

PEMBROKESHIRE RAIL TRAVELLERS
ASSOCIATION.

Get out of Traffic and Into Training!

PLEASE Visit us at: www.pрта.org.uk

NEWSLETTER 78.

July-2008.

THIS ISSUE CALLS ON REQUEST AT:

Editorial

Editor's Notes

Green Numbers

Pembrokeshire Land Cruise

Train reliability

History and Lost Opportunity at Milford Haven

Fare News

Station Adoption Conference

Green – Not Likely!

Exam Question – posed by Pete Absolon

First Again

Guardian Comment at its Best

ATW Comparison Spring 2007 to Spring 2008

1st Great Western Comparison Spring 2007 to Spring 2008

A Tale of 2 Fares

St Pancras

Taberna Inn Ad

Aims of PRTA

The People

Contacts

Call to Action

Join Us
Heritage News

EDITORIAL.

No-one who has watched the railscene in West Wales like your committee can be disappointed with the results so far of the combined effects of the Welsh National Assembly and the take over of the Welsh Franchise by Arriva. OK, so we still would like some improvements – but by and large the operation of the franchise has been surprisingly sensitive to passengers needs within the tightly constrained financial straightjacket that is UK rail today. It's an ill wind and the prosperous upturn and the hit that higher priced petrol has been making have re-introduced people who have long been mostly absent in these parts – West Wales commuters. Long may they continue – remember its only trains with no riders that are vulnerable in today's economic realities – Good Travelling!

Editor's notes

Interesting note for narrow gauge pufferers – Narrow Gauge News reports of a narrow gauge line constructed on the island of Skokholm. Built to aid the erection of the lighthouse in 1915 the line continued to be used for supplying stores with donkey, horse and finally tractor power. In 1983 the lighthouse was automated so it may be that the railway became disused then – the writer thought it might have been two foot gauge – it certainly would have ended when helicopters came into use. There is no mention of it on the Ordinance Survey's 2 ½" map of the area.

Stobart the lorry haulier's adventure into passenger carrying on the railway was having problems in April when 5 consecutive trains were cancelled due to low bookings and faulty kit.

The dream of a 40 mile narrow gauge railway got nearer in North Wales when a passenger train again appeared in the Aberglaslyn Pass and tracks were laid across the road at Portmadoc to enable the Welsh Highland Railway to gain access to the Festiniog's terminus – the whole line – Caenarvon- Blaunau Festiniog is due to be in service next year. For members who like to have useless statistics the Festiniog's Cei Mawr embankment is the highest dry stone wall in the country – 60'.

Passenger numbers continue to break records – 30.1 billion passenger miles were run in 2007 – an increase of 7.8% over 2006 – this figure is higher than 1946 when the railway was nearly twice the size it is today.

Continually escalating walk up fares may bring some unwelcome chickens home to roost – the soaring cost of fuel has sharpened up both auto manufacturers and the public in the search for economy – Smart is bringing out a diesel with nearly 90mpg later this year and many cars now available can return over 70.

OOPS! Virgin inviting movers and shakers to a 5 star day out with champers golf and feasting found that instead of the 75 targets it had in fact invited 76000 people – the company was forced to apologise.

"Even Mussolini did not control train specification and procurement" – Haydn Abbott, Managing Director, Angel Trains – firing a shot across DfT's micromanagement of UK rail

Take a look at the Campaign for Better Transport's website – [www. Campaignforbettertransport.org.uk](http://www.Campaignforbettertransport.org.uk) – you can find a link to the PRTA website there!

Green Numbers

The May edition of Modern Railways contained a green supplement (over thirty pages), in which several prominent railway professionals contributed articles on aspects of the railway's carbon footprint. Why not thrill you friends by slipping some of the following snippets into conversation every now and then?

Overall CO2 emissions per passenger kilometre by train are about half those for a car, and a quarter of those for an aeroplane.

Between London and Paris, emissions per train passenger journey are about a tenth that for air.

The rail emission figure has reduced by 25 percent over ten years. Despite new engine technology, the figure for cars has only reduced 9 percent. The figure for air has risen by 11 percent.

CO2 emissions from trains in the UK represent just 0.5 percent of the national total, compared with 13 percent for cars and over 21 percent for total road transport. 30 percent of the UK's emissions come from transport.

The UK emits 4 percent of the world's total CO2.

Electric trains (rather than diesel) have a unique edge in their ability to regenerate electricity while braking. Traditional trains (and cars for that matter) simply rely on brake pads (or shoes) rubbing against brake discs (or wheel flanges) to slow the vehicle, wasting energy by heating up the atmosphere as they do so. The electric motor on an electric train can be switched into regen mode, generating electricity as it slows the train.

Electricity generated by AC trains can be fed back to the National Grid. 15-25 percent savings on electricity consumption have been reported.

DC trains can only feed back to the third rail and they can only save energy this way if another train nearby can sop up the generated electricity. A recent development is the Super-capacitor which can allow a DC train to store its own regenerated electricity and use it later. Siemens claim that about a third of a metro's annual primary energy requirement can be saved.

In 2007 just over 1.2 billion journeys were made on the rail network, 7 percent up on 2006.

Fitting the new cleaner MTU engines to FGW's High Speed train units has delivered fuel savings of 15 percent.

Class 185 diesels that work trans-Pennine trains were specified with high power ratings to ensure they could keep schedules if the power unit failed on one vehicle. If all power units are functioning, 'Eco mode' permits one power unit to be shut down, reducing fuel consumption by 7 percent.

Train drivers may drive to the speed limit from A to B to anticipate possible future delays, but schedules could still be kept by more restrained driving. Signalling systems under development are looking at trying to allow drivers to know what is happening beyond the next few signals, so they can judge whether or

not driving flat out is productive. This might reduce emissions by about 5 percent.

10 percent of the train's energy consumption on the move goes on train 'hotel' services, heating, lighting, air conditioning and so on. Because trains have to be lit and heated even when standing still, hotel services can use up to 20 percent of the total energy over a journey. More variable air conditioning systems (ones that allow temperature to rise and fall a few degrees, rather than maintaining a constant 19 degrees), and lighting systems that respond to external conditions could make significant savings. Work is in progress.

The Severn barrage scheme would generate 8 gigawatts of carbon free electricity, 5 percent of the UK's consumption. Electrifying the FGW from Wales/Bristol/Oxford into Paddington would save 100 million litres of diesel each year and 262,000 tonnes of CO2. The 'sparks effect' of electrification would cause enough motorists to switch to rail that a further 2 million tonnes of CO2 would be saved.

Depots can recycle 75 percent of the water used to clean a train.

Readers should not infer that the PRTA supports or opposes any of the actions implied by these numbers!

Pete Absolon.

PEMBROKESHIRE LAND CRUISE

As you may have read elsewhere, the Pembrokeshire Day Ranger costs just £7.80 and entitles you to travel after 8.45 anywhere west of Carmarthen. If you live between Milford and Whitland (via Pembroke) the itinerary below should allow you to do a complete circuit of all the lines in Pembrokeshire Monday to Friday. Option A works on School days, Option B during school holidays.

<i>Milford Haven 356 bus</i>	<i>9.52</i>
------------------------------	-------------

<i>Pembroke Dock</i>	<u>10.33</u>	
<i>Pembroke Dock</i>	11.05	
<i>Whitland</i>	<u>12.08</u>	
<i>Whitland</i>	12.34	
<i>Fishguard</i>	13.15	
<i>Fishguard</i>	13.27	
<i>Whitland</i>	<u>13.59</u>	
<i>Whitland</i>	14.07	
<i>Milford Haven</i>	<u>14.51</u>	
<i>Milford Haven 356 bus</i>	15.27 A	15.52 B
<i>Pembroke Dock</i>	16.15	16.33
<i>Pembroke Dock</i>	<u>17.05</u>	
<i>Whitland</i>	18.08	

If you live between Johnston and Clunderwen, a modified itinerary will also allow you to 'do' all the lines with a Day Ranger (Mon-Fri), but with some duplication.

<i>Johnston</i>	11.17	
<i>Whitland</i>	<u>11.44</u>	
<i>Whitland</i>	12.34	
<i>Fishguard</i>	13.15	
<i>Fishguard</i>	13.27	
<i>Whitland</i>	<u>13.59</u>	
<i>Whitland</i>	14.07	
<i>Milford Haven</i>	<u>14.51</u>	
<i>Milford Haven 356 bus</i>	15.27 A	15.52 B
<i>Pembroke Dock</i>	16.15	16.33
<i>Pembroke Dock</i>	<u>17.05</u>	
<i>Whitland</i>	18.08	
<i>Whitland</i>	18.14	

Johnston

18.43

To attempt the journey on a Weekend, please work out your own itinerary. The PRTA does not guarantee the timely running of any of these services.

Pete Absolon

TRAIN RELIABILITY

I am not keeping up with the anorak press. Having reported on train reliability for the last couple of years, I realize that I am about six months behind with these numbers, which refer either to the year ended mid October 2007, or to the month mid September 2007 to mid October 2007.

But I still must write, as there have been significant improvements, and it would be unfair to write only when things are going badly. Again, the figures come from the Association of Train Operating Companies' National Fleet Reliability Improvement Programme, as reported by Roger Ford in the January edition of Modern Railways.

Operator	Class	Month Sep/Oct 07	Year ended Oct 07	Year ended Oct 06	Percent Improvement
ATW	175	20689	12228	8000	+53
FGW	HST	11364	9624	6903	+39
ATW	158	9788	5467	4930	+11
ATW	153	4777	5334	4452	+20
ATW	150	5113	3758	2688	+39
ATW	142	5812	3023	2352	+29
ATW	143	5687	2950	2203	+34

The numbers represent the number of miles travelled between successive delays of greater than five minutes caused by the train (rather than signals, passengers or whatever). Every class has got better, some classes significantly so. Well done all round! Hopefully things will be even better this year, and I will report in a rather more timely fashion.

For non-anoraks, most of the Milford trains are operated by 175s (a few with 158s). Most of the Pembroke Dock trains are single car 153s, and some by two car 150s. Paddington to Swansea is almost always FGW High Speed Train.

Pete Absolon

HISTORY AND LOST OPPORTUNITY AT MILFORD HAVEN.

When the railway age began there was considerable discussion in West Wales over whether Fishguard or Milford Haven would be the terminal port for the Irish packet trade; the routes in operation at that time were: Milford Haven – Waterford and Fishguard – Wexford. No determination of this situation had been reached when, in 1845, two new lines were proposed: The South Wales Railway [aided by The Great Western Railway] from Chepstow to Fishguard and the Manchester to Milford Railway with its Southern terminus at Milford Haven. In the latter case it was thought that this line would be a very busy conduit for import and export to and from North East Wales and the North West of England.

The South Wales Railway arrived at Swansea in 1850 but the Irish Potato famine and its subsequent depopulating effect caused the Fishguard proposals to be abandoned; PRTA historical walks in years gone by have visited the abandoned workings in Treffgarne Gorge where one can imagine the navvies being told that it was all over resulting in embankments suddenly ending in the middle of a wood. Instead an 1852 act authorised the extension of the South Wales Railway to Neyland opposite Hobbs Point on the Pembroke Dock side and terminus of the [pre-bridge] ferry carrying business to and from the Naval Dockyard and military installations – this was Brunel's decision. The Manchester and Milford railway had made no progress; the route of this line was planned southwards

from Lampeter through LLandyssul, Newcastle Emylyn, Newport and Haverfordwest. By 1854 the South Wales Railway had arrived in Haverfordwest and Neyland in 1856. The Greville family had run Milford haven since the town was started at the end of the 18th century and Colonel Greville – the last of the dynasty, was quoted as saying "If they go to the wrong place at first they will be forced to the right place at last, Therefore as regards rails and docks at Milford it is but a question of time". Greville was obviously a belt and braces man as he decided to construct the railway to Milford himself; construction beginning in 1858 and opening in 1863 – this was a spur from Johnston to Milford: The Milford Junction Railway. Brunel meantime called his new terminus Milford Haven – the name changing to New Milford in 1859; it only reverted to being called Neyland in 1906. in contrast, although the GWR's aspirations at Neyland were falling short, The Manchester and Milford Railway had largely descended into Walter Mittydom by 1860.

In the same year [1860] proposals were made to build an iron pier down the Haven at Newton Noyes; out into the deep water of the Haven, this site had been recommended by Thomas Telford in 1826 and powers were obtained to build by the Milford Haven Dock and Railway Company. Construction commenced in 1867 but was not completed until 1872. The delay was largely caused by lack of finance, Colonel Greville's unfortunate untimely death and the necessity to convert the whole line from Johnston to standard gauge after the GWR abandoned their hallmark 7 foot permanent way. Commercial activity through the pier was negligible and a ship breaking operation at Castle Pill provided what traffic there was – this enterprise ended in 1934 when the admiralty purchased the pier in advance of their establishment of the Royal Navy Armament Depot. By 1880 the railway to the pier was dilapidated and in 1882 it was refurbished with a metal swing bridge replacing the previous wooden draw bridge arrangement over Castle Pill entrance. British and American businessmen visited the railway and pier arriving by special train from Paddington and proposals for a US – UK passenger service using the pier and backed up by a new large hotel to be constructed near at hand were mooted – no development ensued from these suggestions. In 1886 The Milford Dock and Railway company made a profit of £151 but the good news was offset by the Milford Docks co making an agreement with the GWR which resulted in the Dock and Railway company line being operated separately from the lines controlled by the Milford Docks Co. In 1894 representatives of the Canadian Mail

Service arrived for an inspection tour landing at Newton Noyes pier – they were considerably underwhelmed by the facilities available for their Canadian Mail Steamers.

The Docks Company, always looking for trade had exported anthracite – this had originated at Freystrop Colliery and was transported on a branch railway which had been laid from the pit joining the main line at Johnston in 1901. In 1911 entrepreneurs presented proposals to open up the Western end of the Pembrokeshire anthracite seam between Milford Haven and St Brides Bay and the Docks Company applied to the Light Railway Commissioner for powers to construct a railway between Nolton Haven and the Docks at Milford Haven. The commissioners, meeting at Haverfordwest, considered the application and decided that it could be approved, unfortunately powers were not granted until 1916 and the project was lost in the confused situation prevailing in the aftermath of the First World War.

As previously mentioned the Admiralty the pier and land east of the swing bridge in 1934 for a new armaments depot. The pier was kimpoved and materials handing equipment in the form of cranes were fitted on it – when the depot opned in 1939 1000 people were employed there – the depot closed in 1991.

Between the last decade of the 19th century and about 1960 fishing drove the prosperity of Milford and the quays were a hive of activity with fast goods trains leaving the docks on a daily basis. Then a combination of overfishing and fishermans rights given away in political bargaining in the EEC when areas that could be fished were often given away bought the industry to its knees – visitors to the docks today can see it still isn't dead but is only a frail shadow of its former self.

Milford Docks have now become mostly a Marina and the former fishing areas have been transformed to retail and restaurants topped by flats. Unfortunately both the railways to Newton Noyes and the Docks have been dismantled and the Pier itself stands jutting out into the Haven but disused. The route to the swing bridge which is till in position although jammed open has largely been tarmaced and converted into a footpath. As you walk along it a sole whistle sign is still in position 1/2way to the RNAD depot obviously missed by the scrappers. With the new focus on tourism the demise of this line has robbed Milford of a facility which, if developed as a tourist railway, would have been a substantial

economic generator for the town bringing in many thousands of visitors. As it is one can only stroll along the tarmac and wonder how things might have been. The history of Milford has been one of optimism followed by setbacks and it is particularly unfortunate that the railway along the front will be unable to play its part in the current upswing the town is experiencing.

Visitors to the town who would like to learn more should pay a visit to the Town Museum situated in the old customs house on the docks – it may be small but it really is an excellent museum telling the story of Milford to the present day – also available on Milford and on sale at the museum: A Vision of Greatness: The History of Milford 1790-1990 by Wing Commander A.D. McKay published by the Chevron Oil Company.

FARE NEWS

We asked Arriva Trains Wales what the changes outlined in the last Newsletter would mean for our members. We asked whether validity of day returns in terms of hours of the day would be curtailed. The train company replied that fares would be revised at the end of December and there would be some [unspecified] changes when the new walkup tickets come into force in the Autumn. David Watts will be providing chapter and verse on fare levels and info on rover tickets etc. Our advice is as before – use an independent ticket agent who makes his or her living by sourcing cheepo tickets and getting repeat business rather than booking on line with train companies – remember always to ask for the cheapest way – some train companies and The Trainline now surcharge - the latter wants £1 post, £2-50 credit card and 50p for a debit card on top of the fare. Book ahead if you can be certain of times you are able to travel – not taking time and trouble when you book fares can make them extremely expensive. On the South Wales corridor as far as Newport fares from west Wales remain competitive – and if you have a railcard they are competitive for TWO people travelling together. Arriva taking over X Country trains from Virgin gave some of their passengers a nasty shock – from May 18 cheap day returns are not valid before 09-30 and between 15-30 and 18-15 – saver tickets also will be no good before 09-30. A traveller from Bournemouth to Birmingham for example using the 7-03 was paying £72 for a saver return but will now have to pay £118 or start out after 09-30. [this example from Railway Magazine] It is of course

possible to take a ticket to the first station the train calls at after 09-30 and buy a cheaper one for the part of the journey afterwards – all it means is that travellers must be alert and pay attention when travelling and purchasing fares – it will be interesting to see what happens when the fares are all simplified on X Country in September.

STATION ADOPTION CONFERENCE

PRTA's Vice Chairman and Milford station adopter Robert Best travelled to Arriva Train Wales 2008 Station Adoption Conference at The Millenium Stadium, Cardiff on April 19. Offering free travel and lunch this event is part stay in touch, part pay back for all those volunteers that kepp an eye on the train companies many and varied stations.

Ian Bullock, Customer Services Director opened up with a bullish report on company progress – ridership on ATW was up 8% and expansion had been achieved with the company buying bus lines in Hungary and Romania. Here punctuality was running at 92%+ and the Vale of Glamorgan line was beating the consultants ridership forecast by a wide margin.

Beverly Jones, Group Station Manager, discussed crime problems on the network and what measures are being taken to overcome – no show was the new station manager Frank Slater owing to illness.

In the question and answer session representatives from our network asked – that Pembroke Dock Station could be painted and cleaned and that Tenby station could be protected by CCTV cameras – ATW made no commitment on either.

The conference ended with awards for Best Station Garden, Involving Young People, Outstanding contribution and crimebuster award.

Robert Best

GREEN – NOT LIKELY!

Figures from the National Office of Statistics showed that we have quite a way to go in Wales to catch up with the remainder of the UK in terms of green behaviour.

*% of children who go to school by car
Britain average – 31%*

Wales average – 38% - the most in the UK
 Traffic increase on major roads 1993-2006
 Britain – average – 26%
 Wales average – 30% - equal with East Midlands and only
 bettered by SW London at 31%
 Miles cycled per person per year
 Britain average – 38
 Wales average – 20 – only West Midlands had less – 19

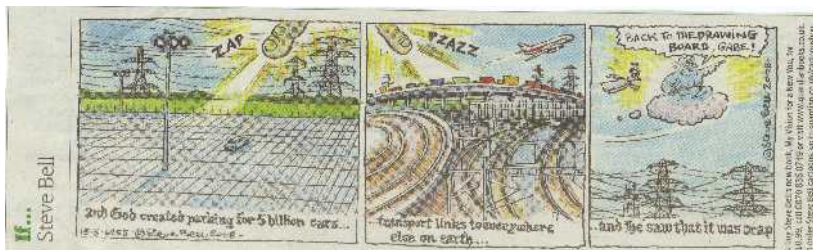
EXAM QUESTION posed by Pete Absolon

28th May – At Fishguard today, a silver liveried class 158 left the Harbour station punctually at 13-27 with the boat train to Cardiff. The next train would now be in 12 hours time
 At 13-50, the late running ferry docked. The intending passengers would probably be ready for their train at about 14-15.
 Discuss the impact on the said passengers, The Stena Ferry Company, Arriva Trains Wales and government bean counters.
 The best [most imaginative] answer will be published in the next edition of the newsletter!

FIRST AGAIN

First group's results revealed rail profits up 10% to £120million
 Shareholders get a 10% hike in dividends and directors get performance related bonuses.

GUARDIAN COMMENT AT ITS BEST



The above cartoon from the Guardian Newspaper hits a few notes

Arriva Trains Wales

Comparison of spring 2007 to spring 2008 results

These results compare the results of NPS with those of the previous year (spring 2007) to identify any changes in satisfaction ratings.

- *The proportion of Arriva Trains Wales passengers who were satisfied with their overall journey was 83%. This was not significantly different to spring 2007 (or autumn 2007). It is about the same as the percentage satisfied for the regional sector as a whole.*
- *The proportion of passengers satisfied with punctuality/reliability was 83% which is not significantly different compared to spring 2007 (or autumn 2007). It was the same as the percentage of passengers satisfied for the regional sector as a whole.*
- *Passenger satisfaction with other train attributes either improved or did not change significantly compared to autumn 2007. Passenger satisfaction with five of the seventeen variables improved. The biggest improvements in ratings were with cleanliness of the outside of the train (+9%), provision of information during the journey (+8%), and cleanliness of the inside of the train (+8%). Ratings were generally about the same as the regional sector as a whole.*
- *Passenger satisfaction with most service aspects related to the station did not change significantly, although it declined for two areas; station facilities and services (-12%) and connections with other forms of public transport (-8%). Ratings were generally lower than the regional sector as a whole.*
- *The highest rated areas were train speed (87% satisfied), how requests to station staff were handled (85% satisfied) and punctuality/reliability (83% satisfied).*

- *The lowest ratings for passenger satisfaction were for station facilities and services (30% satisfied), how well train companies dealt with delays (34% satisfied), and train toilet facilities (35% satisfied).*

First Great Western

Comparison of spring 2008 to spring 2007 results

These results compare the results of NPS with those of the previous year (spring 2007) to identify any changes in satisfaction ratings. Results are for the whole FGW franchise, not just services to/from Wales (with the exception of the final bullet point).

- *The proportion of passengers who were satisfied with their overall journey was 73%. This is not significantly different to spring 2007 (and also not significantly different to autumn 2007). It was 6% below the percentage satisfied for the London and South East sector as a whole (no change).*
- *The proportion of passengers satisfied with punctuality/reliability was 67%, which is not significantly different compared to spring 2007 (or autumn 2007). It is 11% below the percentage of passengers satisfied for the London and South East sector as a whole (no change).*
- *Passenger satisfaction with train attributes was generally unchanged compared to spring 2007. However satisfaction improved for two factors. The improvements in satisfaction were with upkeep and repair of the train (+5%) and cleanliness of the outside of the train (+5%).*
- *Passenger satisfaction with most service aspects related to the station did not change significantly, though the ratings for two areas improved and one declined. Satisfaction with ticket buying facilities and overall station environment both improved (+5%), though satisfaction with connections with other forms of public transport declined (-7%).*
- *The highest rated areas were how requests to station staff were handled (81% satisfied), train speed (77% satisfied), and ease of being able to get on and off the train (73% satisfied).*

- *The lowest ratings for passenger satisfaction are how well train companies dealt with delays (31% satisfied), train toilet facilities (36% satisfied), and the availability of staff on train (36% satisfied).*
- *Comparing First Great Western with the London and South East sector satisfaction ratings varied.*
- *The proportion of First Great Western passengers using services to, from or within Wales who were satisfied with their overall journey was 79%, which was 6% above the satisfaction level for all of its services across England and Wales (as indicated above).*

The above helpful comparisons were compiled by Simon Pickering, Passenger Focus Director for Wales

A TALE OF TWO FARES

On holiday on the Somerset Levels we decided to take the train instead of driving; riding from Bridgewater to Tiverton Parkway when going out in the evening to meet an old buddy. Bridgewater is on a loop and so doesn't get the fast trains calling – it's a large station with impressive buildings but the booking office closes just after lunch – run by First Great Western it has a private security guard on duty who takes a keen interest in the clientele making sure they stay behind the yellow line on the platform. Our trip started off a little on the wrong foot – the first thing you see on the platform is a ticket machine saying you must buy a ticket or risk a £20 fine – we did – the machine was unable to issue 2 tickets with a railcard but managed them singly. Our journey plan was to change at Taunton in the outward direction – we had 15 minutes – when we'd bought the tickets I read the train was running 9 minutes late; so slight hassle – we crossed over to the Westbound platform – no monitor + the announcements from the automated train CSI were too faint to hear over there and had some anxiety when the train came in 12 minutes late. It was a couple of 2 car pacer units – pretty down at heel – the doors whistled loudly in our car until it got up to full speed but it ran very smoothly on the GW main line. No ticket inspection as presumably the conductor was marooned in the other 2 cars. No need to worry the train picked up time – I assumed that it had recovery time in the timing as it terminated at Taunton – "your train on this platform" the platform guy told me and we soon boarded a sveltie Arriva Cross Country unit running from Manchester to Penzance – it was right on the advertised. Going

back later 1GW were fielding a Paddington all stations which again was right on time although there was some hanging around as the platform monitor didn't flag the train up although it was in situ with several doors open. Again no ticket check.

So all in all a change from driving and a reasonable trip – unfortunately the price was horrendous – no cheap day return – in fact no day return of any sort – just a saver – distance is about 28 miles – 56 mile return trip – full fare for two £22-80 – we paid R/C £15-20 – my car would do that on just over a gallon of petrol.

In contrast to the above when making a day trip to London in Derbyshire we accessed Derby by the now truncated Matlock – Derby branchline – parking and riding from the intermediate station at Whatstandwell – this is 12 ¼ miles from Derby – discounted fare with a pensioners card was £2 for a day return or £4 full fare. The trains which were a 158 in one direction and a down at heel 156 in the other were pretty well on time and the conductors were friendly; they were provided by East Midlands Trains. [one of the successors to Central Trains] Reason for our journey was have a look at the new St Pancras terminus – whether it was necessary to build a great add-on to the terminus could be discussed – as it is arrival and departing passengers almost all walk through the myriad of shops that now occupy what the Midland Railway called "The Undercroft". Obviously an exciting retail opportunity for everybody.

ST. PANCRAS



St Pancras – GH

One can see clearly how the floor of the original station has been opened up and the shops underneath – the worlds biggest champagne bar is on the level of the original platforms. Bottom left of the picture is the escalator that takes arriving and departing passengers who are using the old Midland Main Line through the shops. The tube station is at the end of the building on the same level as the shops.



St Pancras – GH

Approaching the shops from the tube station.

TABERNA INN

Herbrandston, Milford Haven, Pembrokeshire, SA73 3TD

- *Good food, real ale, pleasant conversation -*
- *Restaurant, bistro, lounge or bar -*
- *On coast path and bus routes -*
- *B&B from £18 pppn -*
- *Private functions by arrangement -*

Open: Midday-close every day

Food: 12-2 and 6-9 except winter Sunday evenings, booking advisable

Telephone 01646 693498 email: taberna@inn01.freeserve.co.uk
Website: <http://taberna.mysite.freeserve.com>

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.

CHAIRMAN. Bryan Morgan, Bulford Road, Johnston 01437890642

VICE CHAIRMAN: Robert Best - below

SECRETARY: Pete Absolon 01646 693498

taberna@inn01.freeserve.co.uk Taberna Inn, Herbrandston Milford Haven Pembrokeshire

MEMBERSHIP SECRETARY & TREASURER: Robert Best

11, Warwick Road, Milford Haven, Pembrokeshire

woblats1@aol.com

WEBMASTER: David Harries 01646 661340 dandh@f2s.com

TIMETABLEMASTER: David Watts 01646 692752

davidgwynwatts@aol.com

NEWSLETTER EDITOR Guy Hardy 07967253963
 cawdronhardy@gmail.com–
 COMMITTEE: Keith Bowskill; Pembroke; Allan Grieve; Neyland,
 Erene Grieve; Neyland. Des & Pam Brown – Tenby

CONTACTS.

ATW Station Manager for our area – frank.slater@arrivatw.co.uk
 Arriva Trains Wales, St. Marys House, Penarth Road, Cardiff
 08456061660
Customer.relations@arrivatrainswales.co.uk ticket sales
 08709000773 www.arrivatrainswales.co.uk
 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
 Ludlow Station Travel – Railway Station, Ludlow 01584877090

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.....

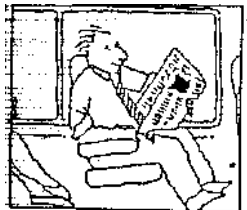
Membership Type [circle] Individual – Electronic/Standard

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.





HERITAGE NEWS.

The Bury Port and Gwendraeth Valley Preservationists continue to make progress. This picture shows the historic locomotive Pontyberem loaded on board an EWS flat wagon awaiting removal from the Didcot Railway Centre in Hampshire for onward road haulage to the Pontypool and Blaenavon Railway in Wales. It was a rainy pretty cold day and Stuart Thomas Managing ditrector of the BPGV CO and your editor Guy Hardy stand against the wagon. Unfortunately EWS had not got the lowest kind of wagon available so the cab of the engine was gassed off – it is tied on the wagon to the right of this shot. Pontyberem is the only surviving engine of the original company and was sold by them into colliery service before the first world war. Withdrawn by the NCB it was preserved by two members of the Didcot Centre from whom Stuart Thomas made the purchase. Restoration is in progress at Pontypool and Blaenavon.

