

Shrewsbury Aberystwyth Rail Passengers' Association

Newsletter No. 95

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Twyn, 28th February 2025

On a bright morning, at 11.28 am, 158823 is on Train 2J07 Machynlleth to Pwllheli and 158326 is on the Train 2I16 Pwllheli to Machynlleth.

NEGES GAN Y CADEIRYDD

Mae dibynadwyedd ar y Cambrian wedi troi'n bwnc llosg yn ddiweddar. Ers amser, mae pryderon wedi bod ynglŷn â dibynadwyedd gwasanaethau ond mae pethau wedi gwaethygu yn y misoedd diweddar. Wrth gwrs, ni ellid beio Trafnidiaeth Cymru am dychineb Talerddig, sydd wedi achosi gymaint o loes ar lefel dynol ond sydd hefyd wedi tynnu 2 uned o'r dosbarth 158 o wasanaeth am amser hir os nad am byth. Mae SARPA yn gofyn am i'r unedau sy'n weddill gael eu cadw ar y llwybrau rhwng Birmingham a'r Cambrian a'r gwasanaethau o Birmingham i ogledd Cymru sy'n rhyngweithio gyda rhai'r Cambrian, fel y gellid lleihau nifer y gwasanaethau sy'n cael eu canslo neu sy'n rhy fyr.

Rydym ni bellach wedi clywed y bydd gwasanaethau o'r Cambrian cael eu terfynu yn Amwythig o'r newid amserlen mis Mai ymlaen, er mwyn sicrhau mwy o unedau i'r Cambrian. Er bydd hyn yn debygol o wella'r sefyllfa o ran canslo trenau, bydd y newid yn debygol o fod yn anghyfleus ac rydym yn pwysleisio bod angen i'r newid bod ar draws platfformau, nid rhwng platfform 3 a gweddill y platfformau.

Mae SARPA hefyd yn parhau i ofyn am wyrddroi'r toriadau i wasanaethau ar lein yr arfordir ac rydym wedi clywed yn ein cyfarfodydd diweddar am yr effaith ar bobl, cymunedau a busnesau o'r toriadau hyn. Rydym wrth gwrs hefyd yn parhau i alw am wasanaeth bob awr llawn ar y Cambrian gydol y flwyddyn.

Mae newyddion da wrth gwrs. Mae buddsoddiad pellach yn y lein yn ystod mis Mawrth a mis Ebrill. Bydd hyn wrth gwrs yn arwain at anhawster yn y tymor byr, ond mae'n bwysig ar gyfer dyfodol y lein. Mae'r bont troed newydd yn y Drennewydd hefyd yn dod yn ei flaen, sy'n galonogol.

Jeff Smith, Cadeirydd SARPA

CHAIRMAN'S MESSAGE

Reliability on the Cambrian has become a hot topic recently. For some time, there have been concerns about the reliability of services, but things have worsened in recent months. Of course, Transport for Wales could not be blamed for the Talerddig disaster, which has caused so much pain on a human level but which has also taken 2 units of the class 158 out of service for a long time if not forever. SARPA requests that the remaining units be kept on the routes between Birmingham and the Cambrian and the services from Birmingham to north Wales that interact with those of the Cambrian, so that the number of services that are cancelled or are too short could be reduced.

We have now heard that services from the Cambrian will be terminated in Shrewsbury from the May timetable change onwards, in order to secure more units for the Cambrian. Although this will likely improve the situation in terms of train cancellations, the change will likely be inconvenient and we emphasize that the change needs to be across platforms, not between platform 3 and the rest of the platforms.

SARPA also continues to request the reversal of the cuts to services on the coast line and we have heard in our recent meetings about the impact on people, communities and businesses of these cuts. We of course also continue to call for a full hourly service on the Cambrian throughout the year.

There is good news of course. There is further investment in the line during March and April. This will of course lead to difficulty in the short term, but it is important for the future of the line. The new footbridge in Newtown is also progressing, which is encouraging.

Jeff Smith, SARPA Chair

NEWS IN BRIEF

Newtown

After much protracted negotiation, charity Newtown Menshed have secured the tenancy of all the empty units at Newtown station. They intend creating a Community Hub with a Cafe, Workshops, Shed and Museum Space for the town. Initial efforts have seen them get the unit at the Caersws end of the UP Platform – latterly a hairdresser – into use. Ezma Zhao, assisted by former Cambrian Rail Officer Claire Davies who has now moved to France, have put in a lot of work over a lengthy period including securing grants from the National Lottery. You can follow their progress on social media – they use the name Platform1.

The new station footbridge and elevator had still not been opened for use in mid February, though contractors have told local people unofficially to expect opening in late February.

Powys CC Bus Consultation

Announcing a shake up Powys CC have released details of proposed changes to bus routes and times across the county. Anyone expecting best practice things bus/rail integration, minimum hourly frequencies and operations from 0600 to midnight six days a week are set to be disappointed once more.

A somewhat half-hearted token effort has been made to get the X75 bus to/from Llanidloes to coordinate with the train times at Caersws – 4 services in each direction would appear to match up with each other. Users are expected to walk the 0.3 of a mile between the station and the Buck Hotel in the village and will have as little as 7 minutes to do so.

Shrewsbury

The Market Hall has won the best market hall in the UK award for the third consecutive year – one of the many reasons to visit Shrewsbury.

The former travel centre by the station entrance has seen a small café open in the space in addition to the Starbucks on the main island platform. It's outside the barriers but handy if you're using Platform 3.

Class 197 News

The CAF units ordered by TfW are still subject to much hate on social media due to perceived and real deficiencies. Let's concentrate on some facts rather than subjective views.

TfW are clearly very keen to get the whole fleet into action and legacy units returned to leasing companies: to reduce costs and increase fleet numbers. As of Mid February, every non-ETCS fitted unit (56) had been accepted into service, and 6 of the 21 ETCS fitted ones – which will for now be used on non ETCS routes. TfW are now promising that the Shrewsbury to Birmingham International route will go over to 197 operations in "the spring" with operation on the Cambrian scheduled for "later in 2025". This will mean that Cambrian services will terminate at Shrewsbury and through passengers to Birmingham will have to transfer trains for an interim period before the new trains are introduced on the Cambrian. Unfortunately, this interim period looks like it will be over the summer months.

Modern Railways magazine annual Golden Spanners Awards (January 2025 Modern Railways Magazine) show that in 2024 TfW CAF Class 197 units (Mp701D Moving annual average to P6 2024/2025 was 5,109) to be performing worse than the other operators who have them. Northern Rail Class 195/0 (9,443) and Class 195/1 (5,521), West Midlands Trains Class 196 fleets (6,149) and worse than the existing TfW Class 158's (6.624). These units are of course all Diesel Multiple Units, the average Mp701D figure for all UK rolling stock is 11,486. The figures highlight how much more reliable electric traction and bi-mode electric traction is. At the risk of being accused of playing politics we're reminded of the then Westminster Transport Secretary's Chris Grayling's challenge to the Welsh Government to come up with something as good as the Greater Anglia franchise that had just been let in 2017. Over on Greater Anglia their bi-mode Stadler FLIRT Class 755/4 (Mp701D Moving annual average to P6 2024/2025 was 23,889) and the Class 755/3 (19,259). Mp701D is a measurement of mileage ran divided by number of fault incidents, so the Greater Anglia Class 755/4 will have one fault for the same amount of miles operated as a TfW Class 197 would have 4 fault incidents in or you can say they're 4 times more reliable.

The CAF Class 197's are supposed to achieve 93% availability on a daily basis, but the fleet in service so far has often been achieving around the 70% to 75% mark. Reason(s) for this are not entirely clear with TfW as usual playing secret squirrel with the facts, though it is known that TfW CEO James Price has made a trip to CAF HQ in Spain to discuss issues. Informed sources are pointing to poorer build quality at the CAF plant in Newport than previously. Plus the lack of a wheel lathe at the Chester depot, and the Chester depot itself being too small for the number of units it must maintain, are causing a backlog of maintenance.

Alstom built new bespoke facilities for First North Western to specifically house the fleet of Class 175 DMU's, replacing older steam era buildings in the late 1990's. The Class 175 fleet was 27 units in a mix of 2/3 car formations totalling 70 carriages and that is all that was based at Chester until their withdrawal. The Class 197 fleet now based there totals 56 units in a mix 2/3 car formations totalling 138 carriages – double the previous fleet size. Travellers going through Chester are treated to the sight of lines of out of use Class 197 units adjacent to the station, presumably waiting space in the depot to have faults looked at.

TfW will now not be going ahead with their "Standard Plus" sections on fourteen of their 3 car Class 197's and standard class passengers will be able to sit in the 2+1 seating areas. Originally supposed to be a First Class area for an hourly service between Swansea and Manchester, the plan changed when TfW got hold of more MK4 coaches and introduced genuine First Class on a train every two hours between Manchester and Cardiff. Apparently, the decision not to go ahead has taken all of 3 years to make since it was first flagged to senior TfW Managers and their board.

And what was the issue? With no space for a wheelchair in Standard Plus it was thought that they would be open to court cases for discrimination under disability legislation. Presumably this would have been the same had they been a First Class seating area. Welsh Government and TfW accepted a winning bid from Keolis in 2018

based on these plans. The units themselves presumably with the non wheel chair interior plan signed off were ordered in 2019.

Class 158 News

The owning ROSCO Porterbrook clearly sees a use for the TfW Class 158 fleet after TfW have finished with them. Three units have undergone heavy inspection/overhaul C6 exams in recent weeks and we understand the whole fleet are scheduled to go through the process. The most likely destination is to replace Northern Rail Class 150's.

With both the units involved in the Talerddig crash in October still stored at Machynlleth and one away having C6 attention at any one time this means TfW have only got a fleet of 21 Class 158 units to use on a daily basis. The 1030 Shrewsbury to Aberystwyth and return 1230 Aberystwyth to Shrewsbury service have been replaced by buses since the New Year.

Tornado and Royal Scots Grey ETCS trials on the Cambrian

Network Rail has confirmed that ETCS testing of the A1 Class steam locomotive No. 60103 *Tornado*, and the Deltic diesel-electric locomotive No.D9000 *Royal Scots Grey* are going to take place in April and May respectively. The testing will be done overnight between Shrewsbury and Newtown, during Engineering Possession.

TRAVELLER'S TALES

Roger Whitehouse

I must correct an error in the previous Tales (Newsletter 93): the paragraph about the 1822 from New St should have ended with reference to a 1930 departure, not 2030, from Shrewsbury.

My summer saw mostly short local journeys on the Coast. Then came a day trip Machynlleth-Tamworth: 3 hours outward and 6 hours returning. The cause of delay was a fire near the railway in Wolverhampton, resulting in extensive cancellations, so beyond the control of TfW.

Two longer journeys on the coast (including SARPA's Criccieth meeting) were followed by a return trip to Birmingham, in the week following the collision near Talerddig. The 0645 Barmouth-Machynlleth was, not unexpectedly, cancelled all week.

Things were looking up ...

I noticed one down train on the new Customer Information Screens at Wellington advertising portions in the right order, and the departure summary screens at New St had an extra line below Cambrian trains showing the portion order, correctly. I returned on the 1922, advertised as 2 Chester + 2 Shrewsbury, and was pleasantly surprised when the conductor informed me that the rear portion was actually for Aberystwyth (which is what Arriva used to do).

... or perhaps not ...

A fortnight or so later, reports were of 13 units being out of service awaiting repairs: all TFW services between Shrewsbury and Birmingham were cancelled. The 0805 from Machynlleth was shown as terminating at Shrewsbury, where (rather to my surprise) an extra unit was added for the 0930 to the Cambrian. On the return journey, West Midland's 196 from New St was afflicted by a repeated high-pitched noise, possibly from an air compressor, not noticed in such units before....

Immediately after Caersws, the conductor announced that the 2032 from Shrewsbury was diverted to Pwllheli, suiting us nicely! The connection, now for Aberystwyth, was surprisingly still platformed in front at Machynlleth.

A few days later, TFW had decided to run as far as Wolverhampton only. There were also cancellations of some Aberystwyth services including the 0830 to Shrewsbury. So, en- route to the SARPA meeting there, I joined the 0645 from Barmouth (for once, not cancelled), an hour earlier than originally intended. The 0730 Aberystwyth portion was cancelled: at Welshpool I noticed the screen displaying the portions of the 0930 from Shrewsbury in the wrong order. At Shrewsbury another 158 unit was added in platform 4, to form the 0930 to the Cambrian line. A 4-car 158 in platform 5 went to Wolverhampton. Termination of my train at Shrewsbury was announced only at the approach to Sutton Bridge Jn, adding that the onward train would be 4 cars. How many changes would a journey from Machynlleth to Birmingham International have involved?

Returning that afternoon, I noticed, not for the first time, a West Midland service described on the platform screen as Transport for Wales. Briefly, both the Cambrian and Wolverhampton departures were described as Delayed: both arrived in time for a punctual departure! It seems that 'Delayed' now also means 'No information', like 'On time' has for some while. Surely a blank would be more accurate.

So far this year, circumstances have required us to drive most of the way to the West Midlands, thanks to storms and other cancellations, so my one rail journey was to Machynlleth for our February meeting. On return, if I understood the Welsh correctly, the announcement at Machynlleth described two portions of the arriving train, in the wrong order. It was 2 cars for Aberystwyth. Will TFW ever get this right?

There may be a "Stop Press" addition, as we plan a trip to Birmingham just before Newsletter copy date.

Stop Press

At New St, the platform indicator described a 3-portion 1822 departure in the (correct?) order Shrewsbury-Machynlleth-Aberystwyth, with an ominous tailpiece "formed of 2 cars" - which is what arrived from International. Not surprisingly, the train departed full-and-standing. As we approached Shrewsbury, DORIS (the internal screen) informed us that the train would divide there

STRATEGAETH TRAFNIDIAETHCANOLBARTH CYMRU

Tan 8 Ebrill, mae ymgynghoriad ar agor i Strategaeth Trafnidiaeth Canolbarth Cymru. Mae hyn yn deillio o'r cydweithio sy'n digwydd rhwng cyngorau sir Powys a Cheredigion. O safbwynt y rheilffyrdd mae nifer o gynigion i'w groesawu. Mae'r ymgynghoriad yn glir am yr heriau sy'n wynebu'r rhanbarth o ran trafndiaeth gyhoeddus. Mae'n amlinellu'r effaith o ddiffyg trafndiaeth gyhoeddus ar gymunedau, o safbwynt ynysu cymdeithasol, mynediad at wasanaethau, diboblogi, effeithiau economaidd ac effeithiau ieithyddol o ddiffyg mynediad at drafnidiaeth gyhoeddus o fewn Powys a Cheredigion. Mae'n darparu tystiolaeth glir o'r diffyg darpariaeth rheilffordd yn y rhanbarth – mae 1% o boblogaeth y rhanbarth o fewn pellter cerdded o orsaf rheilffordd ac mae prif lein y Cambrian dal heb wasanaeth trên bob awr llawn. Mae'r cynigion o fewn yr ymgynghoriad yn cynnwys integreiddio gwell rhwng bysiau a threnau, rhywbeth mae SARPA ac eraill wedi galw amdano fe ers amser hir. Mae pellter sylweddol rhwng yr orsaf trên a'r orsaf bysiau yn y Drenewydd a'r Trallwng er enghraifft. Mae'r ymgynghoriad hefyd yn amlinellu cefnogaeth ar gyfer treialu trên archfarchnad ar y Cambrian. Byddai hyn yn helpu'r ardal, lleihau'r nifer o loriau ar y ffyrdd, gwella hyfywedd y lein a chryfhau'r achos ariannol a gweithredol dros drydaneiddio yn y dyfodol.

Er gwaethaf hyn oll, dwi'n credu bod angen cryfhau'r cynigion, yn arbennig ynglŷn â'r rheilffyrdd ond hefyd ynglŷn â'r rhwydwaith bysiau sy'n ei fwydo.

Er bod sôn am weithio gyda Thrafnidiaeth Cymru, ac am eu cynigion i ddarparu gwasanaeth llawn bob awr yn ystod misoedd yr haf, does dim ymrwymiad i wthio am wasanaeth llawn bob awr gydol y flwyddyn. Does ychwaith ddim llawer o sôn am ddefnyddio arian o'r Fargen Twf i gynorthwyo gyda gwelliannau cyfalaf i'r lein. Mae'r sylw at ailagor Aberystwyth-Caerfyrddin yn gyfyngedig i gydnabod polisi Cyngor Ceredigion i eirioli dros ailagor y lein, heb sôn am unrhyw gamau cadarn fel cynorthwyo gydag ail gam yr astudiaeth dichonoldeb.

Mae'r addewid bytholwyrdd i wella integreiddio gyda'r bysiau wrth gwrs i'w groesawu ond does dim llawer o sôn am gamau ymarferol i adfer gwasanaethau bws sydd wedi'u colli neu eu cwtogi'n sylweddol yn y blynyddoedd diweddar, rhywbeth sydd hefyd yn effeithio ar niferoedd teithwyr ar y rheilffordd. Mewn rhai rhannau o Ewrop, fel y Swistir, mae hawl gan gymunedau o feintiau penodol i wasanaeth trafndiaeth gyhoeddus gydag amlder penodol, gan gyhwyn yn gynnar yn y bore a gorffen yn hwyr yn y noswaith. Yma yng Nghymru, mae hawl gan gwmnïau bysiau i dynnu neu leihau gwasanaethau heb fawr o rybudd, gan adael cymunedau cyfan yn ynysig. Byddai'n braf hefyd weld mwy o docynnau trwyddo ar fws a thrên, fel sydd wedi bod yn go lwyddiannus ar y T1 (Aberystwyth – Caerfyrddin) a'r rheilffyrdd ar y naill pen a'r llall.

Mae'n glir i mi fod angen cryfhau'r ddogfen, ynglŷn â'r gwasanaethau ar y rheilffordd ac hefyd ynglŷn â lle'r rheilffordd yn y rhwydwaith trafndiaeth cyhoeddus

Yn ein cyfarfod mis Mawrth, bydd SARPA yn trafod ein hymateb i'r ymgynghoriad; fodd bynnag byddwn yn annog pawb i ateb yr ymgynghoriad eu hun yn pwysleisio'r angen am weithredu cadarn i wella ein gwasanaeth rheilffordd.

Jeff Smith

THE MID WALES TRANSPORT STRATEGY – THE NEED FOR STRENGTHENING

Until 8 April, consultation is open for the Mid Wales Transport Strategy. This stems from the collaboration that takes place between Powys and Ceredigion county councils. From the point of view of the railways there are a number of proposals to be welcomed. The consultation is clear about the challenges facing the region in terms of public transport. It outlines the impact of a lack of public transport on communities, from the point of view of social isolation, access to services, depopulation, economic effects and linguistic effects of a lack of access to public transport within Powys and Ceredigion. It provides clear evidence of the lack of rail provision in the region - 1% of the region's population is within walking distance of a railway station and the Cambrian mainline is still without a full hourly train service.

The proposals within the consultation include better integration between buses and trains, something that SARPA and others have called for for a long time. There is a significant distance between the train station and the bus station in Newtown and Welshpool for example. The consultation also outlines support for trialling a supermarket train on the Cambrian. This would help the area, reduce the number of lorries on the roads, improve the viability of the line and strengthen the financial and operational case for electrification in the future.

Despite this, I believe that the proposals need to be strengthened, especially regarding the railways but also regarding the bus network that feeds it.

Although there is talk of working with Transport Wales, and their proposals to provide a full hourly service during the summer months, there is no commitment to push for a full hourly service throughout the year. There is also not much talk of using money from the Growth Deal to assist with capital improvements to the line. Mention of the reopening of Aberystwyth-Carmarthen is limited to recognising Ceredigion Council's policy to advocate for the reopening of the line, without mentioning any firm steps such as assisting with the second phase of the feasibility study.

The evergreen promise to improve integration with the buses is of course to be welcomed but there is not much talk of practical steps to restore bus services which have been lost or significantly reduced in recent years, something which also affects passenger numbers on the railway. In some parts of Europe, such as in Switzerland, communities have the right to a certain level of public transport with a specific frequency, starting early in the morning and ending late in the evening. Here in Wales, bus operators have a right to cease or reduce services with little warning, leaving entire communities isolated. It would also be great to see more through ticketing on buses and trains, as has been successful on the T1 (Aberystwyth - Carmarthen) and the railways at either end.

At our March meeting, SARPA will discuss our response to the consultation; however we would encourage everyone to answer the consultation themselves emphasizing the need for firm action to improve our rail service.

Jeff Smith

SHORT BRIEFING ON CAMBRIAN LINE ISSUES

SHREWSBURY ABERYSTWYTH RAIL PASSENGERS' ASSOCIATION

SARPA has sent the following briefing note to local stakeholders in February 2025 partly in response to local gossip/rumours circulating in the Machynlleth area over winter 24/25 which were brought up at our Machynlleth meeting.

1) Machynlleth Maintenance Base

The group has some concerns about the future status of Machynlleth maintenance base as the new Class 197 trains are already being maintained by CAF at Chester. Whilst there have been assurances that the status of Machynlleth Depot will remain unaltered, the new trains have not yet been introduced on the Cambrian and there remains the possibility that things could change, given TfW's present hunger for cutting costs. There are over 100 quality jobs on the railway overall based at Machynlleth and this needs to be watched.

2) Extra Train Services, Introduced in 2015

The two extra morning Down trains from Shrewsbury to Aberystwyth which were introduced in 2015 as a stepping stone to a full hourly service appear to have been removed from the timetable. Of these as we know, the 06:30 has been curtailed and now runs as 06:48 to Aberystwyth only from Welshpool. However, it's probably best to draw a veil over its performance as it seems to run only when TfW feels like it. The 10:30 from Shrewsbury was also one of these extra trains and has been withdrawn completely. This used to form the 12:30 from Aberystwyth which is now advertised as a replacement bus. From Shrewsbury the morning service has effectively reverted to a 2 hourly frequency although the morning hourly pattern in the opposite direction from Aberystwyth remains.

3) Closure?

We have heard via the grapevine that some TfW staff are of the opinion that the route may yet be a candidate for closure, as we are too, given the operator's poor performance and the cutting of services. Meanwhile, Network Rail have spent more money on the route than has been the case for around 100 years - so how that would play is open to question. It may be that TfW would prefer to relinquish the route to another operator. However this would not go well for internal Welsh politics and likewise needs to be watched.

4) Poor Performance Continues

General performance by Transport for Wales on the route continues to be poor— they quite simply do not seem to have grasped the operational requirements of the Cambrian. Whilst there was something of an improvement over 2023 and 2024, the perception is that performance is getting worse. Reports are that the amount of people

who commute has reduced considerably owing to the unreliability of the service at key times of the day.

5) Station Developments

In early 2020, there was an announcement that exciting things would be happening at Machynlleth station. Details were not given but we were led to believe there would be some sort of transport hub and interchange. Lockdown intervened and since then nothing has happened but we were led to believe by the late Cllr Michael Williams that Powys County Council was providing some of the funding. We have heard unofficially that efforts to provide a bus interchange at the station were quashed owing to the site being technically in a flood plain area. We have also heard unofficially that a suggestion that a 2 tier prefabricated steel frame car park might be a solution to parking problems at the station but this has not been taken any further.

WHEN IS A FOOTFALL NOT A FOOTFALL?

We don't see armies of people counting passengers onto and off trains, so the source data must be indirect. I assume the data used are ticket sales.

Some footfall statistics will be distorted by the practice of rebooking in mid journey, possibly because 'split ticketing' yields a significant saving. However, those of us who possess Senior Citizen bus passes entitling us to free travel on the Coast line have no option, for journeys partly on the coast and partly not. For my forthcoming journey to Leatherhead and back, I cannot obtain one ticket combining Tywyn-Machynlleth free and Machynlleth-Leatherhead paying a fare.

The effects I see are twofold. The footfalls at Machynlleth and (particularly) Dovey Junction will be overstated. Most serious of all is that through journeys from or to the Coast will not be identified in ticket sales. Bearing in mind the age distribution of Coast residents, that could significantly depress the apparent longer-distance usage of the Coast line.

Roger Whitehouse

Our Chairman trying his hand at driving a steam locomotive at a "Rail 200" event held by Transport for Wales on 23 January



THE RETURN OF STATION FOOTFALL

Gareth Marston

Back by popular demand – as an article in a SARPA Newsletter and more importantly on the ground! Officially across the UK the comparison is usually made with the financial year 2019/2020 i.e. the year before the pandemic, and using this metric 2023/2024 was 99% of 2019/2020 figures across the whole Cambrian. Given the DfT was predicting rail usage would only recover to 83% of pre covid levels and TfW tried justifying cuts on the coast line claiming travel patterns had changed since the pandemic, the Office of Rail and Roads Official statistics on station footfall have once more told a different story and contradicted decision makers.

Not only do we have estimates of station usage based on ticket sales which go back to 1997, recently data on where those tickets were to and from have emerged in the public domain. This has added another level of useful information and really informs the debate. Perhaps the results are not surprising to me, given my years selling tickets at Newtown Station Travel and then having seen internal rail industry data when I was with the Rail Passenger Council Wales. However I think they may surprise some people and their perceptions of what traffic is on our line.

Sources:

<https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>

<https://www.railwaydata.co.uk/odm/gbr/>

Cambrian (All Stations Welshpool to Aberystwyth and Coast line)

Figures from the Office of Rail and Road show a combined station footfall of **1,680,582** in 2023/2024, up 17% from the previous year. This is 99% of the pre covid 2019/2020 figure but only 91% of the highest recorded figure of **1,852,816** in 2017/2018.

The Cambrian breaks down into three easily defined areas and the usage statistics for each area are different to the others, so let's look at these in turn.

Mainline (Aberystwyth to Machynlleth)

Figures from the Office of Rail and Road show a combined station footfall of **489,852** in 2023/2024, up 17% from the previous year. This is 107% of the pre covid 2019/2020 figure but only 90% of the highest recorded figure of **544,702** in 2017/2018.

Around 60% of passengers using the stations between Machynlleth to Aberystwyth were doing a Long-Distance journey (defined as over 50 miles in length). Nationally 1 in 6 rail journeys are long distance). 53% of all journeys were to/ from Wales. 29% to/from the West Midlands, 7% to/from London with 5% to/from the North West of England with the remaining 6% spread over the other 6 Government Office Regions of England and Scotland.

Season ticket sales are negligible on this part of the line

Individual stations

Aberystwyth Figures from the Office of Rail and Road show a station footfall of **276,076** in 2023/2024, up 14% from the previous year. This is 99% of the pre covid 2019/2020 figure but only 82% of the highest recorded figure of **335,422** in 2017/2018.

Aberystwyth is the busiest station on the Cambrian network west of Shrewsbury..

The top five passenger flows in 2023/2024 were to/from Borth (13.95%), Shrewsbury (9.52%), Machynlleth (9.47%), London Stations (5.83%) and Birmingham Stations (5.10%).

Season Ticket holders were **0.55%** of footfall.

The average number of passengers per train was **23.81**.

Bow St Figures from the Office of Rail and Road show a station footfall of **28,582** in 2023/2024, up 23% from the previous year. Bow St opened after the pandemic so there are no pre-pandemic figures to compare with for it.

Bow St is the 17th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/from Aberystwyth (40.78%), Shrewsbury (9.71%), Machynlleth (6.37%), London Stations (6.30%) and Borth (5.26%).

Season Ticket holders were **1.46%** of footfall.

The average number of passengers per train was **2.53**.

Borth Figures from the Office of Rail and Road show a station footfall of **57,948** in 2023/2024, up 29% from the previous year. This is 104% of the pre covid 2019/2020 figure but only 86% of the highest recorded figure of **67,162** in 2017/2018.

Borth is the 11th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/from Aberystwyth (67.69%), Machynlleth (7.02%), Shrewsbury (4.11%), Wolverhampton (2.56%) and Bow St (2.55%).

Season Ticket holders were **1.68%** of footfall.

The average number of passengers per train was **5.14**.

Dyfi Junction Figures from the Office of Rail and Road show a station footfall of **14,610** in 2023/2024, up 59% from the previous year. This is 340% of the pre covid 2019/2020 figure and the highest ever recorded footfall.

Dyfi Junction is the 21st busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2022/2023 were to/from Aberystwyth (46.24%), Machynlleth (11.96%), Birmingham Stations (8.91%), Tywyn (4.86%) and Shrewsbury (3.76%).

Season Ticket holders were **0.07%** of footfall.

The average number of passengers per train was **0.84** (inclusive of coast services and including interchanges).

Machynlleth Figures from the Office of Rail and Road show a station footfall of **112,636** in 2023/2024, up 12% from the previous year. This is 93% of the pre covid 2019/2020 figure but only 82% of the highest recorded figure of **137,684** in 2017/2018.

Machynlleth is the 6th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/from Aberystwyth (23.21%), Shrewsbury (7.16%), Tywyn (6.82%), London Stations (6.61%), and Barmouth (4.91%).

Season Ticket holders were **0.66%** of footfall.

The average number of passengers per train was **6.35** (inclusive of coast services).

Coastline (Pwllheli to Penhelig)

Figures from the Office of Rail and Road show a combined station footfall of **845,500** in 2023/2024, up 6% from the previous year. This is 99% of the pre covid 2019/2020 figure but only 93% of the highest recorded figure of **909,673** in 2007/2008.

Usage on the Coast was once more confirmed to be predominantly local in nature with 92% of all journeys to another station in Wales, with 95% of these being between Machynlleth and Pwllheli. Just 1 in 8 passengers on the coast were coming/going from beyond Dovey Junction or Machynlleth. The West Midlands accounted for 6% of the overall total with the remaining 2% spread over the other 8 Government Office Regions of England and Scotland. Around 10% of passengers from these stations were doing a Long-Distance journey.

Season ticket travellers account for **25%** of usage on the coast. Given that its cheaper to use your Cambrian railcard and buy on the day when using the railway to get to work, the season ticket sales are almost all school traffic on the coast, with three different High Schools generating scholastic commuters easily seen in the figures. Ysgol Uwchradd Tywyn (Tywyn), Ysgol Ardudwy (Harlech) have pupils aged 11-16 and Ysgol Eifionydd (Porthmadog) which has Sixth Form facilities for a wider area in addition to local 11 to 16 pupils.

Individual Stations – for simplicity we have only included stations with a footfall of over 500 per week. The bottom 10 stations on the coast contributed less footfall than Fairbourne on its own and show the same patterns of usage as their neighbours included below.

Pwllheli Figures from the Office of Rail and Road show a station footfall of **77,478** in 2023/2024, up 6% from the previous year. This is 118% of the pre covid 2019/2020 figure and 98% of the highest recorded figure of **79,502** in 2016/2017.

Pwllheli is the 9th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/from Porthmadog (28.74%), Barmouth (12.73%), Harlech (10.24%), Criccieth (8.83%) and Penrhyndeudraeth (5.86%).

Season Ticket holders were **29.80%** of footfall.

The average number of passengers per train was **14.05**.

Criccieth Figures from the Office of Rail and Road show a station footfall of **25,266** in 2023/2024, down 2% from the previous year. This is 107% of the pre covid 2019/2020 figure but only 85% of the highest recorded figure of **29,600** in 2016/2017.

Criccieth is the 18th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/from Pwllheli (23.69%), Porthmadog (22.24%), Barmouth (14.90%), Harlech (7.72) and Penrhyndeudraeth (3.78%).

Season Ticket holders were **3.06%** of footfall.

The average number of passengers per train was **4.66**.

Porthmadog Figures from the Office of Rail and Road show a station footfall of **81,954** in 2023/2024, up 19% from the previous year. This is 120% of the pre covid 2019/2020 figure and the highest ever recorded footfall.

Porthmadog is the 8th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/from Pwllheli (34.12%), Harlech (14.27%), Barmouth (14.12%), Criccieth (7.40%) and Penrhyndeudraeth (3.69%).

Season Ticket holders were **28.40%** of footfall.

The average number of passengers per train was **14.87**.

Penrhyndeudraeth Figures from the Office of Rail and Road show a station footfall of **58,098** in 2023/2024, up 3% from the previous year. This is 113% of the pre covid 2019/2020 figure but only 59% of the highest recorded figure of **98,765** in 2007/2008.

Penrhyndeudraeth is the 10th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2022/2023 were to/from Harlech (74.27%), Pwllheli (8.22%), Porthmadog (5.18%), Barmouth (3.69%) and Criccieth (1.67%).

Season Ticket holders were **73.79%** of footfall.

The average number of passengers per train was **10.54**

Harlech Figures from the Office of Rail and Road show a station footfall of **114,986** in 2023/2024, Down 4% from the previous year. This is 86% of the pre covid 2019/2020 figure, but only 73% of the highest recorded figure of **157,513** in 2007/2008.

Harlech is the 4th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/from Penrhyndeudraeth (37.52%), Barmouth (27.13%), Porthmadog (10.17%), Minffordd (7.68%) and Pwllheli (2.63%).

Season Ticket holders were **69.62%** of footfall.

The average number of passengers per train was **20.86**.

Talybont Figures from the Office of Rail and Road show a station footfall of **28,858** in 2023/2024, up 11% from the previous year. This is 112% of the pre covid 2019/2020 figure and 99.6% of the highest recorded figure of **28,984** in 2015/2016.

Talybont is the 16th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/from Barmouth (55.26%), Harlech (8.10%), Tywyn (8.00%), Pwllheli (4.40%) and Porthmadog (4.32%).

Season Ticket holders were **9.77%** of footfall.

The average number of passengers per train was **5.25**.

Barmouth Figures from the Office of Rail and Road show a station footfall of **177,776** in 2023/2024, up 4% from the previous year. This is 91% of the pre covid 2019/2020 figure but only 90% of the highest recorded figure of **197,922** in 2018/2019.

Barmouth is the 2nd busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/ from Harlech (18.39%), Tywyn (15.85%), Talybont (9.36%), Fairbourne (8.39%) and Porthmadog (6.79%).

Season Ticket holders were **15.39%** of footfall.

The average number of passengers per train was **28.97**.

Fairbourne Figures from the Office of Rail and Road show a station footfall of **31,862** in 2023/2024, up 8% from the previous year. This is 84% of the pre covid 2019/2020 figure but only 68% of the highest recorded figure of **47,194** in 2011/2012.

Fairbourne is the 14th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/from Barmouth (47.76%), Tywyn (13.17%), Pwllheli (5.32), Porthmadog (3.98%), and Harlech(2.91%).

Season Ticket holders were **9.55%** of footfall.

The average number of passengers per train was **5.19**.

Llwyngwriil Figures from the Office of Rail and Road show a station footfall of **30,790** in 2023/2024, up 4% from the previous year. This is 98% of the pre covid 2019/2020 figure but only 46% of the highest recorded figure of **66,402** in 2007/2008.

Llwyngwriil is the 15th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/from Tywyn (49.25%), Barmouth (16.22%), Aberdovey (3.13%), Fairbourne (3.01%) and Pwllheli (2.66%).

Season Ticket holders were **40.09%** of footfall.

The average number of passengers per train was **5.02**.

Tywyn Figures from the Office of Rail and Road show a station footfall of **97,184** in 2023/2024, up 8% from the previous year. This is 96% of the pre covid 2019/2020 figure but only 75% of the highest recorded figure of **132,230** in 2007/2008.

Tywyn is the 7th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/ from Barmouth (27.28%), Llwyngwril (15.60%), Aberdovey (8.36%), Machynlleth (7.90% and Fairbourne (5.60%).

Season Ticket holders were **22.23%** of footfall.

The average number of passengers per train was **15.84**.

Aberdovey Figures from the Office of Rail and Road show a station footfall of **37,538** in 2023/2024, up 10% from the previous year. This is 103% of the pre covid 2019/2020 figure but only 93% of the highest recorded figure of **40,390** in 2018/2019.

Aberdovey is the 13th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/ from Tywyn (21.65%), Barmouth (18.27%), Machynlleth (11.59%), Shrewsbury (6.28%) and Harlech (3.77%).

Season Ticket holders were **8.87%** of footfall.

The average number of passengers per train was **6.12**.

Mainline (Upper Severn Valley)

Figures from the Office of Rail and Road show a combined station footfall of **345,330** in 2023/2024, up 12% from the previous year. This is 92% of the pre covid 2019/2020 figure, but only 79% of the highest recorded figure of **435,218** in 2017/2018.

From the Upper Severn Valley stations around 30% of passengers were doing a Long-Distance journey. Just 29% of all journeys from the Upper Severn Valley stations were to/from Wales. 57% were to/from the West Midlands, 6% to/from London with 5% to/from the North West of England with the remaining 3% spread over the other 6 Government Office Regions of England and Scotland.

Season ticket sales make up **6%** of the total here, being overwhelmingly post 16 education commuters that have opted to travel over the border to facilities in Shrewsbury rather than ones in Powys.

Individual Stations

Caersws Figures from the Office of Rail and Road show a station footfall of **49,136** in 2023/2024, up 16% from the previous year. This is 83% of the pre covid 2019/2020 figure but only 71% of the highest recorded figure of **69,668** in 2017/2018.

Caersws is the 12th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/from Shrewsbury (31.26%), Birmingham Stations (10.99%), London Stations (8.76%), Aberystwyth (9.15%) and Birmingham International (6.46%).

Season Ticket holders were **7.65%** of footfall.

The average number of passengers per train was **5.69**.

Newtown Figures from the Office of Rail and Road show a station footfall of **140,288** in 2023/2024, up 13% from the previous year. This is 93% of the pre covid 2019/2020 figure but only 76% of the highest recorded figure of **185,064** in 2017/2018.

Newtown is the 4th busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/from Shrewsbury (45.15%), Welshpool (13.76%), Aberystwyth (9.70%), Birmingham Stations (7.23%) and London Stations (3.86%).

Season Ticket holders were **9.36%** of footfall.

The average number of passengers per train was **16.25**.

Welshpool Figures from the Office of Rail and Road show a station footfall of **155,906** in 2023/2024, up 11% from the previous year. This is 94% of the pre covid 2019/2020 figure but only 86% of the highest recorded figure of **181,768** in 2018/2019.

Welshpool is the 3rd busiest station on the Cambrian network west of Shrewsbury.

The top five passenger flows in 2023/2024 were to/from Shrewsbury (41.65%), Newtown (10.98%), Birmingham Stations (7.44%), Aberystwyth (7.04%) and London Stations (4.98%).

Season Ticket holders were **5.20%** of footfall.

The average number of passengers per train was **18.06**.

And for completeness, though this has non Cambrian usage included:

Shrewsbury

Figures from the Office of Rail and Road show a station footfall of **2,013,398** in 2023/2024, up 9% from the previous year. This is 91% of the pre covid 2019/2020 figure of **2,221,170** which was also the highest recorded usage. In addition, **257,345** interchange passengers used the station.

Shrewsbury is the 268th busiest station in the UK.

The top five passenger flows in 2023/2024 were to/from Birmingham Stations (11.33%), Wellington (Shropshire) (10.72%), Telford Central (7.29%), London Stations (5.65%) and Wolverhampton (4.50%).

9.5% of the passenger flow was to/from Cambrian destinations.

Season Ticket holders were **10.4%** of footfall.

The average number of passengers per train was **34.76**.

Conclusion

There's a lot to digest here and analysis of trends over time is perhaps a future article. As a parting shot, you'll note that peak usage for the Cambrian as a whole and most of the stations on the mainline was in 2017/2018 – the last full year of Arriva Trains Wales a full two years prior to the pandemic..... The "Transport for Wales effect" is another article as well.....

ADFER AFON WEN – ADFER RHWYDWAITH?

Yn ôl sawl un, o'r rheilffyrdd oedd yn cysylltu â'r Cambrian cyn cyfnod Beeching, Afon Wen i Fangor oedd y golled fwyaf. Roedd y lein yn darparu am wasanaethau trwyddo o ogledd Cymru a gogledd orllewin Lloegr i Bwlheli a chysylltiadau i orsafoedd eraill ar lein arfordir y Cambrian. Gadawyd tref sirol Caernarfon heb yr un rheilffordd lled safonol.

Byth ers cau'r lein, mae cynigion i'w ailagor wedi codi pen yn eithaf aml. Y tro hwn, mae astudiaeth i bosiblwydd ailagor, o safbwynt peiriannegol, wedi'i gyhoeddi.

Roedd Trafnidiaeth Cymru wedi gofyn am gynlluniau ar gyfer lein gydag uchafswm cyflymder o 75mya rhwng Bangor ac Afon Wen.

I grynhoi'r hyn sydd yn y ddogfen, mae'r ymgynghorwyr wedi cynnig datrysiad tram-trên ar gyfer y lein, gyda'r lein newydd i gyd yn cael ei adeiladu i safonau tram. Y prif gyfiawnhad am hyn yw'r gallu i fynd o amgylch rhwystrau ar wely'r hen lein gyda throeon tynn a'r gallu i osgoi adeiladu pontydd dros neu o dan y lein trwy ddefnyddio brêcio llinell golwg (*line of sight*). Prif anfantaes hyn yw cyflymder y gwasanaethau arfaethedig: y cyflymder mwyaf fyddai 45mya, gyda rhannau sylweddol yn llai na hynny. Amcangyfrifir y byddai'r daith 28m yn cymryd tuag awr, gan leihau'r achos dros ailagor.

Mae'r cynlluniau yn cynnig sawl mantais i gymunedau ar hyd y lein arfaethedig, gyda gorsafoedd niferus a gwifrau trydan i ddarparu pŵer i'r tram-trenau. Gyda gwasanaethau'n cael eu cynnig i Borthmadog a Pwllheli, cymeraf y byddai rhaid trydaneiddio rhwng y ddwy dref, gan gryfhau'r achos am drenau *bi-mode* ar y Cambrian yr arbennig pe gaiff Amwythig – Wolverhampton ei drydaneiddio o fewn y degawd nesaf.

Ond yn ogystal â'r cyflymder isel, ni fyddai'r lein newydd yn rhan o rwydwaith. Ni fyddai modd rhedeg trenau trwyddo a byddai rhaid i deithwyr newid trenau i deithio o ardal Bangor i orsafoedd i'r de o Borthmadog. Yn sicr o ran gobeithion am reilffordd ar hyd gorllewin Cymru, ni fyddai lein i safon tramiau yn galluogi gwasanaethau rhwng gogledd a de.

Beth bynnag a ddigwyddith o ganlyniad i'r astudiaeth, bydd rhaid i SARPA gadw llygad barcud ar ddatblygiadau a sut byddant yn effeithio ar y Cambrian.

Jeff Smith

REOPENING AFON WEN – REOPENING A NETWORK?

According to many, of the railways that connected the Cambrian before the Beeching era, Afon Wen to Bangor was the biggest loss. The line provided services through it from north Wales and north west England to Pwllheli and connections to other stations on the Cambrian coast line. The county town of Caernarfon was left without any standard gauge railway.

Ever since the line was closed, proposals to reopen it have come up quite often. This time, a study into the possibility of reopening, from an engineering viewpoint, has been published. Transport for Wales had requested plans for a line with a maximum speed of 75mph between Bangor and Afon Wen.

To summarize what is in the document, the consultants have proposed a tram-train solution for the line, with the new line all being built to tram standards. The main justification for this is the ability to go around obstacles on the old trackbed with tight turns and the ability to avoid building bridges over or under the line by using line of sight braking. The main disadvantage of this is the speed of the proposed services: the maximum speed would be 45mph, with significant parts less than that. It is estimated that the 28m journey would take around an hour, reducing the case for reopening.

The plans offer several advantages to communities along the proposed line, with numerous stations and electric wires to provide power for the tram-trains. With services being offered to Porthmadog and Pwllheli, I take it that electrification would be

necessary between the two towns, strengthening the case for bi-mode trains on the Cambrian especially if Shrewsbury - Wolverhampton is electrified within the next decade.

But in addition to the low speed, the new line would not be part of a network. It would not be possible to run through trains and passengers would have to change trains to travel from the Bangor area to stations south of Porthmadog. Certainly in terms of hopes for a railway along west Wales, a line to tram standard would not enable services between north and south.

Whatever happens as a result of the study, SARPA will have to keep a close eye on developments and how they will affect the Cambrian.

Jeff Smith

The full report can be accessed at:

<https://www.gov.wales/sites/default/files/publications/2025-02/re-opening-the-bangor-to-afon-wen-rail-line-feasibility-study.pdf>

DRAFT MID WALES REGIONAL TRANSPORT PLAN (RTP) CONSULTATION

The organisation Mid Wales Transportation, formerly know as TraCC is running a consultation on transport in Mid Wales, open for responses until 23:59pm on **Friday 4th April 2025**.

The Mid Wales Transportation area, previously known as TraCC, comprises the central area of Wales from the English border in the east to the Welsh coast in the west and encompasses the local authorities of Powys and Ceredigion. The area also includes part of the Bannau Brycheiniog National Park. From 1st April 2024, Mid Wales Transportation planning is the responsibility of the Mid Wales Corporate Joint Committee.

The RTP is being developed in partnership with Ceredigion and Powys County Councils, guided by the Welsh Government's Wales Transport Strategy 2021. Public consultation is a critical step in the process, offering the public an opportunity to shape the final plan.

Inevitably as the consultation is primarily a local authority initiative the consultation is heavily weighted towards roads. Nevertheless, rail does get quite a significant look in.

You can find out more and download a copy of the plan by visiting the website:- <https://bit.ly/43fA5vm>

There is also a survey you can take part in. <https://bit.ly/MWRTP>

If you need more information you can email the team: growingmidwales@ceredigion.gov.uk

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.iournevcheck.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.talyllyn.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

March	Saturday 15th 11:30	The Montgomery Club, Newtown
April	Saturday 12th 12:30	Railway Inn, High Street, Borth, SY24 5GE.
May	Saturday 17th 11:45	AGM at the Talylyn Railway, Wharf Station, Tywyn.
June	Saturday 14th 11:15	Royal Oak Hotel, Welshpool.
July	Saturday 12th 11:45	Town Council Offices, The Presbytery, Queens Road, Aberystwyth, SY23 2HS.
August	Thursday 21st 19:00	Monty Club, 11 Broad Street, Newtown, SY16 2LU.
September	Saturday 20th 11:15	Wynnstay Hotel, Machynlleth.
October	Saturday 18th 11:30	The Vestry, Capel Y Traeth, Criccieth.
November	Saturday 15th 11:45	Town Council Offices, The Presbytery, Queens Road, Aberystwyth, SY23 2HS.
December	Saturday 6th 11:30	The HIVE, 5 Belmont, Shrewsbury, SY1 1TE.

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

Copy deadline for the next newsletter is 22nd June 2025