



PEMBROKESHIRE RAIL TRAVELLERS ASSOCIATION.

Get out of Traffic and Into Training!

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NEWSLETTER 76.

March-2008.

THIS ISSUE CALLS ON REQUEST AT:

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EDITORIAL.

The editor apologises that this Newsletter is a month late. Notice below is given of our AGM – please do come along and tell the committee your views on the association. Next year we shall be celebrating our 20th year – was it all that long time ago since we started out protecting rail in South West Wales – many of the companies and personalities we have dealt with are history but good old PRTA keeps going – long may it be so! Good Travelling!

ANNUAL GENERAL MEETING

PEMBROKESHIRE RAIL TRAVELLERS
ASSOCIATION AGM 2008

*Taberna Inn,
Herbrandston.*

*Wednesday 26th March
2008*

19-45 for 20-00 Start.

AGENDA.

- 1. Welcome by the Chairman*
- 2. Minutes of the last AGM 2007*
- 3. Matters arising*
- 4. Chairman's Address*
- 5. Secretary's Report*
- 6. Treasurer's Report*
- 7. Membership Secretary's Report*
- 8. Webmasters Report*
- 9. Timetablemaster's Report*
- 10. Newsletter Editor's Report*
- 11. Election of Chairman*
- 12. Election of Secretary*
- 13. Election of Treasurer/Membership Secretary*
- 14. Election of remaining officers and committee*

15. Members Open Forum/ Any Other Business
 16. Chairman closes the meeting.

DISABLED ACCESS

Station	Platforms	Platform access	Train access	comment
Carmarthen	2	Yes	Yes	Access by barrow xing to one platform
Clarbeston Road	2	Yes	Yes	Access by ramps
Clynderwen	2	Yes	Yes	
Fishguard Harbour	1	Yes	Yes	
Haverfordwest	2	Yes	Yes	Access by barrow xing to one platform
Johnston	1	Yes	Yes	
Kilgetty	1	With difficulty	Yes	Uneven access
Lamphey	1	Yes	No#	
Manorbier	1	Yes	Yes	Heavy gate on platform access
Milford Haven	1	Yes	Yes	
Narberth	1	Yes	No#	
Pembroke	1	Yes	Yes	
Pembroke Dock	1	Yes	Yes	
Penally	1	Yes	Yes	
Saundersfoot	1	Yes	Yes	
Tenby	2	Yes	Yes	Access to one platform by

				barrow xing
Whitland # low platform	2	yes	yes	

CAUTION - MEMBERS BEWARE

News of the chaos resulting from the debacle of Network Rail overrunning its possession times at Liverpool Street and Rugby over the Christmas holidays are a welcome wake up call to any of our members intending to use the railway at weekends – we have been in discussion with ATW over how to inform the travelling public better when blockades are occurring but fear that the present situation fairly represents the new modus operandi operating on the railways. This was clearly illustrated by the editor of Railway Magazine, Nick Piggott in the introduction to his leading article in January's edition: "One of the questions we in the RM are often asked by TV reporters and other members of the National Media is " How has the railway changed under Privatisation?". There are of course many answers, all equally valid, but in recent weeks one has come to the fore as being the most contentious – "lack of respect for the passenger". He then goes on contrasting what might have happened under BR and what happens today in terms of blockades and there is no doubt of the veracity of his statements. As a daily rail traveller continuously between the ages of 8 and 20 I cannot remember a train being cancelled – ever. One cannot help feeling that the present separation of track and operating departments has substantially reduced the discipline that senior rail managers would have enforced on their engineering departments in the days of one railway. If you are travelling particularly at the weekend it is very important to check if any engineering work will be affecting your journey – info is available from manned stations rail ticket agencies, on the net and by telephoning the National Rail Enquiry Service 08457484950.

JOINED UP RAILWAYS –something of a wishlist from our Secretary.

It came as a shock in the early days of Arriva Trains Wales to hear that the reason trains arrived at Milford Haven at the times they did, was that big Virgin Trains, running Manchester Piccadilly station, dictated the time that lowly Arriva could arrive and depart

with its 2 car diesel set. Because Arriva must reach Manchester about ¼ past the hour, and because the journey takes 6 hours, it must leave Milford at ten past.

We also noted that the train from Milford reached Cardiff 5 minutes after the train to Nottingham left. The problem was that Central Trains ran the Nottingham service and it was all too difficult to get the two train companies to arrange things any different. [National Express have been doing better on their Nottingham service lately]

Once upon a time we had through services to Penzance, Birmingham, Gloucester, London, Liverpool, Portsmouth Harbour and Brighton to name but a few. Loss of these was one of the benefits of Wales getting its own self contained franchise, politically exciting for nationalists, but not much good for travellers.

There have been three changes that might improve things lately. Arriva has been selected by the government to run the Cross Country franchise which means it is running the Cardiff to Nottingham service with a revised timetable in December 2008 – the Department of Transport in London is specifying the detail of the timetable. So, at last, we can have proper joined up thinking, with trains that connect sensibly across TOC boundaries. At last we can have trains to anywhere in the UK with only two changes – specifically:

a five minute connection into Nottingham trains at Cardiff[or ten if they're still running off platform zero]

a ten minute connection into Newcastle and Penzance trains at Bristol Parkway- even on a Saturday.

a ten minute connection into Glasgow trains at Crewe, when the new Virgin West Coast timetable starts in December 2008.

Your PRTA committee have already highlighted these requirements to the appropriate bodies

From 2008, the seamless journey will be here – or will it? If by any chance it is not here we shall all know exactly who to write to to complain and how not to cast our votes in the next festival of democracy known as the general election!

Pete Absolon.

EDITORS NOTES.

Note for pufferers: King Class steam engine King Edward 1st will be paying a visit to Pembroke Dock on May 5th [bank holiday] Inward the train will be diesel hauled with the King on the rear but it will be in charge on the return journey. Timings are

<i>Station</i>	<i>Arrive</i>	<i>Depart</i>
<i>Carmarthen</i>	<i>11-35</i>	<i>12-50</i>
<i>Tenby</i>	<i>14-00</i>	<i>16-00</i>
<i>Pembroke Dock</i>	<i>14-30</i>	<i>14-45</i>

The train is called The Pembroke Coast Express and it will run to and from Bristol Temple Meads - a break of 1 hour is planned for Tenby on the return journey – further details are available from the Tour Organiser – Pathfinder01453835414 or www.pathfindertours.co.uk

All the services round Bristol were revised from December 9th – the hourly service from Cardiff to Taunton has been reinstated on weekdays leaving at xx-15. With the reduction of through services from Cardiff to Yeovil, Dorchester and Weymouth passengers may find it easier to change at Bath or Westbury rather than Bristol Temple Meads.

In November Hornby reported profits of £2.7million on sales of £24.6million on the first six months – this matched the entire sales of 2001 and shares which were at 27p then are now at 229p.

Recent Lib Dem Party research revealed what we all knew: rail fares in the UK are the dearest in Europe. At £10 for 27 miles it costs twice as much as it did in 2002.

Remember the 1300 new carriages that Ruth Kelly promised us? Well apparently they won't all be "new" some will be merely cascaded from other operators. Does this surprise you?![!]

Announcement of Spain's new Madrid – Barcelona link - another piece in the 220mph AVE network across the country highlighted how poor this [UK] country's transport arrangements are.

The Guardian compared:

<i>AVE S 103</i>	<i>Class 91 Mallard</i>
<i>Madrid - Barcelona</i>	<i>London - Edinburgh</i>
<i>410 miles</i>	<i>395 miles</i>

<i>2 hours 35 minutes</i>	<i>4 hours 20 minutes</i>
<i>Top speed 217 mph</i>	<i>124 mph</i>
<i>Capacity 404</i>	<i>540</i>
<i>Entertainment and comfort: Audio system with 4 audio channels and 2 video channels. Reclining chairs which can be turned to face the direction of travel</i>	<i>Free Wi Fi</i>
<i>Food: Each train has a bar with hot and cold food. In first and club class you get a welcome drink, plus breakfast, lunch and dinner served in your seat</i>	<i>Sandwiches and hot drinks from the café bar or trolley - some services have an on board restaurant</i>

Sample fares on Madrid – Seville AVE a 290 mile journey were from £21-60 to £53-95. If an AVE train arrives more than 5 minutes late passengers get a full refund. Has Mrs Kelly been there?

Using the Heart of Wales Line? Heart of Wales Line Local Railcard £5 gives 33% off – anyone can have one but if you don't live in the designated area you MUST be a member of HOWLTA - £5 Miss P Thomas, Frankville, Broad Street, Llandoverly, Carmarthen.

With 1st class peak day returns from Cardiff – London costing more than £230 a firm in the capital is offering Chauffeur driven Range Rovers for £265 – this covers 4 people and allows 4 hours for business in London.

From the ATW Guide for Customers with Disabilities....“unstaffed stations are checked and cleaned twice a week”

NEW FRANCHISES.

In the Autumn there was a major reorganisation of the rail franchises in the Midlands, involving the abolition of Central Trains and Silverlink. Although this does not directly involve our services in West Wales, it does affect connecting services that members may use. Central trains which used to be known as Barmouth to Yarmouth before the formation of the All Wales Franchise is split into two franchises covering the East and West Midlands.

LONDON MIDLAND: This is the name chosen by franchise holders Govia for the West Midlands franchise. The franchise name was chosen to reflect the days of steam, as were the names of Govia's other franchises called 'Southern' and 'Southeastern'. The franchise covers the Western part of the Central Trains operation, including Birmingham- Liverpool, but not Cardiff – Birmingham – Nottingham or Birmingham – Leicester – Stanstead Airport routes which go to Cross Country. The franchise does include the Birmingham – Northampton – Euston route which was formerly part of Silverlink. The London end of the Silverlink operation is passing to Transport for London and being branded as 'London Overground'.

London Midland have ordered new trains for the local services around the West Midlands but there will not be much immediate change to services at Shrewsbury and Hereford apart from the colour of the trains. In keeping with their name London Midland had considered using LMS maroon for their trains but were advised that this would quickly look dull and shabby, so instead have opted for green, black and grey.

EAST MIDLANDS TRAINS: The East Midlands half of the Central Trains franchise has been merged with Midland Mainline to form the new East Midlands Train franchise, operated by the Stagecoach group. The franchise covers the main line from London St Pancras to Sheffield, Crewe to Skegness, Liverpool to Norwich and other local lines around the East Midlands.

CROSS COUNTRY: Over the last few years cross country express services have been operated by Virgin Cross Country with ex Wales and Borders MD Chris Gibb in charge. With reorganisation Virgin lost the franchise to Arriva – Gibb has moved over to be MD of Virgin West Coast. Not only has the operator changed but there have been some changes to the services. The new franchise loses the service to Scotland by way of Preston and Carlisle, which move to Virgin West Coast and it will no longer run to Gatwick and Brighton. The new franchise takes over Cardiff – Brminham – Nottingham and Birmingham – Leicester – Stanstead Airport services which were formerly part of Central Trains. Again the paint manufacturers will benefit as Arriva applies new branding as Arriva Cross Country.

Reg Banks – News From the Marches Line – edited.

ST. PANCRAS – REVAMPED

The new St Pancras was reopened on Wednesday 14th November 2007 nearly 5 years after the initial piece from North Kent to the Tunnel which started in 2003. When living in Leicestershire I used to take trips to London and would stop my children, on arrival to make sure they looked round and appreciated what a magnificent building St Pancras station is. The arched rook has been cleaned up and refurbished and painted in the original blue colour and a flat roofed extension has been added on the North end to facilitate covered accommodation for the long Eurostar Trains and the Midland Mainline express services to the Midlands and the North. The Eurostar terminal is sited in the undercroft – formerly a storage area for Burton beer under the platforms – there are also a large number of retail shops and cafes – the station claims to have the largest champagne bar in Europe. If you are using Eurostar St Pancras is easily accessed from the Circle line with passenger lifts – this line calls Paddington and is available from Waterloo by changing at Embankment. The operators of the station say its worth a visit – even if you are not using the train.

HOW FIRST IS WORST - according to some passenger groups.

In October I travelled to Wells in Somerset to give a lecture on The Milwaukee Road [an American railroad] – was I coming by car? the organiser enquired – certainly not I said and sent him details of my train times – unfortunately there was a bridge bash between Cardiff and Bristol Temple Meads a little time before my train arrived in Cardiff. My connection was cancelled and I accessed Bristol by catching a following Paddington service and changing at Bristol Parkway – OK this was somewhat inconvenient but unavoidable. What was avoidable was the complete lack of information put out by 1st Great Western staff on the Paddington train – this continued at Bristol Parkway where the station staff carried on as if nothing had happened - I was OK but all those people travelling on advance purchase tickets who were clutching travel plans that were now in ruins were bewildered and in need of reassurance and guidance – they didn't get any. Most of these people were probably very occasional rail users.

Apparently one in four passengers on 1st Great Western is dissatisfied with their journey according to the latest Passenger Focus survey. First Great Western's approval rating fell from 77% down to 74% - the worst of all operators. Passenger Focus chief executive Anthony Smith said the research should be a "wake up call" for operators whose approval ratings have gone down. Large numbers of passengers, sick of Great Western's attitude went on strike on January 28th and refused to pay any fare - instead they carried special Fare Strike tickets:

Worst Great Western moretrainlessstrain.co.uk

Class: Cattle Truck

Ticket Type: Standing only

Fare: Daylight robbery

Punctuality: 26% cancelled or late

Profits: up 10%

Price: up 10%

Route: hell and back

FARE STRIKE

The rebellion about First Great Western service was run by the Bristol based More Train Less Strain organisation and caused much opprobrium to be cast on FGW in the media at a time when the company is battling against considerable adverse press coverage. FGW claimed the strike had not been well supported but a reporter from Railway Magazine saw dozens of travellers flash fare strike tickets at platform staff in Paddington on the day - they were waved through. Andrew Haines, Chief Operating Officer of the company said "We've not given customers the service they deserve over the last 12 months and we're sorry".

Quoting a Private Eye reader's experience columnist Dr B Ching wrote: "It pulled into Bath completely full and passengers were asked not to board but to wait another hour. Unsurprisingly they piled on and the guard was unable to get on his train. The police had to be called to remove passengers so he could get on. This sort of thing is a daily occurrence in FGW land". Such problems were predicted back in 2005 - Hampshire County Council voiced serious reservations over planned cutbacks on the Wessex part of the new "Greater Western" franchise but Labour went ahead with savage rolling stock cuts anyway, comfortably for ministers, overcrowding is only monitored on London routes. Labour has shortened trains to save cash.

If it all goes BELLY UP.....

Perhaps you feel that the local paper is biased against railways and always prints negative articles. If you feel passionately about this you might write to them. They might reply that they are not biased, because they print as many pro rail articles as anti-rail ones, and they might ask for details of the articles that caused you offence. You would not expect them to trawl through all their back numbers to deny your claim. They would quite rightly expect you to give firm details of the articles which support your claim.

Sometimes when you travel by train you may find that your train is late or cancelled. This will not happen very often. If it does please make a note of the date and time. Try the information box on the station and make a note of whether it was working or not and if working whether it has any useful information. It would also help if you also note how and when you finally got going, and what was the ultimate outcome. Did the half hour delay at your home station turn into a two hour delay at your destination. Did you miss your flight, an important meeting or whatever?

If you feel that the delay is serious to complain to the train operator, then please do that, but be sure to give them the date, time and full details of the impact on you. Do it soon. The train running data is initially easy for the management to access, but becomes harder the longer you leave it. In any case even if you don't want to complain then, still write down the details for your own records. Later, the same thing may happen again. If it does, there may become a time when the compound incident is serious enough to write to the railway about and there may be a systemic cause rather than a unique one.

Which brings us to full circle to a recent article in the Western Telegraph, where Ben Large reported that his train to work was late or cancelled 5 times in 2 months with subsequent loss of earnings. Ben was tolerant and treated the first cancellation as a one off – he made no note of the date. And the second. By the time the set was complete there was insufficient information to allow Arriva to pinpoint the problems and causes. You cannot blame hi8m for accepting the first few delays, or for not noting the details, but it does make follow up difficult. We have tried to help out but without the detail we cannot go much farther.

In general The Association doesn't want to act as a middle man separating the passenger from the operator. Contact the operator first. If you contact the operator and are still not satisfied, we would be interested to know. But we will need the detail of your original complaint and their response to take the matter further.
Pete Absolon

Its always good to take Xerox copies of all your letters and any tickets you've sent in [just in case!] – Ed

SHOPPING IN THE REAL WORLD

At the end of the year St Pancras station in London was relaunched as the international terminal for Eurostar trains and many of the London papers, both tabloid and broadsheet produced articles lauding this development - I remember the one in my favourite paper was entitled " The Train is Back". Having used Eurostar several times in the past the writer can vouch that it is an excellent product as good as anything available elsewhere in the world, and now, with the High Speed line opened in South East England it offers a real alternative to airplanes. But are we able to take full advantage of its potential? - the answer must be no!

About the same time as the St Pancras relaunch I visited Budapest - rail fare in the region of £300 return - Easyjet return fare was £60. The Western Mail recently ran a 2 page spread taking comparison between air and rail return journeys to Paris - fares were between £244-97 and £460-97. These may be OK for people with soft expense accounts but for the ordinary traveller who doesn't have a fat wallet but has a ½ decent car Norfolk Line are offering car+ 5 passengers Dover- Dunkerque for £38 return - OK there's some driving but just do the sums. Here in West Wales the recent fare hike at the turn of the year has put the day return fare from Saundersfoot to Carmarthen up to £7-20 - Saundersfoot is just 24 ¾ miles from Carmarthen for a couple to go at £14-40 this level of pricing cannot possibly be attractive to anyone with access to an average car. Now the Association of Train Operating Companies have defended the year end fare hike justifying it as paying for improvements etc but this increase together with the governments stated intention to raise fares over and above inflation over the next several years will eventually make the train a much less attractive option and may indeed put it in a position where it is outside the scope of many with lower incomes. OK there are railcards and "speshul" offers - someone jokingly told me that, along with McDonalds, ATOC would be doing an A level in rail ticket purchase - apparently there are websites claiming to advise on multi ticket money saving purchase on longer journeys - all these are a bit of a smoke screen which [effectively?] disguise the fact that walk up tickets are expensive. In the days of the Supersaver we used to go round saying - petrol

isn't more expensive on Friday - now the Supersaver is dead. We have a good 2 hourly service in to West Wales now - advanced purchase ticket holders have in effect just one train each way - if they wish to avoid heavy financial surcharges from the conductor. The governments embrace of road charging without any real enhanced transport policy smacks of a cynical move to milk extra taxes out of motorists and a failure to inform people of the realities of the future. Population growth is now forecast to take the number of people in the UK to 70 million by 2050 - with the tortoise pace of transport planning vision is called for now. Politicians are telling us that we shall need to live and do things differently in the future - apparently all they've thought of so far is pricing people off the roads and railways! Unfortunately for us and the public transport lobby it is much easier to do the latter as action against motorists is likely to be electorally damaging: 73% of households have a car and 22% have 2 or more [regional variations apply] So far there is scant evidence of any sky blue thinking from the movers and shakers in transportation who no doubt choose road for the majority of their transport needs. Here in Wales we have an administration that is probably more favourable to our aims than our previous masters in the Welsh Office but it has a long way to go to completely understand that only the train can provide a real alternative to the present difficulties - as I used to tell interviewers [tongue in cheek] "Have you been in a car lately? - actually they're quite good now" . Shopping in the real world. Members will no doubt be familiar with this slogan which used to appear on the side of Somerfields Supermarket articulated lorries - the government and the railways would do well to take it on board.

GH

ANOTHER WAY

Further to our piece on how to handle gropers in crowded trains - "snap em don't slap em" January Trains magazine described another solution to the problem. This is in Mumbai, India on the Mumbai Suburban Railway - a 188 mile system serving the densely populated area around one of India's biggest cities. Apparently most of the trains run over full and the men passengers take advantage of the situation grabbing or pushing against women's bodies and pinching their bottoms. If a female passenger is lucky she might only be leered at. The solution is the "Ladies Special". Introduced in 1992 the Specials were the first trains with restricted ridership to run on the Indian Subcontinent.

Sometimes men hang on the outside but on the inside its strictly women only – Trains quoted a passenger: " When there is true equality in the rest of the world, these women-only spaces will cease to have any meaning. Until then, I'm taking the ladies train". Unfortunately it looks like in the UK at least ladies will still need to have their phone to hand in case 'snapping em' is necessary!

"VALUE" OF RURAL RAIL ROUTES

The Association of Community Rail Partnerships have announced that it is to commission a study of the value of rural rail lines. The study will be lead by Transport Regeneration of Bury St Edmunds and it will examine the added benefits that community rail brings to train operators, local authorities, central government, regional development agencies and local communities. ACORP manager Neil Buxton said "The study will look in detail at how Community Rail Partnerships can be drivers of economic regeneration, environmental sustainability, modal shift and social inclusion and will investigate the economic, environmental, regeneration and social benefits to which the lines contribute". The study is being funded by Northern and One Railways, the DFT, The Association of Transport Coordinating Officers, the Association of Train Operating Companies and Passenger Focus. The results will be presented to the ACORP conference in London in July.

IS THIS YOU?

At the end of the year the Guardian ran an article in their Green section about changing over from using the plane to using the train for journeys across Europe. The author came to the obvious conclusion – the further you go the more it costs – helluva lot more compared with budget airlines and it takes ages for the longer distances. The truism comes when he says " I expected my friends to be impressed. They thought I was being a pain in the arse!"

HERITAGE NEWS

Supporters of the scheme to re-open the Burry Port and Gwendraeth Valley Railway were given a boost when the Colonel

Stephens Society awarded them a grant of £500 towards their first steps towards reinstating passenger service. The BPGV Company has outlined its first objective as commencing services from Pontyates station and negotiations were in progress as this edition went to press to facilitate leasing of the line from owners Network Rail.

The Plynlimon & Hafan Tramway. *D G Watts*

This is perhaps Wales's least-known railway. It could have become one of the 'Great Little Trains of Wales'; it was a 8¾ mile 2 ft 3 inch gauge line, mainly serving local lead mines, and thus similar to the nearby [slightly later] Devil's Bridge railway.

From its interchange at Llandre [Llanfihangel] on the Cambrian Railway's Aberystwyth line, the P&H ran east along the Leri valley for 7¼ miles, and then up a cable incline to reach the 'Setts Granite Quarry' at about 1400 ft above sea level.

The many small lead mines of Cardiganshire led a perilous existence; they were worked for over 300 years till the early 20th Century, but often for only a few years at a time; whenever a major discovery was made overseas, the local mines were priced out of existence. This was the reason for construction of the line: cheaper transport [rail was about a quarter of the cost of horse & cart] to make the local mines more competitive. The driving force was a Lancastrian, Thomas Molyneux, owner of some local mines and quarries in association with local landowners, Colonel Williams and Capt. John Davies. The line was mostly on the Pryse Pryse's Gogerddan Estate; construction was from January 1896 to late 1897. Then, two tiny locomotives moved lead ore and stone to the Cambrian; and a passenger train was run for a few months in 1898 on Mondays only, Aberystwyth Market Day.

The local lead mines improved their viability by using the line, and several extensions were proposed to other local mines, as well as a link to the Devil's Bridge line, then under construction; none were actually built. However, the Hafan line's main tonnage was from the 'granite' quarry. Stone slabs were provided for Aberystwyth Prom, and some waterworks dams. The main prospective contract was for the Elan Valley Dams: samples were sent, but found to be unsuitable; it is rumoured that on the way they were abstracted, and replaced with inferior products! [A direct line to Elan was possible, but not proposed; it would have cut the mileage taken by the slabs from 80 miles to under 20].

Failing to get the Elan contract, the stone quarry closed. Without its tonnage, the railway could not cover its costs,

and it shut down in the summer of 1899 after only two years of operation. Without the line for cheap transport, most local lead mines also closed within the year. Several attempts to reopen the line were made by lead mine owners and the Pryse family; but all failed.

A locomotive and 12 wagons went to the Devil's Bridge line [with the gauge reduced to 1 ft 11 ½ inches]. The line was left to go back to nature; yet in the mid-1950's, sleepers were still in place on several stretches. Alongside the A497 road from Aberystwyth, the presence of the line is still shown by the double hedge on the right [east] side of the road for the last mile to Talybont.

Ann & I have walked much of the line. In April 1997, we walked from the road [improved with the Hydro scheme in the Ystwyth valley] at grid 735885 to the top of the incline at 730880. It's a lonely area - in a 1½ hour drive, we saw only one car, and no other humans! [Also in April, on another holiday, our car broke down in a car park in the centre of Dorchester!] At the incline top, where the track levelled out for the last ¾ mile to the quarry, there is now little to see. It was completely still and quiet: not a sound of anything - except for a gate which mysteriously creaked on a windless day!

Had it survived, it would have been a more interesting ride to the foot of the incline than, for instance, the Tal-y-Llyn Railway. But there was no mineral traffic locally available after 1914; and almost no potential for passengers, since Talybont has only about 300 inhabitants, and there cannot be more than about 20 living along the 5 miles to the incline; while there is nothing dramatic at the end of the line, unlike Devil's Bridge, to attract tourists. Thus even if it had been reopened, it wouldn't have reached the 1930's.

This account, like the map, is from a 36 page booklet written & published by Lewis Cozens. It is one of the eight minor railway booklets he produced in the 1940's & 50's [mostly of Welsh lines, but also including the Axminster & Lyme Regis], and obviously unobtainable now, unless republished by someone else. So this article is dedicated to the memories of Thomas Molyneux, without whom the line wouldn't have been built, and Lewis Cozens, without whom few people would know about it.

You might like to take a trip to walk on the old P&H one day.....!

[ed - the map was omitted due to space]

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Advertisement. – The Taberna is in the Good Beer Guide for 2007

AIMS of PEMBROKESHIRE RAIL TRAVELLERS ASSOCIATION:

1. *To Press for improvements to rail and associated bus services in
The area West of Carmarthen.*
2. *To encourage greater use of the current services*
3. *To assist in the improvement of the railway environment in particular at stations*

4. To liase with other pro – rail organizations. _____

THE PEOPLE.

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Customer.relations@arrivatrainswales.co.uk ticket sales
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National Rail Enquiries 0845 7484950 Welsh language 0845
 6040500

Disabled Assistance 0845 3003005

British Transport Police 0800 405040 LOCAL police 0845 3302000

Cycling on rail 0870 9000772

Lost Property 0845 6061660

UK Traveline for bus information 0870 6082608

www.internet.xephos.com uk all modes journey planner

www.bahn.de timetable planner pan Europe German railways but
 in English!

Milford Travel. Charles Street, Milford Haven 01646 692268

Milford Station Office [open mornings] 01646 693460

Traintracker – for current running info 0871 2004950

Transport for London 02072221234

Great Western Ticket Line 0845 7000125

Great Western On Line Ticket Sales www.firstgreatwestern.co.uk

Great Western group travel 0845 7413777
 Great Western Plus Bus www.plusbus.org.uk check add -on fares
 Virgin Trains www.virgintrains.co.uk
 Wessex Trains www.wessextrains.co.uk
 National Rail Information www.nationalrail.co.uk
www.transport-direct.org.uk public transport info
 GNER Info/ticket sales www.gner.co.uk 0845 7225225
 Europacar – UK car rental 01133882429
 Pembrokeshire County Council – for bus timetable info 01437 764551
 National Express 0870 5808080
 Richards Bros 01239 613756 www.gobybus.net
www.richardsbros.co.uk
 Silcox Buses 01646 683143 www.silcoxcoaches.co.uk
 North Pembrokeshire transport Forum hatti@woakes.demon.co.uk
 First Cymru buses 0870 6082608 www.firstgroup.com
 Central Trains www.centraltrains.co.uk
 Pembrokeshire County Council Greenways 01437 776313
greenways@pembrokeshire.gov.uk
 Friends of the Earth www.foepenfro.org.uk
 Festiniog/ Welsh highland Railways www.festrail.co.uk 01286 677018
 Beacons Bus 01873 853254 www.visitbreconbeacons.com
 Carmarthenshire County Council – transportation
publictransport@carmarthenshire.gov.uk
 Freedom of Wales Flexipass 0870 9000777
www.walesflexipass.com
 Great Western Customer Relations
customer.relations@gwt.firstgroup.com
 Pembrokeshire Rail Travellers Association www.prta.org.uk
 Bus users UK www.bususers.org
 Acorn Travel 01348 74728 www.acorntravel.com
 Trans Wales Bus – www.trawscambria.info
 South West Wales Integrated Transport Consortium: SWWITCH
www.swwitch.org.uk
www.Seat61.com –a useful site for overseas rail travel
 Llandrindod Wells Booking Office – Kelsham Hannah 01597822053

CALL TO ACTION

Seen any vandalism lately? – seen any graffiti operators? –
 people behaving suspiciously around the railway?

DIAL 0800 405040 - HELP THE RAILWAY TO TAKE CARE OF ITSELF

###This is especially important now: the price of scrap metal has reached enormous heights and cable and other thefts are plaguing the track maintainers daily.

JOIN US

Fees are: £4 electronic [all communication electronically] £7 standard[MAIL]/Corporate and Group: £5 electronic[all communication electronically] £10 standard [mail] [50% AFTER July 1st] No joining fee.

NAME

.....

ADDRESS.....

.....

POST

CODE.....EMAIL.....

.....

TELEPHONE.....

MOBILE.....

Membership Type [circle] Individual – Electronic/Standard
Corporate –Electronic/Standard

Make cheques payable to PEMBROKESHIRE RAIL TRAVELLERS ASSOCIATION

SEND PRTA INFO to my friend.....

.....

Cut or Xerox this and send to the membership sec[above] with the appropriate fee.

*PRTA: A voluntary lobby for public transport
since 1989.*

