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*Shrewsbury Aberystwyth Rail Passengers' Association*

# Newsletter No. 88

SEPTEMBER 2022

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## THE FACE OF THINGS TO COME

Testing of the new Class 197 DMUs has commenced on the line. Here, in a new for old, is 197003, in the former Victorian engine shed at Machynlleth, with a Class 158 alongside. It looks quite surprised to be there! Photograph: David Herbert.

## NEGES GAN Y CADEIRYDD

Mae wedi bod yn haf sych a heulog ac roedd yn braf gweld llawer o ddefnydd o Reilffyrdd y Cambrian yn dros yr haf. Yn anffodus, dydy'r gwasanaeth ddim wedi bod yn ddibynadwy iawn, gyda llawer o wasanaethau'n cael eu canslo, rhedeg yn hwyr neu'n rhedeg gyda llai o gerbydau na'r disgwyl. Yn ôl yr ystadegau sydd ar wefan Trafnidiaeth Cymru, roedd 71.1% o drenau ar draws Cymru a'r Gororau wedi rhedeg ar amser eleni, gan gymharu â 76.8% y llynedd (oedd yn ddigon gwael!). Yn ogystal, roedd 4.19% o wasanaethau wedi cael eu canslo wrth gymharu â 2.51% y llynedd. Yn amlwg, mae'r sefyllfa yn dangos yr angen am grwpiau defnyddwyr rheilffyrdd fel ni ar draws Cymru a'r gororau i herio Trafnidiaeth Cymru am hyn.

Rydym yn falch o weld mwy o waith ar Draphont y Bermo yn ystod yr hydref. Rydym ar ddeall bydd gwaith ar hyd lein yr arfordir felly fydd dim trenau i'r gogledd o Fachynlleth. Fodd bynnag, mae'n braf gweld buddsoddiad i warchod dyfodol y lein.

Y diwrnod cyn ysgrifennu hyn, roeddwn wedi bod ar drên o Aberystwyth i Telford. Daeth i'r amlwg bod eost wedi bod yn gwahardd troliau lluniaeth rhag mynd lawr y trê'n a bod rhaid i'r staff aros wrth un o'r drysau, gyda'r cwsmeriaid yn dod atynt. Bydd rhaid ymchwilio i hyn – y perygl yw bydd llai o bobl yn mynd at y troli sydd yn gallu peryglu dyfodol lluniaeth ar y lein. Mae SARPA eisoes wedi codi cwestiynau am pam fydd hi'n bosibl i deithwyr dalu am luniaeth gydag arian parod os nag ydynt am ddefnyddio cerdyn ac mae'r sefyllfa dal i fod yn anodd i'r rhai sydd heb gerdyn.

Yn olaf, ond yn gyffrous iawn, rydym wedi cadarnhau yn ein Cyfarfod Cyffredinol Blynnyddol ein bod yn ehangu sgôp daearyddol SARPA i gynnwys lein yr arfordir. Yn ymarferol, rydym wastad wedi ymwneud â lein yr arfordir am ei fod yn gysylltiedig â'r brif lein, ond pan sefydlwyd SARPA roedd grŵp defnyddwyr rheilffyrdd gweithgar iawn ar lein yr arfordir yn barod. Am hynny, roeddem ni, ar bapur, wedi cyfyngu ein hunain i gynrychioli teithwyr ar y brif lein y Cambrian rhwng Aberystwyth ac Amwythig. Wrth gwrs, mae rhai o'r rhain yn teithio tua Birmingham, Pwllheli neu ymhellach. Ers hynny, gwaetha'r modd, mae'r grŵp ar lein yr arfordir wedi dod i ben ac felly rydym am sicrhau bod teithwyr ar hyd yr arfordir yn cael llais. Efallai bydd yn ymddangos yn rhyfedd ein bod yn cadw'r enw SARPA ond rydym yn gyndyn o gefnu ar frand cryf ac rydym yn teimlo bydd modd i ni gynrychioli teithwyr a chymunedau ar hyd lein yr arfordir yn llwyddiannus. Croeso cynnes i bawb!

Jeff Smith, Cadeirydd SARPA

## CHAIRMAN'S MESSAGE

It has been a sunny and dry summer and it was great to see high usage of the Cambrian Lines over the summer. Unfortunately, the services have not been very reliable, with many services cancelled, late or short formed. According to statistics published on Transport for Wales' website, 71.1% of trains across Wales and the Borders had run on time this year, compared to 76.8% last year (which was bad enough!). Additionally, 4.19% of services had been cancelled this year compared to 2.51% last year. Clearly, the situation shows the need for rail user groups like us all over Wales and the borders to challenge Transport for Wales regarding this.

We are pleased to see more work on Barmouth Bridge during the autumn. As we understand it there will be work all along the coast line so there will be no trains north of Machynlleth. However, it's great to see investment to safeguard the future of the line.

The day before writing this message, I had been on a train from Aberystwyth to Telford. It appeared that an email had been sent forbidding the wheeling of refreshment trollies through the train and that staff had to wait by one of the doors, with customers going to them. This will require investigation – the danger is that fewer people will go to the trolley which could endanger the future of refreshment trollies on the line. SARPA has already raised questions about when it will be possible for passengers to pay for refreshments with cash if they do not wish to pay by card, but the situation continues to be difficult for those who do not wish to pay by card.

Finally, and with excitement, we have confirmed in our Annual General Meeting that we are expanding SARPA's geographical scope to include the coast line. In practical terms, we have always dealt with coast line issues since it is intrinsically linked with the main line, but when SARPA was founded there was a very active rail user group on the coast line already. As a result, we had, on paper, restricted ourselves to representing passengers on the Cambrian main line between Aberystwyth and Shrewsbury. Of course, some of these travel towards Birmingham, Pwllheli or further afield. Since then, unfortunately the coast line group has disbanded and we are therefore keen to ensure that passengers on the coast line have a voice. It may seem surprising that we are retaining the SARPA name but we are loathe to abandon a strong brand and we feel that we will be able to represent passengers and communities along the coast line successfully. A warm welcome to all!

Jeff Smith, SARPA Chair

## NEWS IN BRIEF

### Timetables

The pre-Covid timetables were restored from Sunday 15th May. However, that Sunday's services were run without passengers, to test upgrades to the system.

### Aberystwyth

"Aberystwyth Krono Colas" has appeared on rail industry planners as it has been confirmed that the trial timber freight runs from Aberystwyth to the Kronospan works in Chirk are to be made permanent. The mothballed, in reality abandoned but not removed former shell siding last used in 1993 has had vegetation clearance work take place with saplings and overhanging foliage removed, though work did not appear complete in early August. The oil pipes and storage vessels were removed some time ago. The trial trains used the run round loop on three occasions to load; it is understood the ex-shell siding will be used for the permanent flow which will be weekly, though no start date had been given by mid-August. The Down trains ran overnight on Thursday nights arriving in Aberystwyth just after 0500 on Friday mornings, ahead of the first passenger train from Machynlleth. Return runs back to Chirk left at 1555. Two Class 97 locomotives were used on the first two runs; the third saw a non etcs Class 37 loco placed inside an etcs fitted Class 97.

The return of freight on the Cambrian has caused quite a stir with seemingly hundreds of pictures appearing on social media and much positive feedback from people in Mid Wales. However, this has implications for the full hourly service and line capacity with the extra passing places paid for by the Welsh Government in 2011 not being planned with freight in mind, nor Network Rail's Traction Decarbonisation plan with hydrogen passenger trains being allocated to the Cambrian, again on the assumption of no freight.

### **Cambrian testing of ETCS Class 197**

The first class 197 unit fitted with ETCS signalling equipment, 197003 a two-car unit, has been brought down to Machynlleth twice and conducted overnight proving runs, on the first occasion on the mainline and the second time on the coastline. The main issue coming out is the height of the train versus the height of the platform at many locations with the step up said to be worse than on the Class 158's.

### **Barmouth**

Many video recordings of what appear to be tourists not seeming to know how to act when the barriers come down at the station level crossing have appeared this summer. People have stayed stood on the railway side after barriers have been lowered or been hit by them, or tried to run across with young children and pushchairs in an unsafe manner.

### **Borth**

The volunteers have reopened the Borth station museum this summer.

### **Newtown**

The condition of the station building and other historic buildings in the town is a cause of concern for Newtown residents. No new tenants have been found for the space vacated by the Hairdressers and Newtown Station Travel.

The UP platform's low height under the station canopy is one of the biggest areas of concern from the Class 197 testing.

The Ticket Vending Machines installed by TFW does not sell the cheaper tickets to London Marylebone.

### **Welshpool**

The rock armour work being done to protect the line from future flooding had almost been completed in mid-August.

### **Shrewsbury**

West Midland Railway have regularly run their new CAF Civity Class 196's on testing for some time, with no changes planned until after Commonwealth Games, to avoid any potential disruption. It is expected they will take over WMR Birmingham New St to Shrewsbury services from September. The Class 170's currently used will be transferred to East Midlands Railway. The current plan is that the reopened Camp Line in Birmingham will be operated using the Shrewsbury services instead of them turning

around at New St, so from 2023 when that line reopens Kings Norton will be the destination.

Midlands Connect are consulting on line speed improvements between Birmingham and Shrewsbury.

### **Wolverhampton**

The retail/food outlet spaces in the refurbished station have finally started to be filled up.

### **TfW rolling stock woes to slowly ease**

TfW have confirmed that the Class 197's will be introduced from this September on the Conwy Valley line, then rolled out to the Chester to Liverpool route, Wrexham to Bidston and then North Wales to Manchester Airport routes by December. TfW are tight lipped about the future of the Class 230 Vivarail units that were already supposed to have been introduced on the Wrexham to Bidston line. Supposedly a cheap easy conversion of ex-London Underground trains the project has proved anything but, and whose late delivery is a contributory factor in TfW's sub ATW levels of performance.

The use of displaced east coast mainline MK4 coaches on long distance services now sees three trains a day in each direction between Holyhead and Cardiff running down the Marches with a buffet car and first-class facilities. They are expected to be introduced on some Manchester to Cardiff trains from December.

There are still no details on when Class 197's will be introduced on the Cambrian or when we will have a transitional period of services terminating at Shrewsbury as the new stock is rolled out.

### **National Rail Use**

If you follow SARPA's facebook page, you will have seen that we have been posting figures released by the Department for Transport showing respective usage levels for various modes of transport against pre pandemic levels. For mainline rail having started at a low of just under 50% of pre pandemic use in the same period, in mid-January 2022 during the Omicron variant wave there has been continual growth week in week out. By the end of the 2021/2022 financial year, it was in the low to mid 70's, by May it was over 80% and then individual days and consecutive days started going over the 90% mark. Prior to the June rail strikes it was averaging in the mid to late 80's and showing no sign of abating. Individual days after the strike have again been recorded at 90% plus. At this rate of growth rail use could be back to pre-pandemic levels by the end of August. Not bad for something we were told had changed for ever because "everybody works from home" or that the "strikes would drive customers away"? There has been a shift in the type of journeys undertaken more toward leisure travel where at weekends in many parts of the country usage has been above pre pandemic levels for some time and away from 5-day week season ticket commuting. Across England, under micromanagement from the DfT, the train operating companies now on management contracts have cut back services and timetable frequency on many routes, so even with the operator's arms tied behind their back rails traffic was returning. Imagine where it would end up if the railway was allowed to react to increasing demand and market its product effectively?

**Transport for Wales blames DfT imposed cuts for Marches overcrowding**

The TfW board were told that revenue on TfW's Interurban services has already got back to pre pandemic levels by spring of 2022, with the Marches being particularly very busy at weekends, with notable amounts of extra travellers changing at Newport for Bristol and beyond cited. Prior to the pandemic, Cross Country trains ran two trains an hour between Bristol and Birmingham, one of which went on to the North East and one to Manchester. The Manchester one was cut during the pandemic and has not been restored.

On a similar theme SARPA members have raised concerns about capacity between Shrewsbury and Birmingham. The reason given for there being no increase in capacity on TfW services in the West Midlands in the new franchise was that West Midlands Railways had increased their services on the corridor from one tph (off peak) to two tph (off peak). However, the service has been pared back to hourly in the middle of the day, pushing customers onto TfW services.

**Pwllheli Station**

Pwllheli Station, built in 1909, when the Cambrian Railways extended the line from its original terminus, is a Grade II listed building. Network Rail and TfW have applied for permission to carry out works on the building. These include the replacement of a window with a ticket office, changes to existing railings, reconfiguration of staff facilities, the addition of an external covered store, external cycle hoops and replacement of external metal railings. [North Wales Chronicle 21st July]

**December Timetable changes travelling to Euston**

Avanti have released details of their timetable shake up that's been in the offing for some time. Whether the DfT let them have enough staff to run it remains to be seen..... There will be two fast trains an hour from Euston to the West Midlands first stop Coventry departing xx10 and xx40 every hour. The xx40 service runs to Edinburgh/Glasgow via Birmingham and remains the most likely option for Mid Wales travellers with an arrival at Birmingham International at xx45 giving plenty of time till the Cambrian trains departures at xx09. Avanti will also run a semi fast stopping Watford Junction, Milton Keynes, Rugby, Coventry and Birmingham International departing xx16.

In the other direction the fast trains depart New St at xx17 and xx47, the semi fast at xx21. So the xx47 which starts from New St appears the prime option with Cambrian arrivals into New St at xx30, the XX47 should already be in its platform when the Cambrian service arrives.

The token one train a day service to/from Shrewsbury continues as an early morning/evening extension of the semi fast trains

## OVERCROWDING ON THE CAMBRIAN



This is what happens when you try to run rail services with insufficient backup resource. The photograph shows SARPA committee members on the late packed down service returning from the meeting at Welshpool. Two cars rather than four in a day (week) with many cancellations due to lack of resource.

The *Cambrian News* of 13th July reported overcrowding under the headline "Please complain. They would not allow cattle to travel like this". This was followed by a letter from Roger Whitehouse in the *Cambrian News* of the 3rd August. This stated that "The reported overcrowding was not an isolated occasion. All too often, trains to the Cambrian Line leave Shrewsbury with only two carriages, failing to provide enough seats and an advertised through service to the Cambrian Coast Line.

Perhaps Transport for Wales would explain how the new Class 197 trains give the Cambrian Line "a bright future" and "an increase in capacity" (**Transport for Wales shows off new trains**, *Cambrian News*, 13th July). Their plan is for fewer units than now fitted for the Cambrian's signalling, each with fewer seats - and toilets.



### **FREIGHT RETURNS TO THE CAMBRIAN**

Freight traffic has returned to the Cambrian. On the 18th May here is the 1555 Aberystwyth to Chirk timber train ascending the bank after passing Llanbadarn, in a suitably wooded area. There is even some evidence of tree felling, on railway land! The driver had just sounded the horn, presumably to the photographers. Photograph: Denis Bates.



Class 197003 stabled at Macnynlleth on 13th August. Photograph: Denis Bates.



## LIGHT AT THE END OF THE TRANSPORT FOR WALES TUNNEL?

During the Conservative leadership election one of the contenders described the Welsh Government First Minister Mark Drakeford as a “low energy Jeremy Corbyn”. In a similar vein I overheard a fellow passenger describe TfW as “having less dynamism than the average sloth”. Back in early 2016 I was allowed access to the consultation responses that the Welsh Government got on the replacement Arriva Trains Wales franchise in summer 2015. I looked at a fair percentage of the approximately hundred responses they got from groups like SARPA, Local Authorities, MP's, AM's, Business, and Individuals: the overwhelming common theme was addressing capacity aboard existing services – overcrowding just echoing what many had been saying for years before that. Now some 7 plus years on, the December 2022 timetable change offers at long last the promise of the start of some meaningful increases in capacity.

Leaping into action some 50 months after taking over from Arriva Trains Wales the Marches route from Manchester to Cardiff will see from 12th December 2022 TfW services run by ex-East Coast Mainline MK4 coaches hauled by Class 67 locomotives. As well as introducing longer trains than the diet of 2 and 3 car DMU's on the line, this will free up several DMU's along with the introduction of a number of the new Class 197 DMU's on shorter journeys in and around North Wales, thereby alleviating the problems that have bedevilled TfW services of late. However, there is a caveat – despite the intention being to run with First Class and Buffet facilities the trains will be introduced as standard only with a trolley. This is because there's a reasonable chance not all the sets required will be available in December and the services can then run with DMU's until they become available in 2023. The coaches have had to be adapted to have selective door opening, amongst other issues such as crew training. Anyway, they will run every two hours down the Marches as far as Cardiff, with a couple of token extensions to Swansea. The sets on the Cardiff to Holyhead runs will run with First Class and Restaurant facilities.

### Loco Hauled TfW Services from Shrewsbury from 12/12/22 to 19/05/23

Southbound		Northbound	
From	To	From	To
0537 Crewe	Cardiff	0647	Cardiff Manchester
0746 Manchester	Cardiff	0844	Cardiff Holyhead
0808 Holyhead	Cardiff	0850	Swansea Manchester
0944 Manchester	Cardiff	1053	Cardiff Manchester
1113 Holyhead	Cardiff	1253	Cardiff Manchester
1144 Manchester	Cardiff	1329	Cardiff Holyhead
1346 Manchester	Cardiff	1447	Cardiff Manchester
1418 Holyhead	Cardiff	1652	Cardiff Manchester
1544 Manchester	Cardiff	1909	Cardiff Holyhead
1744 Manchester	Swansea	2058	Cardiff Manchester
1925 Holyhead	Cardiff		
1949 Manchester	Cardiff		

The franchise commitment to an increase in services on the Heart of Wales is also scheduled to take place starting in December 2022

### Heart of Wales services at Shrewsbury from 12/12/22 to 19/05/23

<b>Southbound</b>	<b>Northbound</b>
<b>Departure To</b>	<b>Arrival From</b>
0420 Llandrindod Wells	0738 Llandrindod Wells
0522 Swansea	0946 Swansea
0856 Swansea	1313 Swansea
1121 Swansea	1545 Swansea
1517 Swansea	1832 Swansea
1807 Swansea	2221 Swansea
2129 Llandrindod Wells	

On the Cambrian we will continue to see the timetable introduced in May 2015 operate until May 2024, the new date when TfW have committed to introducing the hourly service to Aberystwyth. Absent from their latest list of revised plans is the proposed Sundays only hourly service from Tywyn to Pwllheli, nor is there any news on dates when the roll out of the Class 197 units may cause a short period of all-change at Shrewsbury.

In August a giant tortoise was found wandering on the tracks in East Anglia. The railway rumour mill says the Tortoise was looking to collect his winnings as he had travelled further and faster than the Senior Management Team and Board at Transport for Wales with whom he had made a bet.....the team at TfW apparently were going to hold the first meeting of the new committee they had formed to decide how to travel faster than the Tortoise in September!

Gareth Marston  
Newtown August 2022



Changing at Dovey Junction to or from the Coast Line is becoming more practical. Here, on the 3rd August, activity at about 1855 is seen from the down Aberystwyth train. Passengers are alighting from the up train from Aberystwyth to wait for the down Coast Line train at 1909. Photograph: Denis Bates.

## TRANSPORT FOR WALES OFFER FOR VISITING CADW SITES

Transport for Wales have teamed up with Cadw to offer their customers 2-for-1 on the price of entry to their historic sites when you travel there by train.

With a valid same-day rail ticket, you and a travelling companion can get two entry tickets for the price of one when you visit some of the best-known landmarks in Wales.

Cadw look after over 120 historic locations across Wales, many of which are easily accessible by rail. TfW are working in partnership with them to save you money when you travel by train to visit these world-famous heritage sites.

We happen to have more castles per square-mile than any other country in Europe plus our fair share of ancient forts, abbeys, chapels and medieval houses. There's plenty to discover.

Why not make the most of this fantastic 2-for-1 offer? Discover the enthralling history, legendary tales, spell-binding myths and unforgettable stories of some truly spectacular attractions. All you need to do is present a valid TfW train ticket.

They've rounded up some of the best sites to visit on the TfW network. On the Cambrian lines are Harlech (below, seen from the station) and Criccieth Castles. Note that Aberystwyth Castle is free to enter, so doesn't feature in the offer.

Other sites included in the offer are Beaumaris, Chepstow, Conwy, Caernarfon, Caerphilly, Kidwelly and Raglan Castles.

\*Terms and Conditions apply.



Class 197 197003 visits Aberystwyth during its testing. Photograph: David Herbert..



97302 and 37418 on a loaded timber train on July 15th. Photograph: Jim Douglass.



July 20th. On a day of disruption there is an unusual departure for Aberystwyth from Platform 6 at Wolverhampton with 158820 leading. Note the incorrect designation of the portions of the train. At this point it is the rear two carriages which are for Aberystwyth. From Dispatcher on the Stour (@DispatcherStour) on Twitter.

## WELSH TIMBER WORKING BETWEEN ABERYSTWYTH AND CHIRK MADE PERMANENT

**Simon Walton, Railfreight's UK correspondent**

Welsh timber is back on Welsh railways, and this time it's here permanently. Following a successful trial in April, Colas Rail has agreed a permanent contract to move raw timber logs from the coastal town of Aberystwyth to the Kronospan processing plant at Chirk, just south of Wrexham in the north-east corner of the Principality.

The freight team at Colas Rail UK have expanded their delivery portfolio with their long-time clients, Kronospan. The Company has announced the addition of a new service from Aberystwyth to Chirk, which they describe as "environmentally friendly". The service has been made possible with support from Network Rail. The company says it is the first regular locomotive-hauled freight service to utilise the scenic Cambrian rail route in over 25 years.

### ***Trials have led to a permanent contract***

Back in April, [discrete trials took place](#), with residents in Aberystwyth waking up to something unexperienced since the late 1990s. A series of trials – hauled by Network Rail locomotives old enough to have been around back then – took 800 tonnes of round logs – the industry term for freshly felled timber – on the 100-mile (160km) trip to Chirk. The success of those trials have led to a permanent contract being agreed between Colas and the timber processing company.

Bringing the timber traffic to rail is a direct modal shift, and helps to guarantee reliability in the face of a continuing road truck driver shortage in the UK. "The service removes sixteen heavy goods vehicles from the road, saving a quarter of a tonne in carbon", says a Colas statement. "After a successful trial in late April, with Network Rail's Class 97 fleet operated by our Freight team along with support from our Class 37s, the service was rolled out to haul timber from Aberystwyth through to the Kronospan manufacturing plant in Chirk, North Wales on a weekly basis."

### ***Great opportunity to expand freight business***

Colas considers itself to be the specialists in timber transportation in the UK. It is a good position for the company, with a large latent market available. Many British plantations are reaching maturity and harvesting will be a regular part of the rural economy for decades to come. There are calls from all over Britain to relieve rural roads of the sight of convoys of timber trucks, and replace them with rail freight transportation. Other successful trials have been made, all the way to the [far north of Scotland](#).

"This is a great opportunity to expand our freight business", said Simon Ball, [Colas Rail UK](#) freight director, speaking at the time of the initial trials from Aberystwyth. "We lead the field in the transportation of timber by rail. We provide a sustainable alternative by operating on rail, reducing the number of HGVs on the road, especially during the shortage of drivers. Working with the client and Network Rail, I'm convinced that we can move forward and build on the success of the trial."



Pwllheli station with an Arriva Trains Wales train on 1st September 2014.

## **WANT TO JOIN SARPA?**

The membership fee is currently (for membership up to 31 December 2022) £10.00 per annum for individuals and for organisations. Please make any cheques payable to SARPA. Donations are of course welcome.

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

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

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

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

[Bill\\_sarpa@outlook.com](mailto:Bill_sarpa@outlook.com)

## USEFUL ADDRESSES

**Transport for Wales:** Customer Relations, Transport for Wales Rail Services, St. Mary's House , 47 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](http://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](mailto: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/](http://www.traintimes.org.uk/)

Transport for Wales

[www.tfwrail.wales/](http://www.tfwrail.wales/)

National Rail Enquiries

[www.nationalrail.co.uk/](http://www.nationalrail.co.uk/)

London Northwestern Railway

[www.journeycheck.com/londonnorthwesternrailway/](http://www.journeycheck.com/londonnorthwesternrailway/)

West Midlands Railway

[www.westmidlandsrailway.co.uk](http://www.westmidlandsrailway.co.uk)

Avanti West Coast

[www.avantiwestcoast.co.uk](http://www.avantiwestcoast.co.uk)

Chiltern Railways

[www.chilternrailways.co.uk/](http://www.chilternrailways.co.uk/)

Network Rail

[www.networkrail.co.uk/](http://www.networkrail.co.uk/)

Railfuture/Railway Development Society

[www.railfuture.org.uk/](http://www.railfuture.org.uk/)

Railwatch: the quarterly magazine of Railfuture

[www.railwatch.org.uk](http://www.railwatch.org.uk)

The Association of Community Rail Partnerships (Acorp)

[communityrail.org.uk](http://communityrail.org.uk)

North Wales Coast Railway

[www.nwrail.org.uk/](http://www.nwrail.org.uk/)

Ffestiniog and Welsh Highland Railways

[www.festrail.co.uk/](http://www.festrail.co.uk/)

Vale of Rheidol Railway

[www.rheidolrailway.co.uk](http://www.rheidolrailway.co.uk)

Talyllyn Railway

[www.talyllyn.co.uk/](http://www.talyllyn.co.uk/)

Welshpool and Llanfair Railway

[www.wlfr.org.uk/](http://www.wlfr.org.uk/)

Welsh Highland Heritage Railway

[www.whr.co.uk/](http://www.whr.co.uk/)

Fairbourne Railway

[www.fairbournrailway.com/](http://www.fairbournrailway.com/)

Borth Station Museum

[www.borthstationmuseum.co.uk](http://www.borthstationmuseum.co.uk)

## MEETINGS OF THE ASSOCIATION

October	Saturday 8th	12.15 The Railway Hotel, Borth
November	Saturday 12th	11:30 Railway Station, Shrewsbury
December	Saturday 10th	11:45 Aberystwyth Council Offices, 11 Baker St, Aberystwyth.

We plan to make the meetings available online, for those who cannot attend in person.

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

Copy deadline for the next newsletter is 22nd December 2022