

Shrewsbury
Aberystwyth
Rail
Passengers'
Association



Newsletter
No. 67
July 2015



The loop at Dovey Junction in use, on the 18th of May, the first Monday of the new services. The 1009 from Birmingham International is travelling on the loop prior to stopping at the down end of the Aberystwyth line platform; the 1230 from Aberystwyth is awaiting departure.
Photograph: Denis Bates

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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.

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The membership fee is currently (for membership up to 31 December 2015) £8.00 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 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 Secretary: 23 High Street, Welshpool, Powys, SY21 7JP. 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.

Chairman's Message

I have a confession to make. I think it's time I owned up. I hope that what I am about to say will not result in too much disquiet within our membership and that there will not be mass resignations from the group in consequence. Nevertheless, I think it's important to get this out in the open: I have a something of a soft spot for Deutsche Bahn (DB).

To some extent, this is occasioned by having spent time blagging my way around DB infrastructure in broken German during the early 1970s as a parka clad youth; particular attention being given to various Dampf Bahnbetriebswerk, or Steam Motive Power Depots, if you will. Moreover, the railway in Germany is not fenced from end to end as it is in this country, so it was possible to approach much closer to the line and installations without being a trespasser as is the case over here.

Over the past few years we have heard much about proposals to restructure the Wales and Borders franchise as a "Not for Profit" operation when it comes due for renewal in 2018. All very well, but so far it has not been made abundantly clear by what is meant by "Not for Profit". Presumably, the idea is that any money over and above the operating costs would be re-invested in the railway. In Wales, this is somewhat academic as the farebox only accounts for some 30% of the revenue required to operate the trains anyway.

It is quite understandable why such a proposal should be put forward. Those who drafted the 1993 Railways Act probably never dreamed that it could actually be used to make profits for foreign governments, and there is an understandable disquiet about this on the part of the taxpaying public.

Of course, the notion that our own UK operator might be making money operating railways overseas probably never occurred to our wonderful legislators in 1993 either, not that they would have been too happy to allow this as it would have grossly offended deeply held ideological convictions. (Remember, they just flogged off their stake in Eurostar.) One could be forgiven for wondering if the genesis for the 1993 Act as it was eventually configured, lay in too many home counties politicians and civil servants getting stuck once too often at Borough Market Junction, owing to some infrastructure failure or other on a hot day. Whatever, the result was that they consigned British Rail to history, maybe

forgetting the Confucian dictum that if you decide to take revenge, you should remember to dig two graves.

Meanwhile, DB has come along and cleaned up. And how! At re-unification, the organisation merged with the East German Deutsche Reichsbahn. In 1990 it became a single unified entity, though further re-organisation in 1999 led to the present structure, whereby the track and infrastructure is part of a separate entity, DB Netz. Meanwhile DB Schenker is responsible for freight and logistics whilst DB Bahn is responsible for passenger operations, which I am led to believe go from high speed trains to bike hire!

The DB Group offers mobility and logistical services globally, and operates in over 130 countries world-wide, with more than 300,000 employees. As is well known, DB has more than just a foot in the door here in the UK, with a major DB Schenker operation on the UK rail network. It also owns the passenger operators Chiltern and Arriva, the latter complete with all the buses and Arriva Trains Wales and Cross Country too. The major shareholder is of course the German Government and heigh ho! All the profits are carted back to Berlin.

Now you can't really blame DB for this. After all, if the UK government is daft enough to pass a law giving "Free Beer Today", then it's fairly certain that someone will take them up on the offer. Like any organisation based on capitalist principles, they exist to make a profit and their prime function is to increase shareholder value. Nothing else. DB seem to be doing this rather well.

Pity then, that there is no British Rail left to operate railways anywhere at all, bringing profits home to the UK. Meanwhile, Cameron's government moan about Network Rail costs. Remember what I said earlier about digging two graves?

Nevertheless, opportunities may yet exist here for Wales, where as we know, the rail franchise is up for renewal in 2018. Not for Profit may appeal to the public but is it the best way forward? The DB business model has proven credentials and deserves examination. Why should not the Welsh Government develop an organisation which seeks to operate transport both within Wales and throughout the UK, or even beyond? It would demonstrate imaginative thinking which is absent from the transport scene at Westminster, though granted it would make those posh boys in the Cabinet rather splutter into their Bollingers once they found out about it. It may be a tall order to kick start such a scheme but once up and running, profits could be brought home to Wales to help run the railway here.

Bold and brave ideas are needed in order to bring the best solution for Welsh railways. Throughout history, Wales has been responsible for a number of important innovations. This includes the invention of mechanised rail transport itself, the first powered flight (I'm with Bill Frost of Saundersfoot!), mail order retail and the social reforms of Robert Owen. Surely it's not beyond ourselves to come up with a more sensible and profitable structure for the nation's rail industry?

Angus Eickhoff
Llidiart Wood
Welshpool

July 2015

DB.....Back Then. Rebuilt 01 Pacific, 001 103-1 makes a dramatic restart from the Lichtenfels stop with the 11.49 Bamberg – Hof on Monday 18th December 1972. Note the barrow crossing as the only means of crossing the railway! Photo:- Angus Eickhoff.



News in Brief

Charter train

On Saturday 20th June a charter train operated from Aberystwyth to York and Scarborough, picking up at other Cambrian line stations en route. Leaving Aberystwyth the train was headed by ERTMS-fitted 97304 piloting the train engine, West Coast Railways 57313.

Talyllyn Railway 150 Celebrations

To celebrate the the 150th anniversary of the Talyllyn Railway, the two original locomotives have been repainted in a version of the original livery. Substantial research revealed that when first built, the engines were turned out in a Tuscan red livery, similar to that employed by the Furness Railway.

Both were built by Fletcher, Jennings at the Lowca Works in Whitehaven, but to very different designs. No 2 "Dolgoch", delivered in 1866 is shown below, sporting the livery at Abergynolwyn on 11th July.

Also to celebrate the event, the Ffestiniog Railway's Prince and the Welsh Highland Heritage Railway's Russell came to Tywyn Wharf station. They were steamed on parallel tracks, to give short demonstration runs alongside TR locos. See:

<http://www.isengard.co.uk/#News>



Bow Street Station

A study to consider reopening Bow Street Station is to go ahead, funded by the Welsh government. A separate project looking at reopening the Carmarthen to Aberystwyth railway line has already been agreed.

Ceredigion council has welcomed the latest study and investment, with leaders saying the area "relies upon an efficient transport network".

The View from Milepost 62 with the Brigadier

Dusty can be a very cheeky cat: travelling on one of the new extra services the other week she said "Well you old duffer, you must have seen many threats to the line during your many decades. Which has been the most threatening?" My answer was not Beeching, Serpell or rail privatisation, after all these threats have either been implemented, abjectly defeated or deflected away from their intended purposes. "Well my little friend", I said, "it's the threat that hasn't yet materialised or is being developed as we speak". Those interested in the railway through our beautiful part of the world must not become blasé about its future just because we have got 4 extra trains a day for trial period of 3 years! Being a military man from a military family I have planning ahead for future threats and scenarios in my DNA. We've all seen that the free market think tanks and road lobby are still blurting nonsense about pathing over railway lines to make busways. These people are at the moment something of a sideshow and no longer as influential as once they were, and of course they need Government to implement their plans. Certainly in the short/medium term we have a Government up to the end of the decade that has a different agenda for rail to what these people want. Their agenda might not quite be what us passengers want but it's certainly not what the close-the-railways brigade advocate. So whilst I'm not totally dismissing the close-the-railway brigade their threat level is very low at the moment even compared to 10 years ago. The current Westminster Government of course invested a lot of political capital in a series of rather specific rail promises in the run up to the general election. Of course they could break them, but this would be very foolish. The Conservatives seem to have got the rail bug in part because they've convinced themselves that the spectacular growth in rail usage is all down to their wonderful 1993 privatisation (which it isn't), but mainly they realise that rail is more relevant to more people and more voters than it used to be. The average person in the UK now makes 26 rail journeys per annum. Whilst the average includes the super users - the regular commuters - surveys continual show that 60% plus of the population uses rail every year, and that's a lot of voters to upset!

As I drafted this column one of those emerging threats has developed in the scaling back of Network Rail's ability to deliver the electrification promises made by the Conservatives in the last few years. The causes of Network Rail's problems are many and multi-faceted, and at the crime scene there are red and blue hand prints liberally scattered all over the evidence: but enough on cause, let's concentrate on the effects. Dusty is jumping up and down on the Napoleonic cannon we keep in the study and says she knows and she's right! The Cambrian is of course the trial area for the digital railway; ETCS is supposed to be rolled out nationally, but what happens in 10 years time if it is not? Which seems very likely given the trouble Network Rail is in. The Cambrian will be stuck with an expensive nonstandard signalling system and only a handful of increasingly aged pieces of rolling stock able to run on it. The Class 158 DMU's will be 33 years old by then and the Class 97 diesel locomotives approaching 70 years old! This is hardly a recipe for a quality service. Has this threat registered anywhere yet and what's the plan to deal with it? Blank stares all-round it seems. The Chairman wrote to the Welsh Government some time back pointing this scenario out, the Welsh Government didn't even seem to understand the question which if my small cat can

Threat Number Two on my radar involves the very same Welsh Government whose ambition for a not-for-profit Welsh franchise may well be allowed to happen. It seems very likely that Cardiff will be told that it can pursue its own ideas for rail **within Wales** but not beyond. It can be argued with some justification that Cheshire, Shropshire, Herefordshire, Gloucestershire, Merseyside, Greater Manchester and the West Midlands - for ATW currently stretch into all those counties - have not voted for their rail services to be part of a left wing experiment run by a separate devolved nation's government. At the moment most of our trains run beyond Shrewsbury through to Birmingham International. Of the approximately 900,000 current annual users of the line between Aberystwyth and Shrewsbury close on 300,000 of them are on board before Shrewsbury and are from/to the English Midlands with c120,000 of them coming from/to London and the South East. Network Rail rather conservatively expects that number to grow by 21% by 2023 without factoring in any increase due to the recent increased services or the reality of regional rail use growing at 5% per annum. It would be a disaster if we are all forced to change at Shrewsbury which has been suggested as the start point of the new Welsh franchise. For a start the station there has been so neglected and its facilities pared to a minimum that it could not cope well with having another 1,000 plus interchange passengers a day. Would the

Welsh train wait for the last connection from the English train if it was running late? How could you market the coast and travelling by rail to families in the West Midlands on the basis of having to change trains? The timetable and passing places on our line are not designed to be operated by trains with short turnaround times in Shrewsbury, and punctuality would suffer. London would be two changes of train away - madness!

But didn't the Cambrian Railways not even go to Shrewsbury, wasn't it change at Welshpool? Back in Edwardian times there were through coaches on several services on the Cambrian mainline to all sorts of places. You could get through coaches to Liverpool, Manchester, Birmingham, Nottingham and London. The GWR continued running through carriages to Shrewsbury and beyond as well as the Cambrian Coast Express and the summer Saturday extras. This continued through BR ownership; indeed apart from the brief period between March 1967 when the Paddington to Birkenhead mainline was downgraded and the link to Shrewsbury from Wolverhampton High Level opened in March 1968, you have always been able to travel from the Cambrian into the heart of the West Midlands without changing. Is this to be sacrificed so that another experiment in how not to run our railways can be conducted?

Dusty has reminded me that one of the first lessons her mother taught her as a kitten was how the creation of the Wales and Borders franchise was a massive backward step for the Cambrian. We lost our then brand new Class 170 trains, Wolverhampton turnarounds and appalling punctuality started; there was a shortage of rolling stock and our previously keen on operating extra services TOC was removed. I'm sure it was all wonderfully well intentioned and everything was going to be skipping through the roses for those that promoted it, but the reality was different. Likewise how desperate will Cardiff be to implement its well-intentioned plans? Desperate enough to sacrifice long standing cross border services essential in Mid Wales? We must be on our guard. Rail services should be for those communities served by them not the convenience of others far away. Included in this swipe is Railfuture's South Wales branch – your theory however well-intentioned threatens Mid Wales services because of how it will be implemented.

Three Cocks Cottage July 2015

Penrhyn Quarry Railway Gala 19-20/9/15

The Penrhyn Quarry railway is a relatively new demonstration railway, built on a section of the original Penrhyn Quarry Railway, at Felin Fawr, Bethesda. It's the site of the former workshops and foundry. The current PQR shows a glimpse into the history of slate quarrying and the transport system that was used since 1801 (upgraded 1877-1878).

This year is the 50th year since steam ceased in the quarry and the Felin Fawr site was closed. To mark the occasion the PQR has 3 steam locomotives coming to the railway. Two of them will be working on passenger and demonstration trains and the other will be on static display. The PQR's resident Ruston loco (No.26) will also be hauling demonstration trains throughout the weekend which will add to the 1960's atmosphere. The PQR has local businesses coming along to advertise, along with a few model railways and displays. There will be a vintage bus service running to Porth Penrhyn following the old line as much as possible, and then returning to the site via the local village of Bethesda. The Saturday will be 1960's period where possible and then the PQR will bring the event to modern day on the Sunday. The site will open early on both days for those wishing to see the locos being prepared for their duties. There will also be a miniature railway operating on site. This event will also see the launch of the PQR's new quarryman's coaches and our very own restored PQR slate wagon. In the future maybe one or the Penrhyn Ladies will visit the line.

More Information on the PQR Facebook page, and on their website:

<http://penrhynquarries.webs.com/>

The extent of overcrowding on ATW services

For the second year running ATW held their annual conference for Cambrian station adopters* at Portmeirion. All in all it was a useful event, and adopters were able to travel there and have some free time in the complex after the conference, courtesy of ATW. Many adopters used the 0852 Machynlleth to Pwllheli service to get to Minffordd, and the 1537 Pwllheli to Machynlleth train to come back down the coast. The date was Wednesday 24th June 2015. The adopters commented on how busy these services were, and indeed standing passengers were observed between Harlech and Barmouth in both directions despite the day being mid-week, cloudy and a non-school holiday. A welcome return after the problems of the last couple of years with one of the wettest summers on record followed by the line being closed by storm damage and the Pont Briwet saga.

At the Q & A session overcrowding was brought up (by a non SARPA member). ATW's Customer Service Director Lynne Miligan answered in a confident manner that only 3.9% of ATW service suffered with standing passengers, that this was for less than 20 minutes and we should expect it coming into and out of major cities at peak times. ATW were trying to encourage passengers to spread their journeys. All this sat a little hollow with the audience as they returned home on a train experiencing overcrowding which was nowhere near a big city, or even at peak times of the school holiday weeks/weekends on a line that sees huge seasonal variation. We all "get" the big city peak time problem, but how was the figure of 3.9% arrived at? And of course everyone had an overcrowding story from seemingly non peak times.

A regular user has supplied their usage log for the month of June 2015 which answers these questions.

"I regularly see ATW's Conductors making passenger headcounts on all lines, but crucially these seem to be when they have completed other duties and are otherwise quiet and can walk through the train unhindered by blocked isles and vestibules. You never see them do it when they can't get through or are busy issuing tickets and doing other customer service duties. For instance the 0730 Manchester Piccadilly to Carmarthen on the 26th June had standing passengers between Ludlow and Hereford and again from Abergavenny southward, the headcount was done between Hereford and Abergavenny when it was relatively quiet".

Clearly there are flaws in this method if it's the one that arrives at 3.9%.

The log

Tuesday 2nd June. 1530 Aberystwyth to BHM INTI (4 cars) and 2031 Shrewsbury to Aberystwyth (2 cars). SARPA mtg. No problems.

Saturday 6th June. 1530 Aberystwyth to BHM INTI (4 cars) and 2008 BHM INTL to Aberystwyth (2 cars). Leisure trip. No problems.

Wednesday 17th June. 0830 Aberystwyth to Shrewsbury (2 cars), 0930 Manchester Piccadilly to Carmarthen (3 cars), 1206 Cardiff Central to Treherbert (4 cars), 1513 Treherbert to Cardiff Central (2 cars), 1510 Swansea to Chester (2 cars), 1831 Shrewsbury to Aberystwyth (2 cars).

Business trip. On returning to Cardiff I did not board the 1550 to Manchester Piccadilly as this was a grossly overcrowded 2 car train, but waited for the 1621 to Chester reasoning that it may be quieter as it ran nonstop north of Hereford. Alas I was wrong and there was standing to Abergavenny and every seat was taken all the way up to Shrewsbury.

Wednesday 24th June. 0625 BHM New St to Aberystwyth (2 cars), 0852 Machynlleth to Pwllheli (2 cars), 1537 Pwllheli to Machynlleth (2 cars), 1730 Aberystwyth to BHM INTL (2 cars).

Leisure. I happened to travel on the same train as the adopters going to Porthmadog and as noted the 0852 and 1537 coast trains both had standing passengers between Barmouth and Harlech.

Friday 26th June. 0630 Aberystwyth to Shrewsbury (2 cars), 0730 Manchester Piccadilly to Carmarthen (2 cars). 0908 Milford Haven to Manchester Piccadilly (2 cars), 1409 BHM INTL to Aberystwyth (4 cars).

Business Trip. A bad run down and Up the Marches with some standing as noted above in the morning and then the lunchtime return was much worse: there was standing all the way to Shrewsbury and many people crowded the doors trying to get on at Shrewsbury despite the blowing of whistles by staff. The train lost time due to extended station dwell due caused by overcrowding.

Sunday 28th June. 0830 Shrewsbury to Aberystwyth (2 cars), 0930 Aberystwyth to BHM INTL (4 cars).

Leisure trip. No problems.

Total trains used = 20

Overcrowded trains = 5 that's 25% or 1 in 4 of the trains a very different statistic to ATW's official 3.9%.

"I only ventured into the peak around a city once on the 17th, and that was because the preceding off peak train was too full to get on at Cardiff Central! Every 2 car train I travelled on the Marches experienced overcrowding. The Valleys Lines train in the off peak in mid-week were quite as would be expected and I experienced no overcrowding on the Cambrian mainline. However I travelled on a number of the new services very soon after introduction, or used early morning/late at night trains rather than the well known busier ones".

"Overcrowding affects all those on an overcrowded train and not just those that are unfortunate to stand. Families and groups get split up; maybe the trolley and/or the conductor can't get through; you can be anxious about luggage you can't see behind a scrum of bodies etc. You may find getting to the toilet difficult or become worried about getting to the door at your station. If I take a rough guess at how many passengers were on the overcrowded trains I experienced I would easily answer 50% plus of the total on those 20 trains. So the reality is that overcrowding is a problem that effects the majority of passengers: the answer on the senior management team spreadsheet is not a true reflection of passenger's experiences".

A Passenger

* Several SARPA members are also station adopters.



The 1530 from Aberystwyth on the 10th July passing Llandre, viewed from above the church.
Photograph: Denis Bates





A new coastline connection into Aberystwyth










With the start of the new enhanced service, an 1830 departure from Aberystwyth has featured, with no down train shown to provide it. In fact it has been provided by running the 1755 arrival in Machynlleth from the coast line as empty stock to Aberystwyth. It has recently very sensibly been upgraded to a timetabled train.






A search on the National Rail website:

<http://ojp.nationalrail.co.uk/service/planjourney/search>

Has produced the following print-out personal timetable:

 National Rail Enquiries Your personal journey from Tywyn to Aberystwyth Valid from Monday 13 July 2015 to Monday 20 July 2015						
Monday to Friday always runs						
Outward via Dovey Junction						
		AW	AW	AW	AW	AW
Tywyn	dep.	17:27		19:31		22:00
Dovey Junction	arr.	17:46		19:52		22:20 
Dovey Junction	dep.		18:54		19:57	23:13
Aberystwyth	arr.		19:17		20:21	23:37

Duration			1:50		0:50	1:37
Changes			1		1	1
Seating Class						
Catering						
Monday to Friday always runs						
Outward via Machynlleth						
		AW	AW	AW	AW	AW
Tywyn	dep.	17:27		19:31		22:00
Machynlleth	arr.	17:55		20:01		22:29 
Machynlleth	dep.		18:00		20:48	23:07
Aberystwyth	arr.		18:26		21:19	23:37

Duration			0:59		1:48	1:37
Changes			1		1	1
Seating Class						
Catering						

It is curious that the option of changing at Dovey Junction does not list the 1800 from Machynlleth as a connection. Surely it doesn't run non-stop through the Junction!

Of Time and the Railway - venues and dates

The video filmed by Robert Davies of a Cambrian journey, is being shown at these venues:

Mid Wales Arts Centre
28 March – 30 October 2015
Caersws, Powys SY17 5SB
Tel. 01686 688369/07970671819
Free admission

mac birmingham
4 July – 20 September 2015
Cannon Hill Park, West Mids B12 9QH
Tel. 0121 446 3232
Free admission

MOMA Wales
20 – 31 July 2015
Heol Pen'rallt, Machynlleth SY20 8AJ
Tel. 01654 703355
Free admission

Powysland Museum
31 July – 5 September 2015
The Canal Wharf, Welshpool SY21 7AQ
Tel. 01938 554656
Free admission / £1

Pen'rallt Gallery Bookshop
1 – 31 August 2015
Heol Pen'rallt, Machynlleth SY20 8AJ
Tel. 01654 700559
Free admission

Borth Station Museum
1 – 31 August 2015
Cambrian Terrace, Borth SY24 5LN
Tel. 01970 871850
Free admission

Oriel Davies
19 – 30 September 2015
The Park, Newtown
SY16 2NZ
Tel. 01686 625041
Free admission

Wolverhampton Art Gallery
26 September –
5 December 2015
Lichfield St, Wolverhampton WV1 1DU
Tel. 01902 552055
Free admission

SARPA Meetings in 2015

August	Saturday 8th	11.00	The White Lion, Machynlleth
September	Tuesday 1st	19.20	Royal Oak Hotel, Welshpool
October	Saturday 10th	11.00	AGM. Machynlleth, White Lion
November	Tuesday 3rd	18.45	The Sportsman, Severn Street, Newtown
December	Saturday 12th	11.45	Cambrian Hotel, Aberystwyth

AGM

Ben Davies and Michael Vaughan, of Arriva Trains Wales, will be coming to our AGM in Mach in October. We hope that as many members as possible will attend.

Websites

Our website <http://sarpa.info>

Webmaster Angus Eickhoff. Website host is <http://www.redboxinternet.com/>

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

London Midland
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

Passenger Focus
<http://www.passengerfocus.org.uk/>

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

Talylllyn Railway
www.talylllyn.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.fairbournerrailway.com/index.htm

Borth Station Museum
www.borthstationmuseum.co.uk

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

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, 2nd Floor, 200, Aldersgate Street,, London. EC14 4HD

London Midland

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

Association of Community Rail Partnerships

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

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

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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