

Shrewsbury
Aberystwyth
Rail
Passengers'
Association



Newsletter No. 43

June 2008



Class 40 diesel No.40145 at Llanbadarn Crossing on a Compass Tours special on Saturday 5th May 2008.

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Chairman's Message

Or messages! Much has moved on since I first drafted this, so bear with me whilst I tilt at several windmills in this issue.

Message 1 - Anyone for a recession? In certain quarters the prospect is actually appealing. The blockers will have what they will see as one hell of good excuse ready to justify not investing in the railways, instead of making increasingly desperate and nonsensical arguments. On the other side of the coin there are those that believe a recession will destroy the franchise system and see a return to a proper order as the make-believe financing arrangements of the so called privatised railways will crumble. In military parlance the concern is collateral damage. The innocent will be harmed – the prospect of a recession or slow down in economic growth will almost inevitably lead to another attack on rural railways. Why? Well after all we've had 15 years of economic growth, and several attempts to blame rural lines for spiralling costs in the rail industry that are actually caused by structural inefficiency. The closed ears and eyes are still there. The recent engineering blockade reminded us of all the old bustitution arguments, and whilst I'm not having pop at Fraser Eagle and the individual coach drivers who were quite well organised and efficient, several key factors were yet again stressed. First of all the coaches were far slower than the train: 2 hours and forty five minutes from Aberystwyth to Shrewsbury compared to the train – 1 hour and fifty four minutes. Loadings were c. 10% of what the trains normally carried on the weekdays I observed; it might be cheaper to run but all the revenue and patronage disappears. With our line's footfall at 700,000 per annum where would the other 630,000 journeys go? The coaches were not of a particularly high standard and one passenger was observed getting off a coach at Machynlleth being sick and she had only come from Aberystwyth! It doesn't matter how good the bus is they still have to travel on rural roads! The Ebbw Vale line provides more fact to the debate: they're flocking in their thousands to take the train to Cardiff, but the bus link to Newport from Rogerstone station is withdrawn through lack of demand. As always we must be aware of false prophets bearing tired old and failed solutions.

Message 2 - County Councillors to the rescue? - Still not all is doom and gloom. I've just finished reading The Wales Transport Strategy – the policy framework on which the regional transport consortia must fit their regional transport plans to. Lots of right noises about the justification for transport into the wider economy using several themes we've been using here at SARPA for a decade plus – glad to see that Government is catching up! Though modal choice seems to be still stuck on a fence somewhat. However the system is devolved in Mid Wales, TraCC must come up with the right answers as what they decide is a priority will be set in stone. Of course the hourly service to Aberystwyth should be the number one priority for TraCC, as it benefits all three Local Authority areas and is a strategic transport measure along a European TENS route. One hopes that the fresh political colouring of Powys and Gwynedd will outweigh the negativity to transport from Ceredigion in the TraCC RTP. After all the hourly service is the only game in the Mid Wales town on a strategic level. After all with cheap petrol and diesel gone forever, just what's the point in road schemes as traffic levels will now start to decline? Unfortunately all the other transport consortia seem to have had a ten year head start and more resources, and many fear Mid Wales *per se* is being marginalised. Time to stand up and be counted

Message 3 - The wrong line to take - At our recent meeting with the Deputy First Minister, the Head of WAG's Rail unit Tim James ventured the opinion that "rising fuel costs" may be a reason not to invest in an hourly service on our line. **WRONG!** In fact rising fuel costs will actually accelerate demand for rail in Mid Wales. Sorry Timothy, far from being the one line put down you intended, you flagged up the big issue. Indeed at the announcement of the £50 million infrastructure scheme for the Valleys rising fuel costs were cited as a reason for the investment! Rising fuel costs will encourage modal shift far better than anything else seen so far, and with foreign holidays being curtailed the holiday areas of Britain like Cardigan Bay will see a resurgence. Yes ATW will pay more for their fuel, and rail fares will go up accordingly no doubt, but the differential between driving and public transport will have shifted. As fuel hysteria continues – nations with lower fuel duties are all screaming as well – you need to be using the alternatives productively. Using fuel rises as a reason not to improve public transport really demonstrates a lack of grip and thought.

We have to plan for the future not take yesterday's line. With Network Rail's Consultation document out for their Wales Route Utilisation Strategy or RUS, there's still time to get the right answer. NR's prediction of just 25% growth in passenger numbers for the next 10 years looks lame – we're getting that on our line every 3 years at the moment. If our punctuality problems abate and rising fuel costs bite, just imagine the potential. We can see it and SARPA's line to take is to press for investment for the future recession or not.

Gareth Marston
Newtown, June 2008

News in Brief

Shrewsbury

Has been listed as one of the few stations to get an upgrade in the latest list from central government. Of course no sign of it happening has taken place yet.

According to Network Rail's Wales Route Utilisation Study, Aberystwyth bound departures will in future all use Platform 3 once it's been upgraded. If (when) an hourly service is started it envisaged that additional 2 car Aberystwyth trains will join/detach from a Holyhead – Birmingham International service (an expansion of the current New St to Chester two hourly services) at Shrewsbury. There's also talk of acquiring a small number of extra Class 158's for the franchise – but where from is not identified.

Welshpool

Enlightened thinking has returned to the Town, with the Town Council actively looking at bringing the Light Railway back through the town centre. It's now universally acknowledged to have been a mistake banishing it to the town edge. Unfortunately the mainline station is still stuck in its less than favourable spot.

Newtown

Premises near the station in the Old Kerry Road were the centre of national media interest in May following arrests into fund raising activities on behalf of the alleged Terrorist/ Freedom Fighting (dependent on you're views) Tamil Tigers.

The Station Grill is closed. We seem to recall that the original business plan for Cafe Loco assumed an hourly service and trade being around in the daytime. Whatever happened to that?

Caersws

Somewhat peeved at a recent story claiming that Rhayader had the most pubs per head of population in the UK, villagers recall a Guinness book of records entry for the village from the 1950's claiming them the champions. A lot of villagers worked at Moat Lane Junction in those days of course, and tales of legendary drinking sessions at the old Junction refreshments rooms have been retold. A tale of a young Llanidloes fireman,s 18th birthday resulting in him sleeping "on the cushions" back to Llani whilst the driver drove and fired have been told. Apparently the passengers didn't mind as they were all inebriated too. The train was over an hour late due to more drink being consumed!

Talerddig

The station house greenhouse was a casualty of high winds in April. The free range chickens in the hen coop have been observed wandering the tracks on occasions.

Machynlleth

The long siding at the Talerddig end is covered in 18 inch tall grass and rammed wooden blocks instead of clips and missing bolts can still be seen on joins between rails – reported by SARPA 2 years ago. This will be used to stable the West Coast stock for the steam specials.

Dyfi Junction

Work continued on the platform rising long after the 9 day possession in April

Aberystwyth

Has been listed as one of the few stations to get an upgrade in the latest list from central government. Of course no sign of it happening has taken place yet.

A possible visitor to the line

A railtour has been advertised by Pathfinder Tours for July 12th from•Preston to Pwllheli, using Deltic 55022 'Royal Scots Grey'.• Deltics are apparently fairly light being RA 5. The last pick-up point is Telford Central, at 0915. Website is

<http://www.pathfindertours.co.uk/Excursions.htm#Program>

The view from Milepost 62 with Brigadier John Faviell

The last couple of editions of our newsletter have included snippets from the rail press from the dark days of early 1960's: clearly nanny knew best and we little people had to get on with the perceived wisdom and go out and buy a car and stop protesting! Thankfully, by the end of the 1960's meek acceptance of authority decisions was a thing of the past and the crime perpetrated by the politicians in cahoots with the road lobby would no longer be unopposed. The Chairman reminds me that a few did - his father was threatened with arrest for daring to shout "rubbish" at one of the mock public hearings of the day! Ironically I was trying to stop insurgents blowing up railways in the Far East at the time. However British Government Ministers and Civil Servants were far better at railway destruction than the half starved motley collections of desperadoes that came out the jungle and surrendered to me!

Some say there was a rationale to Beeching and his decisions. I've dug out my OS map of Wales, the 2001 census figures, 2005-2006 station footfalls and the timetables. Just how well connected to the rail network is Wales? Do all our major centres of population have access?

First of all it's relatively good news nominally - and more of that condition later - the 25 largest conurbations above 20,000 in population all have a railway station bearing their name anyway! Drill down to the next level of separate towns (not part of larger conurbations) between 5,000 & 20,000 people and a different picture emerges. Finding 20 of them without a railway station was easy.

Fig 1. Welsh stand-alone settlements over 5,000 in population with no rail station.

North	Mid	South-east		South-west
Carnarfon	Brecon	Abertillery	Gelli Gaer	Gorseinon
Denbigh		Bedwas	Monmouth	Loughor
Mold		Blackwood	Porthcawl	Pontardawe
Ruthin		Blaenavon	Sengenedd	Ystradgynlais
		Brynmawr	Tredegar	
		Caerleon		

Porthcawl with 16,000 and Gelli Gaer with 17,000 are the largest. Llantwit Major, Newbridge and Ebbw Vale in this category recently rejoined the network and despite many a Mid-Walian moan about Cardiff bias most are in SE Wales.

Some of these towns have rails running through them (Caerleon, Loughor), some have intact trackbeds, and are a tantalising few miles from operational lines (Abertillery, Carnarfon), others are marooned miles from the nearest tracks (Brecon, Ruthin).

So how about our top 25 conurbations - are they all contributing to rail usage and their rail stations playing their part? Fig. 2 paints a mixed message that needs examining.

So what does this tell us? Well add up the footfall and our 25 top conurbations contribute some 25 million journeys to the rail network each year. The vast bulk of Welsh rail journeys. These conurbations have c1.6 million people or 55% of the population. So an average Welsh population concentration has 64,000 people and a footfall of 1,000,000 a year! That's 15.75 journeys per person per year.

- 1 Combined population of several settlements in valley NW of Porth to Treherbert.
- 2 Conwy, Llandudno Junction, Deganwy & Llandudno.
- 3 Connahs Quay, Shotton, Hawarden Bridge, Hawarden, Ewloe, Sealand, Queensferry & Broughton.
- 4 Including term time student population.
- 5 Opened Jan 08

Pontypool's paltry footfall catches the eye doesn't it? Using the 15.75 journeys per year criteria which conurbations are really under performing and why? Say less than 10 rail journeys per person per year?

City & County of Swansea, Neath, Cwmbran, Port Talbot/Aberavon, Llanelli, Wrexham, Merthyr Tydfil, Pontypool, Deeside, Colwyn Bay, Maesteg. If these places were contributing 15.75 journeys per annum (lets assume our other conurbations are hitting their potential given current circumstances) the additional footfall would be approximately 6.5 million a year or 25% of the total for our larger conurbations. So why are these conurbations not pulling their weight?

First of all let's get the Cardiff factor examined. As the capital, largest City and driver of the Welsh economy you would expect it to be out ahead. Additionally it has its suburban network intact and a number of large towns all within its travel to work area. The inner circle of Penarth, Barry, Bridgend, Pontypridd, Caerphilly and Newport all do very well with large footfalls and very high frequency of services. A mixed picture is presented by the outer circle though. The Rhondda Valley and Aberdare do well, but Maesteg and Merthyr are undercooked, though frequency of service appears to give a good clue. It's to the North East that things really aren't shaping up - Cwmbran and

Pontypool should with their populations and proximity to Cardiff really be spitting out passengers. In fact they produce less than Aberystwyth! Look at a pre-Beeching map and the answer's there; Pontypool Road was the junction station on the Newport to Hereford main line for Pontypool, Crumlin and other Valley destinations. The centre of Pontypool's some 3 miles from there and facilities and parking are poor at the station. Likewise Cwmbran's a new town whose population is not necessarily clustered conveniently around the station; in fact a second line ran up from Newport to Pontypool, a couple of miles further west than the main line: it would serve today's population a lot better.

Over to the west and you have to ask why Swansea with a catchment of some 300,000 produces the footfall of Shrewsbury some 3 times smaller? Well the High St station is poorly located for access to the City's population, the remaining small stations on the main line all have 2 hour frequency trains and the rest of what would be a Swansea Valleys network is gone. The southern end of the Heart of Wales line (covering the North West, West and south of the City plus the University) is no more, with the rest of it only having 4 trains a day via a lengthy detour. Gone too the entire Swansea Valley – combined a catchment zone of c175,000 people. The larger towns either side like Llanelli, Neath and Port Talbot are all caught up in this malaise.

Then North Wales: the largest town in the Deeside conurbation is Connahs Quay with 17,000 people. It lies two miles west of Shotton, its nearest station. The largest employment site in North Wales with 7,000 workers also lies on the main line with no station at Broughton.

So there we go. Beeching knew nothing about geography, employment access and population. A rational scheme – I think not! Is this being addressed? Most of the easy resurrections actually already have been done i.e. Vale of Glamorgan and Ebbw Vale. We're onto the harder stuff now but there are a few quick wins still to be won (Fig. 3).

Fig 3. Five quick wins to help reconnect the nation with a Network Rail pre-fab station.

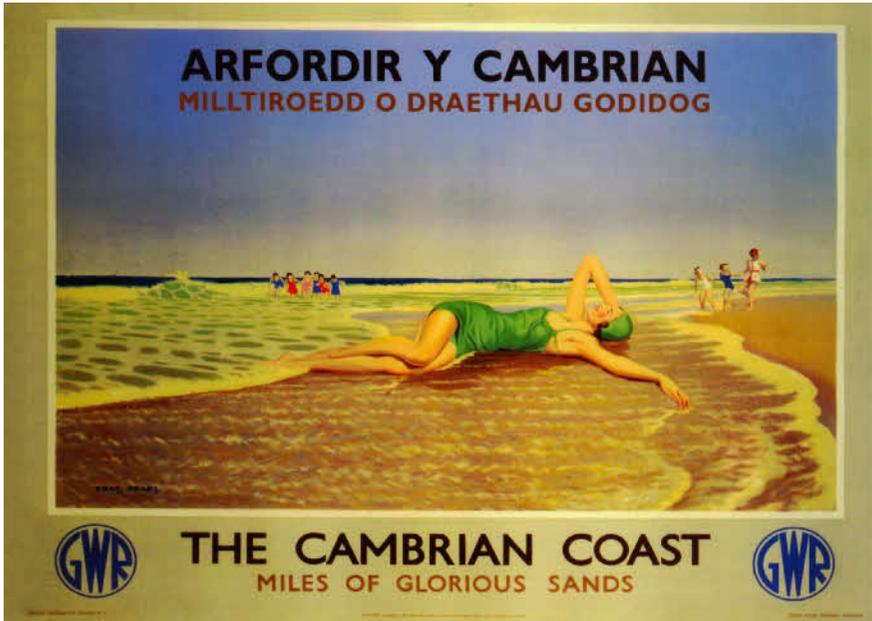
Station	Broughton	Connahs Quay	Caerleon	St Athan	Swansea Parkway
Location	North Wales Main Line	North Wales Main line	North of Newport	Vale of Glamorgan	Swansea District line
Primary reason	Employment access	Town of 17,000	Town of 9,000, University Campus	Employment access	Catchment for upper Swansea Valley & Northern City

Buy Wrexham & Shropshire tickets on the web

Wrexham & Shropshire tickets can be bought from their website www.wrexhamandshropshire.co.uk

The full range of value for money tickets is available including advance purchase fares from £22. Flexible saver and open tickets can also be bought online. Any ticket can be delivered to a mobile phone using our innovative **tckts2txt** service, or it can be printed out at home or work. Tickets can also be posted.

The company's brochure lists connections from Aberystwyth, and even includes a prominent picture of the town, taken from Constitution Hill. However, not that connections are variable, some having over an hour's wait at Shrewsbury.



More postcards from the Cambrian Railways Partnership are available free from stations.

The temptation to put the poster above on Page 3 has been resisted!

A plug for the line!

From the Daily Telegraph website: Tony Robinson's 10 greatest railway journeys in Britain

9. Shrewsbury – Aberystwyth

This 80-mile railway was built at the turn of the 20th century to serve the Welsh mining industry and to provide access to the budding holiday resort of Aberystwyth.

For the first part of its journey it runs parallel with the River Severn and the Shropshire Union Canal, until at the old Roman town of Caersws it begins to climb steadily, winding its way through the spectacular Talerddig Cutting, the deepest railway cutting in the world [sic].

It then descends into Machynlleth, in my opinion a compulsory stop-off point, not only to pay homage to the ancient capital of Wales, but also to look around the Centre for Alternative Technology, a ground-breaking organisation that has led the way in offering solutions to the problems of climate change and the like.

Finally the train pulls in at Aberystwyth, possibly my favourite Welsh seaside town, full of students, curious old shops and bewilderingly polite bikers.

If you're a railway nut, there are two further treats: Aberystwyth's cliff railway, and the old Vale of Rheidol Steam Railway, which potters along to Devil's Bridge and the dizzying high Mynach Falls.



158823 at the head of the 1327 Aberystwyth to Birmingham New St on Wednesday the 27th February. A big criticism of the WAG funded strengthening of services on the Cambrian is that none of the 4 car formations have reached Aberystwyth with trains splitting and joining at Machynlleth. On this occasion 4 cars have reached Aberystwyth but only as a stock move. The rear Class 158 was detached at Machynlleth and went on shed. 823 would normally have formed the coast portion of the preceding 1033 ex New St, instead a unit off shed was in the coast loop.

On Tuesday March 18th 66114 waits for the 1527 ex Aberystwyth to arrive at Machynlleth so it can perform another driver training run in preparation for the engineering works restoring passing loops on the Cambrian main line. The whole line from Aberystwyth to Shrewsbury was closed from the 19th to the 28th April for engineering work.

Photographs: Jayne Wotton.



Walking Guides along the line

The Cambrian Railways Partnership have just published a series of bilingual guides, for walks adjacent to both the Cambrian main line, and the coast line. The guides are intended to lead the walker from one station to another, along scenic paths.

Cambrian Trailway No.1 Borth - Aberystwyth

Distance: 6 miles Type: Moderate Time: 2 – 4 hours

The Cambrian Trailways are a series of leaflets promoting self guided linear walks between railway stations on the Cambrian network. These have been developed to promote car-free accessible walks in the Mid Wales area that really make the most of the wonderful, varied scenery and wildlife this unique part of the world has to offer.









Each guide includes a map of the route, a brief description of the walk and terrain to be covered, wildlife to be seen, and refreshments available en route.

Trialway No.1 Borth - Aberystwyth	6 miles
Trialway No.2 Llwyngwrl - Barmouth	6.5 miles
Trialway No.3 Caersws - Newtown	9 miles
Trialway No.4 Criccieth - Porthmadog	8 miles



These Trailways have won the Welsh Transport Awards Walking and Cycling category for 2008. The Chartered Institute of Logistics and Transport Awards are an annual event that recognise and celebrate examples of best practice in Welsh transport.

The new economic order and rail or how WAG can get better value for money from its payments to ATW

Gareth Marston

A business trip to Manchester in April brought home how busy the railways now are: boarding an Edinburgh to Manchester Airport Trans-Pennine Express service at Salford Crescent, I found myself along with the other 50 or so Salford passengers standing the 8 minutes to Piccadilly. It was just after 1500 on a Thursday - Off peak mid week and overcrowded. Later on I caught the 1734 ATW service off Piccadilly – I had a reserved seat, despite it being the maximum 3-car Class 175 Arriva could muster a lot of others weren't so lucky. Stockport, Wilmslow, Crewe: a familiar tale of commuters as you would expect at that time of day, but further south this service stops at Nantwich, Whitchurch and Wem, unlike most other Marches services and Manchester commuters were found alighting as far south as Wem, an hour and a quarter from Piccadilly.

What relevance to the Cambrian? The last three decades has seen a significant shift in the nation's economic order: gone are factories, mines and other industry located in every small town up and down the country. Major economic activity has concentrated into a relatively small handful of locations including city centres, mainly in the financial and service sectors, and the workforce must travel in quite a distance compared to yesteryear. This accounts for where the real boom in national rail usage is actually happening - into regional cities and their commuting market. The talk is of City Regions and the impact they have. How can Mid Wales tap into this commute for well paid jobs and share the prosperity? Geography and distance are mainly against us. The break point for commuting is generally accepted to be around the hour and a quarter mark. Liverpool and Manchester are just a little bit too far away to the North; Cardiff and Bristol even further so southward. However Birmingham's sphere of influence just about stretches to the Welshpool area. New executive housing developments in the Welshpool area have been marketed on their proximity to the West Midlands. How's rail tapping into this demand and justifying the public money provided to ATW?

The 0640 departure in the morning takes 99 minutes to get to New St, as it slowly trundles across Shropshire stopping at all stations. The 1633 and 1833 departures back from New St take 83 minutes. Clearly the two hour gap in the evening and the overlong morning trip are sub-optimum to help any would-be commuters. So rail doesn't help Mid Wales much in tapping the economy's hotspots does it? Given a quicker and better timed service Welshpool's car park could be full before 0700 each morning. Still Welshpool is but one end of our line - what of the rest of it?

On a smaller scale than city regions this restructuring of the economy has affected Mid Wales as well. Regional centres have seen the agglomeration of economic activity. Nothing economically happens within a forty mile radius of Aberystwyth apart from some small scale farming and tourism. According to WAG Aberystwyth is a hotspot for town centre employment within Wales with between 2000 & 5000 jobs – soon to be even more when the new WAG office opens. Shrewsbury has as many jobs in its town centre as the population of Welshpool. Access to employment opportunities is a key theme in many a WAG policy document, but you can guess what's coming can't you?

Arrivals into Shrewsbury at 0705 and 0921 opt rail out of the market; the 1728 return is fine but the A458 is clogged everyday. From Southern Gwynedd you can get to Aberystwyth for 0840 each weekday morning, but only on a Friday evening is there a connection up the Coast off the 1727 departure from Aberystwyth after a 40 minute wait

at Machynlleth. Only at Borth, Dyfi Junction and Machynlleth is there the opportunity to use rail to commute; further East and you can't get there till 0922.

The two hour standard pattern timetable may be operationally convenient for ATW, but is a complete nonsense viewed against WAG policy on accessing regional centres for employment and other reasons (see the Spatial Plan, Transport Strategy etc etc.). Yet a proportion of the £140 million a year WAG gives ATW is spent operating a timetable in Mid Wales that fails to meet policy objectives. Clearly value for money is not being attained to its fullest extent.

Though not immediately apparent unless you know, there are two pockets of deprivation in the Upper Severn Valley which feature in what's known as the Welsh Index of multiple deprivation: Welshpool Castle and Newtown South. The European structural fund money available for what's known as East Wales in 2007 to 2013 pot for regenerative growth has been targeted at these areas. Much play is made of the improvements in rail services in the South Wales Valleys being done for regeneration reasons. Apparently regional centres concentration of employment in service sector jobs matches the skill levels found in deprived areas quite well - not my words but in a WAG report. In essence what Welshpool and Newtown need to join the club is a train about forty five minutes earlier to get to Shrewsbury in time for work. It's not rocket science. Nor is sorting out the Aber/Coast issue.

If we as a nation can only afford to run 8 trains a day over the length of our line, then why not run them at times that make the best use of them in helping the wider economy? For all that ATW pretend they're a commercial organisation they are highly dependent on public funding, and therefore their operations should be aligned in the public interest. Civil Servants are rightly criticised for micro managing the rail industry as all too often they make a right mess of it (see the Greater Western franchise). However here's an instance where they can intervene to make the right decision. The 2005 Transport Act certainly gives them more power than hitherto.

If we do get a recession and budget cuts loom then the argument to protect rail spending is made easier by pointing to how it supports the economy after all the concentration of remaining jobs will still be in the regional centres.

Shrewsbury 160

Shrewsbury Railway Heritage Trust is proud to announce
their next major Exhibition entitled:

SHREWSBURY'S FABULOUS RAILWAY STATION

A 160TH ANNIVERSARY CELEBRATION EXHIBITION

to be held at

SHREWSBURY RAILWAY STATION

from JULY 17th to JULY 30th 2008.
10 a.m. – 4 p.m. daily [except Sundays]

Admission £1 [50p concession]

Aberystwyth based catering

A letter from Tim Bell, Managing Director, ATW, to the Association

Dear Mr Marston,

Thank you for your email of 6 April concerning our At Seat Catering services on the Cambrian line.

As you will probably understand, from time to time and in common with many businesses and organisations, for operational and commercial reasons we review the effectiveness of our business. Within these reviews we try to balance the customer service we deliver with the requirements of the agreements in place whilst undertaking non commercial activities. Contrary to recent press reports, I can confirm there is not, nor has there been, any proposal made to reduce the catering coverage of the early morning trains from Aberystwyth (i.e. before 0900 hours).

One proposal we are considering would actually result in being able to provide an additional catering service on the 0722 Shrewsbury – Aberystwyth service that is not currently covered.

- There will be no effect on tanking arrangements or re-stocking of the trolleys as the depot at Aberystwyth is not closing. Our proposals will also see the introduction of new trolleys on the Cambrian route which will increase our ability to serve hot drinks to our passengers from 52 cups per trolley (as now) to 68 cups, with a better quality product of filter coffee rather than instant. To enhance our offering further we will also increase the hours of the shop we run at the station by a further 2 ½ hours per day to 0700 – 1730.

- As a balance to these improvements the coverage on three trains; 1928 Shrewsbury-Aberystwyth, 1922 Shrewsbury-Birmingham and 2033 Birmingham-Aberystwyth will cease. The takings from these services have been analysed and show very low sales income. We have in effect only been staffing these trains in order to return stewards to their home depots.

I trust this answers your queries.

- Regards, Tim Bell, Managing Director

During the April closure, cranes were used to place a pedestrian footbridge over the Leri. Photograph Glyn Jones.



Poster

This bilingual poster has just been issued, to promote the use of the Cambrian lines to reach seven of the Great Little Trains of Wales:

Welshpool and Llanfair
Corris
Vale of Rheidol
Talylynn
Fairbourne
Ffestiniog
Welsh Highland (Porthmadog)

It is hoped that next year these will be joined, at Porthmadog, by the Welsh Highland (Carnarfon), whose track has almost reached Porthmadog.

Tocyn TAITH Rover, Anywhere.....Anytime Leaflet

Tocyn TAITH Rover is an integrated zonal bus and train ticket for North Wales. There are

7 zones in total across North Wales: A - Isle of Anglesey; G - Gwynedd + Machynlleth & Aberystwyth; C - Conwy; D - Denbighshire; F - Flintshire; W - Wrexham + Gobowen; L - Chester (Station/city Centre/Business Park).

Travel in up to any 2 adjacent zones will cost £6; 3 zones £11; 4 zones £15; all zones £21.

This leaflet promotes some of the opportunities to travel by train and bus services that are valid with a £6 ticket in zones G & C:

Cambrian Lines: Pwllheli - Machynlleth & Machynlleth - Aberystwyth; Llandudno - Blaenau Ffestiniog; North Wales Coast Main Line Bangor to Llandudno Junction; B u s Services: Service X32 Aberystwyth - Bangor; Service X94 Barmouth - Bala; service 1 Porthmadog - Blaenau Ffestiniog; Llandudno Jundion - Conwy.

Websites

Our website <http://sarpa.info> **Webmaster Angus Eichoff**

Website host is object4.net

Other sites of interest:

Arriva Trains Wales

www.arrivatrainswales.co.uk/

National Rail Enquiries

www.nationalrail.co.uk/

Train and Bus Information Midlands

www.centro.org.uk/wwwroot/HomePage.asp

LondonMidland

www.londonmidland.com/index.html

Virgin Trains

www.virgintrains.co.uk/default.aspx

Chiltern Railways

www.chilternrailways.co.uk/

Network Rail

www.networkrail.co.uk/

Railfuture/Railway Development Society

www.railfuture.org.uk/

Cambrian Rail Partnership

www.thecambrianline.co.uk/

The Association of Community Rail Partnerships (Acorp)

www.acorp.uk.com

Website of the new Wrexham to London company

www.wrexhamandshropshire.co.uk/index.html

North Wales Coast Railway

<http://www.nwrail.org.uk/>

SARPA Meeting dates and venues 2008

July	5 th	Saturday	1200	Tywyn	Talylyn Railway
August	2 nd	Saturday	Summer trip please join 0633 ex Birmingham New St & 0905 ex Machynlleth for mystery trip on Cambrian Coast.		
September	2 nd	Tuesday	1915	Welshpool	Pinewood Tavern
October	4 th	Saturday	1115	Machynlleth	Tabernacle
				Annual General Meeting	
November	4 th	Tuesday	1900	Newtown	Bell Hotel
December	6 th	Saturday	1145	Aberystwyth	RAFA Club

Useful addresses

Arriva Trains Wales:

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

Network Rail:

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

Newtown Station Travel

The Railway Station, Old Kerry Road, Newtown, Powys SY16 1BP. Tel. 01686 621966
E-mail info@newtownstation.co.uk

The Association of Train Operating Companies:

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

Wrexham and Shropshire: Great Central House, Marylebone Station, Melcombe Place, London NW1 1JJ. Tel. 0845 260 5233

London Midland

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

Association of Community Rail Partnerships

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

Virgin Trains

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

Traveline Cymru for all public transport information

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Alison Teague, Rail Franchise Manager

Rail and New Roads Division, Transport Wales, Welsh Assembly Government, Cathays Park, Cardiff, CF10 3NQ. Direct Line (029) 2082 6561

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0845 60 40 500 (Welsh Language Service)

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