by 97/3 No.97302. [*Railway Herald* No.301 8th February 2012]

Vale of Rheidol Railway

During the winter, No.8 has been returned to coal burning. It was being test run in early March; on the 22nd it was observed with a seven coach train.

The Welsh Government Express

The Holyhead to Cardiff locomotive hauled services are now provided with Class 67 locomotives. The first service, the 1615 Cardiff to Holyhead on the 26th March, was hauled by No.67002. Driving trailers will be added in the near future.

Welshpool

Network Rail replaced much track in the Welshpool area in February/March, including the noticeably ropey section south of Forden to the River Camlad. Steel sleepers have been used. Other work has been undertaken between Hookagate and Sutton Bridge Jct. and at Westbury. Late night services have been replaced by buses, and some disruption caused by speed restrictions whilst the track settles down have resulted, due to rail being laid in near freezing conditions overnight and then being in 20 degree heat in the daytime in late March.

The Customer Information Screens are operational, but with all scheduled trains still using the UP platform only, the screen on the DOWN side which gives out information about trains heading toward Aberystwyth is causing some confusion.

Dovey Junction

The Customer Information Screens are operational. Network Rail has laid fibre optic cables to the Osprey nest for this year's live feed. The female, Nora, was back from Africa before the end of March, followed by Monty, on the 2nd April.

Aberystwyth

The Welsh Government have announced it's given Mid Wales Transport Consortia £300,000 "to improve the Aberystwyth Passenger Transport Gateway" – that's the bus station outside the station to you and me – "by providing a new bus station layout, pedestrianised areas and improved access to all public transport services including the upgraded TrawsCymru service".

The project to refurbish the station itself appears to have stalled despite TraCC spending £80,000 on the GRIP Stage 3 Study. ATW are reluctant to become lead project sponsors for spending European money, presumably due to the bureaucracy involved.

The first sunny Saturday of the year (March 24th) brought trouble on the 1930 departure from Aberystwyth.

TrawsCymru

Is the new name for TrawsCambria long distance bus services. The service to Carmarthen from Aberystwyth has been re routed and speeded up as it traverses inland Ceredigion. This has caused complaints from many small villages and hamlets that've been left with no bus service, though a book a bus type of service has been promised.

In early March the T4 service from Newtown received new buses and had been extended to Cardiff from Merthyr three times a day. A journey time of 3 hrs and 30 minute is on offer. The longer route by rail via Shrewsbury takes 3 hours with 8 journeys day on offer.

Structural Funds – not working for Mid Wales?

The news that the Gross Domestic Product (GDP) of the poorest parts of Wales had slipped even further behind the European average despite years of European funding caused red faces at the Welsh Government and the usual statements trying to pretend everything was perfect. The story of the Newtown Regeneration-Combined Cycle/Foot Interchange Link Path is perhaps a good example of why many feel these EU funds are going to waste.

- In 2004 a £1.2 million scheme saw a station car park and priority bus lane created in parts of the old goods yard.
- The intention was for buses to be better able to access the station and provide interchange opportunities as per best practice. Powys CC who specify the bus services record on ensuring the lane was/is used has been stunningly poor ever since, they blame WG funding shortages.
- In 2010 Powys CC drew up plans for a Combined Cycle/Foot Interchange Link Path between the railway and bus stations then sought and got approval for EU funds as part of the Severn Valley Regeneration project
- 2011 street works were undertaken in Newtown though most residents were and are still baffled as to the purpose of what's known locally as the yellow brick road.
- August 2011 the 704 Brecon to Newtown bus until its withdrawal that month used the railway station bus stop but not the bus lane. The replacement T4 runs from the bus station only.
- Under a revamp of bus services in August 2011 it was found that the times of the buses on 3 different routes T4, X75 & X85 are such that even if someone was prepared to walk the distance between the two stations long waits for onward connections of over an hour were on offer.

It appears that expensive infrastructure has never been used properly and then a plan involving spending more public money has been developed so that what little close proximity integration there was could be abandoned. Powys CC blame Welsh Government funding cuts as the reason why buses don't get to the station.

When tackled on this the funding body, the Welsh European Funding Office, said that "*project has not set out to abandon any integrated transport provision*" and then bizarrely given the plans for what they've granted funding for say and the previous statement "*Structural Funds are not facilitating intermodal exchanges in Newtown*". Which is technically true as the bus and trains don't connect but not the point!

Far better to have used the walkway money to extend the existing bus services and use the existing bus lane?

As part of the same project two business parks have been created at Buttington and Abermule, it was claimed there was a desperate need for factories and quality office space. Both remain just access roads and footings- as there's no actual demand for them, the one in Abermule can clearly be seen next to the railway line at the Newtown side of the village.

Llanbrynmair

A white van driver has been charged with endangering passenger safety after his van was hit by a passenger train in February on a gated level crossing, he avoided serious injury. He's denied the charge and is set to go to Mold Crown Court. Though the instructions on the gate clearly tell road users to phone Machynlleth signal box before crossing, clearly he didn't, or BTP would not be prosecuting and he wouldn't have had a narrow escape.

Machynlleth

More whacky costs to report. The Access to All fund from the DfT of £1 million is only a part payment toward installing a footbridge with lifts like that recently done at Wrexham General and Leominster, the remaining £1.1 million has to be matched funded from somewhere else. TraCC despair as to where this will come from. Passengers despair at common sense not being used. As no scheduled passenger trains cross at Machynlleth or are likely to if/when an hourly service is introduced the simple no cost solution is obvious if accessing the UP platform is so problematical. All trains should use the DOWN (station building side) platform which is perfectly possible with the ERTMS signalling. And you then get Government Ministers and civil servants scratching their heads and moaning the railway is too expensive!

SARPA has plenty of ideas as to where that £1 million of DfT money could be better spent.

More carriages this summer

Yes there is good news, ATW have confirmed that from the May timetable change over the summer period to mid September, due to re diagramming of maintenance regimes and other more productive use of franchise stock, that the following Cambrian trains will have extra carriages on them.

- The 0809 Birmingham International to Aberystwyth will be four carriages all week and not just on Saturdays.
- The 0930 Aberystwyth to Birmingham International will be four carriages from Aberystwyth to Machynlleth and then six carriages going forward from Machynlleth all week.

With around two thirds of the Class 158 refurbished, CIS screens installations and punctuality the best it's been for over a decade this is certainly further welcome news. Well done ATW!

Borth Station Museum



Borth Station Museum was shortlisted for a National Railway Heritage Award for the renovation of the three rooms (in the Network Rail Partnership Award category), along with Middlesbrough Station and Whaley Bridge Station. Middlesbrough Station received the award and Borth Station Museum received a Highly Commended Certificate.

The ceremony took place at Merchant Taylors Hall in Threadneedle Street on the 7th December 2011.

Pictured L to R are: John Ellis, Jo Romary, John Toler, George Romary.

With the help of Rhydian of the Cambrian Rail Partnership, a website is being constructed for the museum. When it is up and running, the address should be www.borthstationmuseum.co.uk

Station footfalls

Station footfalls according to the Office of Rail Regulation in 2010/2011 were:

	Number	% Increase since 2002-3	%Average Annual increase
Aberystwyth	310,872	42.28	5.29
Borth	60,088	62.22	7.78
Dovey Junction	1,482	84.33	10.54
Machynlleth	121,391	49.46	6.18
Caersws	42,272	78.76	9.85
Newtown	119,194	47.99	6.00
Welshpool	105,590	74.42	9.30

These increases show that the “no growth” franchise has in fact seen a growth of around 50% over eight years!

Model Railway Exhibition - An Aberaeron Private Owner wagon in 0 Gauge.

The West Wales Model Railway exhibition will take place at Llwyncelyn Memorial Hall, near Aberaeron, on Sunday 12th August, from 10.30am to 4.30pm. For the exhibition the West Wales Wagon Works is producing its first 0 Gauge private owner wagon - Hubbard of Aberayron.

The Rheidol Rod

From the The Preserved Locomotive Enthusiasts Group (PLEG) website at http://www.pleg.org.uk/future_events.html

The PLEG is planning a visit to the Vale of Rheidol Railway on Saturday 1st September 2012, with a special private charter train hauled by 0-6-0 Diesel-Hydraulic No.10, built in 1987 by the Brecon Mountain Railway, using Baguley Drewry parts. Only three carriages can be provided so the train will be strictly limited to 100 passengers.

The private charter train will leave Aberystwyth at 12:15 and travel the full length of line to Devil's Bridge, arriving at 13:20. After a leg stretch and photo opportunity, it departs at 14:15 before arriving back at Aberystwyth at 15:20. The charter has been timed to co-ordinate with Arriva Trains Wales Aberystwyth arrival at 11:20 and departure at 15:30 or 17:30, the later departure allowing time to perhaps visit the Cliff Railway.

There will be some interest to the track enthusiast as the charter is booked to use Aberffwd loop, to pass the steam service. Capel Bangor loop has also been requested but availability will be dictated by train movements on the day. Finally, the non-preferred platform at Aberystwyth will be used in a shunt move, but a run to the depot will not be available.

Tickets are priced at £15 per person and the charter will operate subject to a minimum of forty five participants. In the event that minimum numbers are not met and the charter is cancelled any monies paid over will be refunded in full. Passengers will also have the opportunity to "Gift Aid" their fare and all revenue collected will be donated to the Vale of Rheidol Railway.

Bookings: To reserve your place please email kev.adlam@pleg.org.uk in the first instance as advance booking is essential - prepayment instructions will then be provided. Alternatively, telephone enquiries can be made between 8pm and 9pm Monday – Friday on 01270 662 396. When booking, please state if you intend on travelling by service train, as low cost ATW group travel arrangements may be available from Crewe, Birmingham or Shrewsbury. Please indicate your preferred group travel start point.

The View from Milepost 62 with the Brigadier

Our eldest grandchild has announced she's joining the Army after finishing University, the Memsahib is worried combat fatigues will ruin Emma's good looks and frets she should have bought her more feminine presents as a child. Heaven knows what my Great Uncle Charles, who wrote a letter to The Times extolling the virtues of Cavalry action during the Munich crisis, would have thought! However things change though we should still heed the lessons of the past.

I'm reminded of my first posting after leaving Sandhurst. Having spent a few days with my grandparents and that blasted Siamese cat and her now grown up kittens I had acquired a couple of summers before. Try sharing a single bed with 5 cats - good practice for coping with overcrowding on rail services in 2012! I had to travel to my first posting at some remote place called Tonfannau on the coast of Cardigan Bay. It was summer 1951, Saturday July 7th and I joined a Torquay to Manchester Victoria Express at Exeter St Davids at 1016. Twelve coaches hauled by a GWR Hall 4-6-0 according to my diary. I travelled First Class and enjoyed one of the many through trains from the South West to the North West via the Marches which are much missed (and still needed). I decided to have lunch just after leaving Bristol Temple Meads (1203) and was just finishing the austerity starter of dried egg powder omelette as the train entered the Severn Tunnel and my first experience of Wales which seemed to consist of steelworks. Taking the Maindee curve we didn't stop until Pontypool Road (1305), where passengers were exhorted to "change for the va-leees". We went through the beautiful Marches non stop to Shrewsbury arriving at 1507. Soon after a six coach train arrived from Aberystwyth hauled by a Great Western Railway 4-4-0 Dukedog. It turned on the turntable inside the triangle behind the signalbox known as the Abbey Curve, and I saw a GWR 43 Class Mogul take a holiday train from Aberystwyth toward Birmingham over the curve. The Dukedog with me behind went off towards Aberystwyth at 1540 calling at all 27 stations, no wonder it took over 3 hours to do the 82 miles! We crossed a passenger train at Hanwood and then rolled into the Severn Valley and Welshpool. Another holiday train passed us by and then at the end of the double track section that has now been partly restored a freight train. Up the beautiful Severn Valley we travelled in the sunshine and even though I had spent a lot of time in Devon the countryside still pleased and delighted. Arrival at Moat Lane Junction and a connection to Brecon waited with a 0-6-0 Deans Goods hauling it - I spied baskets of real eggs. We passed another freight train at Talerddig, and as it became evening we went down the great incline still bathed in sunshine. Arrival at Machynlleth was at 1812 and my first experience of the Welsh language being spoken. A longish wait till 1855 was at least broken up by looking at the motive power depot so close to the station. A couple of girls giggled away in Welsh looking at me in my uniform with my one solitary pip on my 19 year old shoulder. I saw the evening Passenger and mail train from Aberystwyth arrive. My final train was hauled by an old Cambrian Railways 0-6-0 Jones Goods. The coast line took my breath away - the now setting sun shimmered off Cardigan Bay as I hung out the lowered window in my compartment at the front of the train.

Clearly someone having paid to travel First Class and then spending his time hanging out an open window had attracted attention. From behind I heard "there's an English officer hanging out of the window - in First Class mind you", "Are the Russians coming"? "No shut up Anwen". "Hoffai e brynu gwydd?" Said another. I looked behind and from every window there were heads looking at me all the way down the train expecting that I had seen some unusual site! At Aberdovey as they got off one of the girls said "Well Monty - haven't you seen the sea before". Years later I met the girl again at an Ambassadors ball. The Memsahib still calls me Monty when she's after something!

Tonfannau station was reached at 1938: thankfully the halt was right in the middle of the camp after an 11 hour plus trip. Back to earth with a bump a chest full of medal ribbons on his battledress and boots so shiny the suns reflection blinded you approached and saluted - "Regimental Sergeant Major Nail, sir". On the way to the Officers mess he screamed something indecipherable in a Geordie twang at several Gunners who scuttled off at high speed. "Good trip sir" he said. "Yes" said I as indeed it was "the last locomotive was actually a Cambrian Railways one". A figure in a dressing gown shot past and said "Rocks dear boy they're rocks- Cambrian ROCKS- fresh eggs tonight!" "That's the CO sir Lieutenant Colonel Shearer, likes his rocks he does sir best to know something about them if I could be so bold as to give some advice". Indeed the old man turned out to be a barking mad amateur

geologist. Young subalterns expecting tales of daring do from the older members of the regiment of fighting Panzers using 25 pounder field guns firing over open sites as improvised anti-tanks as did the CO and regiment in the Desert in World War 2 were soon disappointed. Invariably the conversation in the mess turned to geology despite the best efforts of the Adjutant Major Robson to talk about anything else under the sun.

Yes there is a point to this reminiscing - once we actually got some sound transferable advice. "What do you think of the situation in Israel sir" said Captain Beardsley. "When I was in Palestine in 1929 looking at the limestone Karst formations near Haifa" A silent groan went up around the table. "I came across a couple of chaps who said they were Austrian archaeologists following the route of the crusades" replied the CO. "I came across one of the chaps again in Yugoslavia at the end of the war; turns out he was a German Panzer General! They were actually following the route Allenby took to drive the Turks out in the First World War studying the tactics and positions". A quick recap on the history front here will tell us that Field Marshal Allenby led a successful campaign from the banks of the Suez Canal (1917-1918) routing the Ottoman Turks back to the borders of modern day Turkey. He used Air support, Armoured Cars, Cavalry and Mounted Infantry to outmanoeuvre his opponents. Blitzkrieg was in part based on the study of our tactics in Palestine especially those at the Battle of Meggido in 1918! So far from being all new the Blitzkrieg tactics so successful for the Germans in the early years of the Second World War were actually based on learning, assimilating and improving on proven successful tactics from older conflicts using modern technology.

What can this tell us about our modern railway? Back in the 1980's BR developed a new signalling system for rural lines that did away with signal boxes every few miles that needed three shifts to man them. It was called Radio Electric Token Block (RETB) installed in 1988 it was controlled from Machynlleth on our line and did away with much physical infrastructure, with just a few radio masts instead. The day to day running costs were slashed mainly as the number of staff needed was dramatically reduced. I've learnt to my horror that the new ERTMS system has three times as many staff as RETB and as we've all seen ERTMS has put back in the ground lots of things that go wrong like Axle counters. This is all excused as being part of national trial paid for centrally, and ERTMS will be rolled out nationally, allegedly, or so said "the money grows on trees plan" pre the recession. With the teething trouble experienced in retrofitting the ERTMS equipment into existing trains and no new trains being ordered plus the need belatedly recognised to save money can you see this new expensive wonder system being anything other than non standard for years to come? Some bean counter will wet himself in the future when the costs of signalling the Cambrian are looked at. Of course if you get your day to day operational costs down you can use the savings to invest in say new carriages, keep fares down or just reduce your budget. A lesson completely lost on the post privatisation railway.

Back in 1951 my train had something called carriages on it, these strange apparitions had a view out the window, plenty of seating with leg room, plenty of luggage space including room for bulky things in something called a half brake, and of course with these un-powered 20 metre in length carriages being of a relatively simple design they were produced in quantity to meet demand. They were of course wonderfully flexible too; you could add carriages to the formation dependent on need or take them off. Modern thinking has produced fixed length multiple unit formations for mainline trains. As well as packing in lots of expensive gadgetry and placing noisy engines underneath the carriages costs have rocketed, and on top of that it's always assumed someone in a wheelchair will need to be accommodated in each and every carriage with frequent toilet breaks requiring what seems like a third of every carriage to be given over for disabled access, and don't mention the lack of luggage space! Having fought her way through a crowded Cross Country service a while back the Memsahib was shocked to find several people actually standing in the disabled toilet so overcrowded was our short length train! And of course no one disabled actually travels due to the overcrowding and the lack of platform/station assistance. These fixed length expensive short formation trains have been found wanting in accommodating even modest demand in a growing rail market. Adding extra carriages to these often short run non standard classes purchased for different operators has proved all but impossible. The lesson of the last 15 years is that you need something cheap, flexible and standard to meet the challenges of an expanding market, which as oil becomes an ever more expensive commodity looks set to grow for some time to come. Anyone who's followed the distressing saga of

Cyril the civil servants' attempts at replacing the HST will know there's active resistance to learning lessons.

Still on one front we seem to have muddled our way in true British fashion to the sort of right decision but years late - High Speed Rail. One of the key features is that upgrading the remaining existing mainlines has been rejected due to the expense and disruption it will cause - the lesson of Railtrack and the West Coast Mainline hurrah! However this is accompanied elsewhere by yet more bungling trying to find the magic formula to make franchising work. 15 years of hard evidence and repeated tinkering shows it doesn't work: surely the lesson has been learnt? There have been persistent rumours that the McNulty report was altered as the embarrassing truth he highlighted is that the cost and subsidy increases that Government doesn't like were in fact caused by Government in the first place. A lesson they don't appear to want to learn. It seems you can lead a horse to water...

Three Cocks Cottage February 2012

ERTMS

This is more correctly ETCS - European Train Control System. Wikipedia has a comprehensive article describing the system:

http://en.wikipedia.org/wiki/European_Train_Control_System

Services from Shrewsbury - a century of changes

By Gareth Marston

A friend of mine from Shropshire has pointed out that there are now incredibly nearly 30 direct trains a day from Shrewsbury to Cardiff: he says it was never like this before. So how have services from Shrewsbury evolved over time? Looking through my library I found complete timetables for all services from Shrewsbury for April 1910 (Bradshaw), Summer 1932 (GWR), Summer 1951 (BR Western Region), an A1 size BR Summer Saturday Departures Poster from Shrewsbury 1966, Summer 1981 (BR), Winter 1991/1992 (BR), 2004 (National Rail) and as a comparator the current ATW pocket timetables which include London Midland trains to Birmingham. The Shropshire and Montgomeryshire line from Abbey station does not feature.

I've summarized the sheer number of passenger train departures beneath. As you can see things were constant until the 1960's and then a dip, bottoming out in the early 80's and then increasing as the railway became a frequent 2 car DMU railway in later BR years, though of course the patterns of departures over each of the routes altered considerably.

Table 1 Scheduled Weekday Passenger Departures from Shrewsbury (rounded to the nearest 5)

Year	1910	1932	1951	1966	1981	1992	2004	2012
Departures	100	100	100	80	70	95	110	120

April 1910

Shrewsbury was intersected by two mainline routes, the GWR Paddington to Birkenhead via Wrexham and Chester route and what was known as the North and West route down the Marches. All through trains between the North West of England and the South West of England were routed via the Marches, Maindee curve and the Severn Tunnel operated jointly by the LNWR and GWR. Around 8/9 trains a day ran on each route with overnight services - these were full length expresses often with dining car facilities. On the North and West just one train a day carried through carriages

from Cardiff. To the north Liverpool, Preston, Manchester and Glasgow were destinations; to the south Bristol, Exeter, Penzance and Paignton. If you needed a through train to Birmingham then the Paddington trains were your only option. Cardiff was by changing at Pontypool Road. The mainlines all had stopping services so hated by Beeching on them: there was a proliferation of halts and small village stations every couple of miles on each route which generally were served by stopping trains to the next major town or company boundary. To the south Hereford (GWR) was the destination with some turnarounds at Ludlow, to the north Crewe (LNWR), the north west was Chester (GWR) though the number of services were low with other services covering the area north of Gobowen. To the east the LNWR ran a frequent service to Wellington with around 8 trains a day going via Newport to Stafford, including some with through carriages to Euston from the Central Wales line and the Cambrian. The GWR ran a stopping service into the West Midlands starting at Wellington, Telford did not exist. To the south the LNWR ran services over the Central Wales line with 8 a day, some of whom ran from Shrewsbury and others that started at Craven Arms. Minsterley and the Severn Valley line via Bridgnorth provided around half a dozen branch trains day. The joint LNWR/GWR line to Welshpool was operated as a branch line with just 7 trains a day connecting with the Cambrian mainline, though 2/3 trains a day conveyed through carriages from both Euston and Paddington to Aberystwyth.

Table 2 Direct services to selected destinations from Shrewsbury over time.

	Year	1910	1932	1951	1966	1981	1991/2	2004	2012
Manchester		4	4	4	5	3	15	18	18
Liverpool		3	3	3	3	0	3	2	0
Crewe		16	16	17	17	20	26	28	28
Craven Arms		16	18	18	17	13	20	23	19
Llandrindod Wells		8	8	8	5	5	5	4	4
Hereford		19	16	16	18	8	18	22	26
Cardiff		1	2	3	5	8	18	19	28
Bristol		9	8	8	8	3	0	3	0
Holyhead		0	0	0	0	0	0	1	9
Chester		15	18	17	11	12	12	14	18
Wellington		24	26	27	16	19	30	37	38
Stafford		8	8	8	0	0	0	0	0
Wolverhampton		8	18	19	16	19	30	37	38
Birmingham		8	16	17	15	7	13	37	38
London		8	9	8	9	3	6	0	0
Bridgnorth		6	6	6	0	0	0	0	0
Minsterley		6	5	0	0	0	0	0	0
Welshpool		7	7	7	8	7	7	7	8
Aberystwyth		2	2	2	8	7	7	7	8

Summer 1932

The general pattern was little changed despite the grouping in 1923. Summer Saturdays saw the doubling of services over the North and West route and additional services via Welshpool to the Cambrian. The number of now LMS trains to Wellington was fewer but were compensated for by a growth in non express GWR trains from the West Midlands. Local services to Chester also increased. The Welshpool line was still operated in the week as before as a branch, with through carriages just now to Paddington on a couple of trains though extra Saturday only services from Paddington and Birmingham ran over it.

Summer 1951

Passenger trains on the Minsterley branch were no more and things were slowly changing elsewhere. More weekdays through trains to Aberystwyth were now run, 3 direct trains from Cardiff up the North and West route now made an appearance on weekdays, the growth in direct trains to Birmingham continued but elsewhere it was much the same. A staggering 18 North to West Expresses each way ran through Shrewsbury on a Friday night/Saturday, some of which stopped at Whitchurch.

Summer Saturdays 1966

Great changes had taken place as a result of a natural change and the Beeching report. The stopping services serving small villages had disappeared apart from the line to Crewe. The Severn Valley and Wellington to Stafford lines had disappeared. All other routes to Cardigan Bay had gone and now 8 trains a day ran through to Aberystwyth via Welshpool, still including the steam hauled Cambrian Coast Express. Just 11 trains a day ran to Chester, all on to Birkenhead but you could still find 9 trains a day to Paddington via Birmingham including a sleeper. There were some extra services to the West Midlands. To the south Central Wales was down to 5 a day, but there were still 8 through North and West Saturday expresses to complement the now growing route to Cardiff of 5 a day to add to the Hereford and Ludlow turnarounds still to be found.

1981

The rock bottom point - just 3 London trains a day this time to Euston via New St and only 4 other trains direct to Birmingham, a stopping service to Wolverhampton of 12 trains a day was on offer. Trains to, Chester (but not on to Birkenhead), Aberystwyth, Central Wales and locals to Crewe were much as 15 years earlier. There were now 8 trains a day from Crewe to Cardiff down the Marches with an additional Summer Saturdays only 3 through expresses from Manchester to the South West.

1991/1992

Something of a renaissance had occurred as BR managed to partly modernise its fleet. 6 trains a day to Euston provided through services to Birmingham complemented by 7 Aberystwyth trains. An hourly all stations service from Wolverhampton ran with around a dozen extending to Chester. The number of trains to Aberystwyth and Central Wales remained the same as well as the Crewe locals. Sprinterisation had resulted in restored through trains north of Crewe, despite it being remodelled in 1985 on the assumption that all trains from the Shrewsbury direction would terminate, and greater frequencies with Liverpool and Manchester now having direct trains to Cardiff.

2004

After the initial bout of privatisation some changes occurred. Through trains to London had gone in the early 90's, but had been partly balanced by the restoration of 3 trains a day to Bristol and beyond over the North and West route. The line to Birmingham now had a half hourly interval semi fast service with locals again running from Wellington. Elsewhere the pattern was much the same, though the Heart of Wales as it is now called was down to 4 trains a day. A through train from South Wales to Holyhead once a day has appeared.

2012

Greater political specification in the railways has seen not the restoration of London and North and West Expresses but new destinations. Chester is now hourly but all trains extend to Holyhead along the North Wales Coast. One semi fast an hour to Birmingham New St and International is on offer, complemented by an all stations service also hourly. Manchester is also hourly and the Crewe local

is the great survivor still going. The hourly Manchester trains extend down to Cardiff and on to West Wales and are complemented by no fewer than 9 direct trains between Holyhead and Cardiff, 2 of whom run non stop to Newport.

The Future?

The timetable of 2012 is partly driven by the pattern of cuts from the past. Cardiff became the southerly focus for two reasons: firstly travel to London by Western Region was by change at Newport as Shrewsbury and Hereford had their direct services severely downgraded or cut, and secondly the longer distance service from Crewe was also the replacement for the local trains south of Abergavenny whose natural focus was Cardiff. Traditionally the timetable revolved around connecting services into mainline expresses at stations like Shrewsbury; now where stations have remained open the local train has been replaced by longer distance ones making more calls, such as Holyhead to Cardiff trains at Church Stretton.

If the route between Shrewsbury and Wolverhampton is electrified it will be a game breaker as through InterCity trains to London will be easily restored and these can provide the greater capacity needed at peak times to/from the West Midlands. The pattern could change considerably. After HS2 is opened an hourly service using Pendolino sets to Shrewsbury from Euston is on the cards. Other services will be designed to feed into it. Direct trains from North Wales to the West Midlands will run via Stafford again. South of Shrewsbury the focus of travel will shift toward it because the better connections on offer. In South Wales there's a long standing stakeholder ambition to make Abergavenny the northern terminus of a Valley Lines type service into Cardiff, removing the need for through trains to stop so frequently. If the North Cotswolds route is upgraded perhaps we could go back to a local service between Shrewsbury and Hereford. The number of through trains to South Wales over the route will decline but will be longer length genuine expresses making fewer calls. With growing rail usage the demand for through trains between the North and West running via their traditional route will grow as will the demand for freight and lead to a capacity conflict with trains from North to South Wales.

Fare Dodging

As with culture, cuisine and contending with financial disaster, the rest of Europe does things rather differently.

German rail and underground stations have no barriers: fare-dodging is discouraged by periodic well-organised swoops involving plain-clothed officials. In rural Sweden, they have hit upon the solution of passengers buying tickets from the train driver. And on the northernmost line in Denmark you buy a ticket from a devilish on-board machine. Not only does it demand a complex sequence of button-pressing and money-inserting, but there is the added pressure that the device is fitted with GPS, knows where you got on and looks as if it might get angry if you don't hurry up.

[*The Independent* Saturday 17th December 2011]

Roads to prosperity? Not according to the statistics: it's public transport and in particular forms of light and heavy rail

By Adrian Bailey

How often do we hear that road construction projects such as bypasses and dual carriageways will bring instant increased economic prosperity – it's a widely held belief by many. A while back I challenged the Newtown bypass brigade to come up with the evidence to show that a Newtown Bypass would do what they claimed – I still await a response. I've had a look at the statistics across the EU and some different themes to roads to prosperity emerge. Specifically I've looked at the non ex Soviet Bloc countries plus Finland and Switzerland using the 2010 Energy and Transport figures from the European Commission. Table 1 below clearly shows a strong correlation between increased Gross Domestic Product (GDP) and increased rail, tram and metro usage.

Table 1 Gross Domestic Product in Western European Countries and selected Regions compared with Public Transport Usage.

	GDP per person US\$ 000	Rail Journeys%	Tram and Metro %	Rail, Tram and Metro %	Bus and Coach %	Public Transport Total %
Norway	54.6	4.5	0.8	5.3	6.8	12.1
London & SE England	47.88	14.8	4	18.8	11	29.8
Switzerland	42.6	16.4	1.3	17.7	5.3	23
Austria	40.4	9.8	4.1	13.9	9.8	23.7
Netherlands	40.3	8.3	0.9	9.2	7.1	16.3
Sweden	39.1	8.2	1.9	10.1	7.3	17.4
Belgium	37.8	6.9	0.7	7.6	14.3	21.9
Ireland	37.3	3.4	0.2	3.6	12.8	16.4
Denmark	36.6	9	0.3	9.3	11	20.3
Germany	35.7	7.7	1.6	9.3	6.3	15.6
<i>Average</i>	<i>36.33</i>	<i>6.9</i>	<i>1.3</i>	<i>8.2</i>	<i>9.8</i>	<i>18</i>
Finland	35.4	4.9	0.7	5.6	10	15.6
UK	34.8	5.9	1.2	7.1	6.6	13.7
France	33.1	9.2	1.5	10.7	5.6	16.3
Italy	30.5	5.5	0.7	6.2	11.8	18
Greece	29.6	1.3	1.3	2.6	17.6	20.2
Spain	29.4	5.3	1.5	6.8	14.1	20.9
Wales	25.78	2.4	0	2.4	8.8	11.2
Portugal	23	4.4	1.1	5.5	10.6	16.1

You'll note that the GDP for London and the SE of England is higher than that of nearly all other EU countries, and so is its public transport's market share of journeys! Wales's GDP and public transport use languishes near the bottom. I imagine I could find similar regional disparity in the other larger countries such as Germany and France. There's a strong correlation between Rail, Metro and Tram use and GDP but not Bus and Coach Use and GDP. Norway is the only truly oil rich country but its mountainous terrain and dispersed low population probably explain rail's poor showing.

So is increased use of Rail, Tram and Metro a product of increased wealth or a driver for it? A naïve answer would be the ability to afford fares but remember the rest of Europe doesn't have the UK's ridiculous expensive fares and inefficient network. Or is the cost of providing it a factor? What other factors could influence usage?

Table 2 Gross Domestic Product in Western European Countries and selected Regions compared with population and Motorway KM's.

	GDP per person US\$ 000	Population Millions	Population per SQ KM	Motorway KM's	People per Motorway KM
Norway	54.6	4.79	15	239	20021
London & SE England	47.88	15.78	767	975	16185
Switzerland	42.6	7.7	187	1383	5569
Austria	40.4	8.36	100	1696	4926
Netherlands	40.3	16.46	396	2582	6373
Sweden	39.1	9.22	21	1806	5107
Belgium	37.8	10.76	352	1763	6100
Ireland	37.3	4.45	63	269	16543
Denmark	36.6	5.51	128	1111	4960
Germany	35.7	82	230	12594	6511
<i>Average</i>	<i>36.33</i>	<i>23.49</i>	<i>180</i>	<i>3500</i>	<i>9919</i>
Finland	35.4	5.33	16	700	7609
UK	34.8	61.64	254	3673	16781
France	33.1	62.44	113	10958	5698
Italy	30.5	60.05	199	6588	9114
Greece	29.6	11.26	85	1103	10209
Spain	29.4	45.83	91	13014	3521
Wales	25.78	3	144	100	30000
Portugal	23	8.33	93	2513	3316

A view I've heard articulated from London in the past is that there aren't enough people in Wales to justify a business case to invest in public transport. However the population density in Wales is on a par and greater than many other countries with increased public transport usage such as Denmark, though even within small countries there are regional differences which may effect the overall figures. There's no correlation to be seen between GDP/Population/Population Density/Motorway KM's/People per Motorway KM. Portugal with its longest length of motorway per head of population should be whipping everyone else's economic butt if roads bring prosperity, not stuck at the bottom, and how does London and the SE of England manage with so few KM's of Motorway? Of course you always have to be careful with statistics. UK dual carriageways are not counted as motorways whereas most dual lane roads on the continent are. Factor the likes of the A55 in Wales in and persons per KM of dual lane road here in the UK are much nearer the European norm. So why do many Welsh politicians shout for more roads in Wales when the link between them and prosperity is far from proven?

Electrified railways and tram systems seem to be the badge of economic prosperity with our neighbours, not tarmac. Food for thought?

How we shape up to the best

The Swiss railways and public transport system per se are held up as an exemplar around the world. Suffice to say most if not all the issues SARPA are currently campaigning on would have been delivered decades ago in Switzerland. Switzerland is famed for its interconnecting timetables, integration between modes and seamless journeys. None of your trains departing one minute before another arrives and bus stations/ services operating as separate entities to the trains nonsense here. An equivalent of Beeching never happened in Switzerland and their rail network continues to expand. The railways were nationalised after a referendum in 1898, where private operators competing with each other was felt to be acting against the best interests of the nation. The network was almost entirely electrified after shortages of coal imports during the First World War. The Swiss developed their Taktarfhplan or integrated connecting clock face timetables in response to the wishes of its people. An average Swiss makes 44 rail journeys per annum compared to around 25 in the UK (and a substantially less 8 in Wales). The Swiss State Railway sees 347 million journeys per annum from its 7.825 million population, and has around 1800 route miles and 760 stations. 49 million tonnes of freight are moved per annum, nearly 6 tonnes per head of population compared to about 2 in the UK. There are 1200 miles of privately owned lines in addition to the state owned vertically integrated Swiss

Railways as well. This gives nearly twice as many route miles per head of population as the UK. The cost of providing railways here is equivalent to £5.25 Billion a year a third of which is public money. We spend £11.5 Billion of which 40% is public money. 3 million or c40% of all Swiss have an annual public transport pass, an equivalent of a national season ticket for the entire rail and bus network for around £2000 per annum. We pay the most expensive fares in Europe.

Given the current debate here in the UK over fares and Government funding we must bear in mind when comparing with the UK the farepayer and the taxpayer in Switzerland are not buying a ride in a decrepit Pacer from a vandalised unstaffed waste land that has a bus shelter on it. A clean manned station located adjacent to a bus interchange with shops and an electrified train with adequate carriages are the norm and usually the station has freight facilities also. The Swiss spend 1% of their GDP on the railways, the UK 0.85%. However the McNulty report's conclusions are that what we have could be provided more cheaply than it is if our dysfunctional privatised railway was as efficient as the vertically integrated state railways in Europe. The current UK state of affairs could be provided with 0.65% GDP. If current spending was efficient and the GDP gap closed only another £2 Billion of funding would be needed to fund on a par with Switzerland of 1% GDP.

What does this tell us?

- A fire breathing monster called Colin will not rise up and destroy our economy if we drive less and use public transport more. In fact just the opposite.
- Small less densely populated nations can invest successfully in public transport.
- The richest region in Europe also has the highest public transport usage and it's in our country. Why has the rest of the UK had to put up with the car and lower GDP for decades?
- In many ways the gap between best (Switzerland) and the UK is not far in terms of £ but light years in terms of attitude.
- Some people harbour ambitions to turn us into Portugal.

SARPA Meetings in 2012

Saturday 5 th May	Tywyn	Tallyllyn Railway	1145
Saturday 2 nd June	Machynlleth	White Lion Hotel	1100
Saturday 7 th July	Borth	Railway Inn	1200
Saturday 4 th August	SARPA	Summer Trip detail	TBC
Tuesday 4 th September	Newtown	Sportsman	1830

AGM

Saturday 6 th October	Shrewsbury	Station	1300
Tuesday 6 th November	Aberystwyth	Cambria Bldgs	1745
Tuesday 4 th December	Newtown	Sportsman	1830

Websites

Our website <http://sarpa.info>

Webmaster Angus Eickhoff. Website host is mid-wales.net

Other sites of interest:

A useful alternative to the National Rail Enquiries site
traintimes.org.uk/

Arriva Trains Wales
www.arrivatrainswales.co.uk/

National Rail Enquiries
www.nationalrail.co.uk/

Train and Bus Information Midlands
www.centro.org.uk/wwwroot/HomePage.asp

LondonMidland
www.londonmidland.com/index.html

Virgin Trains
www.virgintrains.co.uk/default.aspx

Chiltern Railways
www.chilternrailways.co.uk/

Network Rail
www.networkrail.co.uk/

Railfuture/Railway Development Society
www.railfuture.org.uk/

Cambrian Rail Partnership
www.thecambrianline.co.uk/

The Association of Community Rail Partnerships (Acorp)
www.acorp.uk.com

North Wales Coast Railway
www.nwrail.org.uk/

Circular tour of North Wales by rail
www.penmorfa.com/Cambrian/

Ffestiniog Railway timetable
www.ffestiniograilway.co.uk/timetable.htm

Vale of Rheidol Railway timetable
www.rheidolrailway.co.uk/timetable.htm

Talylyn Railway
www.talylyn.co.uk/

Welshpool and Llanfair Railway timetable
www.wllr.org.uk/timetable.htm

Welsh Highland Heritage Railway
www.whr.co.uk/index.php?pid=51

Fairbourne Railway
www.fairbournerailway.com/index.htm

Rail Photographs by Richard Jones including many of the modern Cambrian scene
<http://railphotos.fourecord.com/index.php>

Useful addresses

Arriva Trains Wales:

St Mary's House, 47 Penarth Road, Cardiff CF10 5DJ. Tel 0845 6061 660
Email: customer.services@arrivatrainswales.co.uk

Network Rail:

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

Newtown Station Travel

The Railway Station, Old Kerry Road, Newtown, Powys SY16 1BP. Fax. 01686 621966
E-mail newtownstation@btclick.com

The Association of Train Operating Companies:

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

London Midland

London Midland, PO Box 4323, Birmingham B2 4JB. Tel. 0121 6342040

Association of Community Rail Partnerships

Rail & River Centre, Canal Side, Civic Hall, Slaithwaite, Huddersfield HD7 5AB

Virgin Trains

Virgin Trains, Customer Relations, PO Box 713, Birmingham, B5 4HH. Tel. 0870 789 1234

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

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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