

Issue 64 Spring 2018

# Rail Wales

*Newsletter of Railfuture in Wales*



*A sign of the changing times: a HST 125 enters Cardiff Central in January 2018 shortly after the first electrification masts had been installed. By the end of 2018 the new bi mode trains supplied by Hitachi should have replaced the 40 year old HSTs on the Swansea- London route. Photo: Julian Langston*

**railfuture**  
CYMRU | WALES

## **WELCOME**

Rail Wales is published every six months and looking back at events since the last issue, it sometimes seems that the fast pace of significant news would require a weekly issue to keep Railfuture members up to date with the ever-evolving rail scene.

Needless to say, the ongoing saga of the letting of the Wales and Borders franchise provides the main focus of attention. Shortly before the last issue of Rail Wales appeared, Arriva announced that it was withdrawing from the bidding process. This reduced the bidders to three. However, the withdrawal of a second bidder in February 2018 was not as a result of that company (Abellio) deciding to walk away but as a result of the financial collapse of its civil engineering partner, Carillion.

The two bidders still standing are Keolis and MTR. With only two companies now competing, this weakens the hand of Transport for Wales (the organisation set up by the Welsh Government to undertake the selection of the new operator) to obtain the best outcome. It is hoped that the ongoing discussions, which are nearing conclusion, will result in a franchise award which provides existing and potential new rail users in Wales and adjacent areas of England with a markedly improved service in terms of service frequency, reliability, comfort and value for money. The announcement of the new operator is now expected in May and Railfuture looks forward to meeting the new franchise holder to learn more about its aspirations. We will be bench marking the company's proposals against the aspirations in our Development Plan; 'On Track for the 21<sup>st</sup> Century'.

One frustration in terms of assessing the potential changes to the quality of rail services being sought by Transport for Wales is that the basic service requirements to be provided have not been published. In England, the minimum provision required is set out in the Invitation to Tender document so all can see the starting point for negotiations which bidders are expected to better.

Transport for Wales (TfW) has used a different selection process: competitive dialogue. This results in the minimum provision being kept confidential to enable TfW to hold a series of negotiations with bidders keeping its required essential or basic service provision close to its chest whilst seeking to drive up the quality of the offers made and/or reduce the subsidy sought.

Readers will see details of the Railfuture Wales 2018 AGM in Shrewsbury below. An innovation this year is to offer people attending the meeting the opportunity to experience something memorable and different. A visit has been arranged to the UK's largest remaining operational semaphore signal box at Severn Bridge Junction. The visit needs to be pre-booked - details below.

It is intended that this is the first of a series of visits to operational railway facilities which will be free of charge and add value to Railfuture membership. I hope to see as many members as possible at the AGM where there will be an opportunity to catch up on the latest news on the Welsh rail scene.

Finally, thank you to the people who have sent contributions for this issue of Rail Wales following my plea in the last edition.

*Peter Kingsbury*

## **AGM RAILFUTURE WALES 2018**

Formal notice for this year's Railfuture Wales/Cymru AGM appears below.

As in recent years, the AGM is held in Shrewsbury in the early afternoon to allow members from all parts of Wales to attend. Please make an effort to be there and let the committee know your thoughts on what the Wales branch should be doing. Do you have any issues you wish to bring to the attention of other members? How do you think the branch should be reacting to the award of the new franchise?

As advised above, this year there is an opportunity to visit Severn Bridge Junction signal box before or after the AGM. The visits commence from the station entrance at 12.45 and 15.30 hours, i.e. before or after the AGM, and last one hour. If you wish to participate in one of the visits, please email me at [peter.kingsbury@railfuturewales.org.uk](mailto:peter.kingsbury@railfuturewales.org.uk) as soon as possible indicating which visit you prefer to attend or if you have no preference. The cut off for booking a place on the visits is the evening of the 11<sup>th</sup> April.

Full details are

SATURDAY, APRIL 14, 2018. venue at Shrewsbury railway station  
(enter by door on far left side of building to left of ticket hall entrance)

1100-1240: normal branch committee meeting plus a warm welcome to all members of Railfuture Wales as observers.

12.45: first group leave for visit to Severn Bridge Junction signal box.

1400-1520: the AGM. A warm welcome to ALL our members  
Minutes of the last AGM; reports from officers [with questions from the floor]; report from the Cambrian Area officers; comments/report on northern matters; election of committee officers and members; a report on Railfuture UK and then an open forum for all. YOUR CHANCE TO HAVE YOUR SAY!

15.30: second group leave for visit to Severn Bridge Junction signal box.

Our sincere thanks to Arriva Trains Wales for facilitating the use of this excellent venue.

Peter Kingsbury, chairman: [peter.kingsbury@railfuturewales.org.uk](mailto:peter.kingsbury@railfuturewales.org.uk) tel: 029 2048 4431

## **CYFARFOD CYFFREDINOL BLYNYDDOL 2018**

SADWRN, EBRILL 14, 2018.

Gorsaf reilffordd Yr Amwythig.

1100-1240: cyfarfod pwyllgor y cangen ond croeso i bob aelod o Railfuture Cymru .

12.45: Y grŵp cyntaf yn gadael er mwyn ymweld â chaban signalau Cyffordd Pont Hafren.

1400-1520: y cyfarfod blynyddol... CROESO i bob aelod o Railfuture Cymru. Cofnodion y cyf. cyff. blynyddol diwethaf; adroddiadau [gyda cwestiynau] gan swyddogion; adroddiad gan Rhanbarth y Cambrian; sylwadau/adroddiad gan aelodau y gogledd; etholiadau i'r pwyllgor; fforwm agored i bob aelod, yn cynnwys adroddiad o'r `canol`, Railfuture y Deyrnas Gyfunol. EICH CYFLE I GAEL EICH DWEUD!

15.30: Yr ail grŵp yn gadael er mwyn ymweld â chaban signalau Cyffordd Pont Hafren.

A ddiolch i Trenau Arriva Cymru am drefnu'r ystafell – yr un a gawsom ni y tro diwethaf.

Peter Kingsbury, cadeirydd: [peter.kingsbury@railfuturewales.org.uk](mailto:peter.kingsbury@railfuturewales.org.uk)

## THE BUSIEST STATIONS IN WALES

Rail Wales occasionally publishes data on station usage. Readers may be interested to see how these figures have evolved over the past year. The data is for the number of entries and exits.

---

Station	2016/17	2015/16	Annual change (%)
Cardiff Central	12,535,000	12,745,000	-1.67
Cardiff Queen St	2,851,000	2,644,000	7.82
Newport	2,614,000	2,561,000	2.07
Swansea	2,130,000	2,159,000	-1.36
Bridgend	1,524,000	1,541,000	-1.11
Cardiff Bay	1,242,000	1,190,000	4.37
Cathays	954,000	903,000	5.64
Neath	819,000	837,000	-2.20
Treforest	810,000	801,000	1.11
Pontypridd	802,000	777,000	3.21
Caerphilly	757,000	744,000	1.75
Barry Island	712,000	653,000	9.03
Bangor	657,000	673,000	-2.43
Penarth	633,000	613,000	3.26
Aberdare	569,000	566,000	0.53
Merthyr Tydfil	550,000	580,000	-5.45
Rhyl	534,000	537,000	-0.56
Wrexham General	522,000	538,000	-3.06
Barry	533,000	543,000	-1.88
Treherbert	509,000	510,000	-0.20
All Welsh stations	51,669,000	51,019,000	1.33

---

Source : ORR

Data is rounded to the nearest thousand

It is interesting to note that the stations in the top 20 list has not changed over the past year but the position of stations in the charts has altered.

The gap between Cardiff Central and the next busiest station (Queen Street) has narrowed. However, the number of passengers using Cardiff Central remains of a different order to anywhere else in Wales despite recording a small decline, the first for many years. The overall number of passengers using Welsh stations has increased by 1.33% over the year, which is a smaller increase than recent years, and reflects the slowdown in the increase in passenger numbers experienced across Britain.

## **RAILFUTURE WALES IN ACTION**

Over recent months, the Railfuture Wales committee has been busy spreading its message about the benefits of providing Wales with a bigger and better railway. Led by the hard work of secretary Rowland Pittard, the following actions have been carried out:

Response sent to the inquiry by the Commons Welsh Affairs Select Committee into the cancellation of the Cardiff-Swansea electrification.

Response sent to the Welsh Assembly committee investigating the effectiveness of the Wales Active Travel Act passed in 2013. This emphasised the importance of linking communities with their local rail station by suitable walking and cycle routes and providing good cycle parking at stations and cycle carriage on trains.

Response sent to the Dept of Transport on its 'Crewe Hub' consultation emphasising the need to retain easy to use connections at Crewe between HS2 and services to North Wales.

A contribution was made to the Railfuture response to the Great Western franchise extension and renewal consultation led by the Severnside branch. Committee members represented Railfuture at meetings in Cardiff and Swansea organised by the DfT. The long-standing aim of a Swansea to Bristol TM/Bath service was highlighted.

Meetings have been held with Arriva Trains Wales and Great Western. One topic raised in the latter meeting is the impact of the removal of the Severn Bridge tolls on the traffic on the South Wales to Bristol services.

Media work: Chair Peter Kingsbury was interviewed by BBC Radio Wales for a programme on the Wales and Borders franchise renewal process. The interview includes an explanation of 'competitive dialogue'.

Comments have been provided to the Western Mail regarding the lack of transparency on Transport for Wales's minimum service requirements in the Wales and Borders franchise renewal.

Railfuture Wales is still seeking a Welsh speaker to become a media rep. Guidance and support is provided on the role which will involve occasionally speaking to Welsh language media organisations to provide Railfuture views on current topics. If you might be interested, please contact Rowland Pittard on [rowland.pittard@railfuturewales.org.uk](mailto:rowland.pittard@railfuturewales.org.uk) .



## **CAMPAIGN BY TRAWS LINK CYMRU TO REOPEN THE CARMARTHEN TO ABERYSTWYTH RAILWAY**

Adrian Kenyon and Mike Walker, two Railfuture members based in west Wales, introduce the campaign to reopen a strategic rail line:

The 56.5 mile-long railway line from Carmarthen to Aberystwyth was closed to passengers in 1965 as part of the programme of cuts proposed by Beeching in his (now infamous) report *The Reshaping of Britain's Railways*. The through service to Aberystwyth was suspended in December 1964 following a landslide some 10 miles to the south of Aberystwyth, and the final passenger train ran southwards from Lampeter to Carmarthen on 22<sup>nd</sup> February 1965. The line between Carmarthen and the creamery at Felinfach, some 5 miles to the north of Lampeter remained open for milk traffic until 1973 when that service also ceased. The remaining tracks were finally lifted in the summer of 1975. The removal of the rail link between Carmarthen to Aberystwyth was accompanied by closure of the Afon Wen to Bangor line (26.5 miles) in Gwynedd. This meant that it was now impossible to travel by rail from the south of Wales to the north without crossing the border into England. Those embarking on a journey between Carmarthen and Aberystwyth were to be confronted by a circuitous route via Swansea, Cardiff, Newport and Shrewsbury, and a travel time of 5-6 hours!

In 2013, a local campaign group, Traws Link Cymru (TLC), was formed, which aimed to re-establish the Carmarthen to Aberystwyth rail link. They argued that the benefits of reopening this rail link and, in due course, the Afon Wen to Bangor connection would be considerable. There would be a rail corridor connecting north, mid, west and southwest Wales within an inter-regional transport network. There would be a direct rail connection from Aberystwyth to Cardiff, which would reduce the rail journey time (currently via Shrewsbury) by more than two hours. The railway would offer an alternative to private travel, and a more socially-inclusive form of transport. Rail services would be integrated closely with the bus services, enabling further investment in the latter to provide feeder links from more outlying communities to the railway line. A new railway would provide a major boost to the regional economy (as has clearly been the case in Scotland with the reopening of the Borders Railway Line), bringing enhanced commuting potential. It would contribute significantly to the economic infrastructure of west Wales, especially during the period of construction, and would provide an option for freight transport. It would also be a major boost to the tourist industry. Finally, it would be a much safer and more environmentally-friendly mode of transport.

Traws Link Cymru's case for reopening the line was also based on the fact that there is a demonstrable need for public transport in west Wales. The current bus service between Carmarthen and Aberystwyth carries almost a quarter of a million passengers annually but is a long (2 hrs 20 minutes) and uncomfortable journey on twisting and uneven roads. Estimates show that the travel time by train would be almost half that of the bus journey. There is, moreover, a proven demand for rail transport in west Wales, with over 300,000 passengers per year now using Aberystwyth station (> 40% increase over 10 years), while Carmarthen has more than 400,000 passengers per year, an increase over the same period of almost 50%. These increases are very much in line with figures from the National Office of Rail Regulation which show that demand for rail transport is increasing nationally, with the number of passenger/km travelled annually across Britain now at the highest level for 60 years. It is particularly notable that passenger numbers have increased significantly in rural areas, reflecting the social as well as economic role of the railways, and an acknowledgement that it is now not reasonable to expect all costs to be met from fares, as was the case in the pre-Beeching era.

The Traws Link Cymru campaign has attracted considerable support throughout west Wales. Public meetings have been held at all the principal towns that would be served by the new railway (Aberystwyth, Llanilar, Tregaron, Lampeter, Llandyssul and Carmarthen), and the response has been universally positive. Meetings have been held with prominent local bodies, and with politicians and Cabinet Ministers in the Welsh Government. TLC members have also travelled to London for face-to-face meetings with the Welsh Office Minister, Stephen Crabb, and the Under-Secretary for Transport, Guto Bebb. Support has been forthcoming from the regional Health Boards; from universities and other educational establishments; from local businesses; and from town, community and county councils along the line. A petition in support of the reopening of the railway has attracted almost 20,000 signatures.

While the long-term goal of the Traws Link Cymru campaign is a new and fully operational railway line, the immediate aim has always been a government-funded Feasibility Study. Sustained lobbying of the Welsh Government between 2013 and 2015 led to an allocation by the then Minister for Business, Enterprise, Technology and Science, Edwina Hart, of £30k for an initial Scoping Study. This was undertaken by the multinational engineering firm AECOM who, in December 2015, reported favourably on the prospects for reopening of the line, gave an indicative



# Traws Link Cymru

## The West Wales Railway Campaign

Ymgyrch Rheilffordd  
Gorllewin Cymru

Find out more:

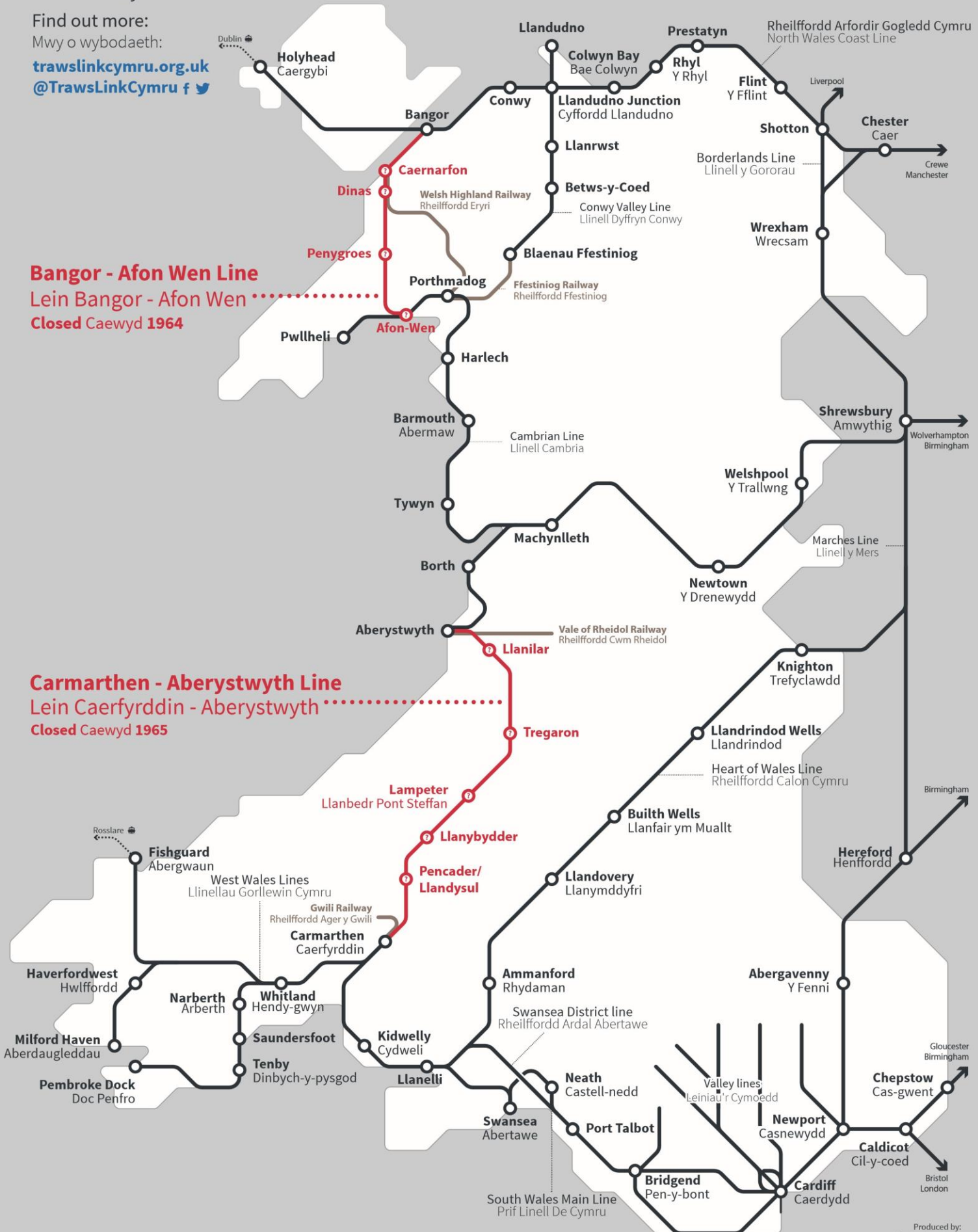
Mwy o wybodaeth:

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

@TrawsLinkCymru f t

A Campaign to rebuild the **Carmarthen to Aberystwyth Line** and the **Afon Wen to Bangor Line** to create a north to south rail corridor along the west coast of Wales.

Ymgyrch i ailagor y lein rhwng **Caerfyrddin ac Aberystwyth** a'r lein rhwng **Afon Wen a Bangor** i greu rheilffordd o'r gogledd i'r de drwy orllewin Cymru.



cost of c. £750m for the project, and recommended that a full Feasibility Study be undertaken.

Following publication of the Scoping Study report, the Minister agreed to conduct a WelTAG (Welsh Transport Planning and Appraisal Guidance) assessment in advance of a full Feasibility Study. This was carried out by the ARCADIS Design and Consultancy, and the report submitted to the new Cabinet Secretary for Economy and Transport, Ken Skates, in December 2016. Further political pressure, principally through Plaid Cymru, whose strong support for the reopening of the line has been a feature of the TLC campaign, resulted in the Welsh Government providing funding (£300k) for a full Feasibility Study. The global engineering and consultancy company Mott MacDonald was engaged by Transport for Wales to undertake the Study, and this was completed at the end of 2017. The report was submitted to the Cabinet Secretary in February 2018 and, will be transmitted to the newly established Infrastructure Commission for Wales, for further consideration.

When Traws Link Cymru began the campaign for the reopening of the Carmarthen to Aberystwyth railway line, few believed that we would succeed. While there is a still long way to go, it is remarkable how much has been achieved in the last three years. Sustained press and media coverage has ensured that the matter is very much in the public eye; indeed, people are no longer asking 'if' the railway will open, but rather 'when will this happen'. Politicians of all parties, from the First Minister, Carwyn Jones, downwards, are all actively engaged in the debate. Few would have thought that in the current economic climate of austerity and government cuts, the Welsh Government would be prepared to allocate almost a third of a million pounds to a project that many initially thought was 'pie in the sky'. We look forward now to seeing the Feasibility Study report and to moving on to the next stage of the campaign. We also look forward to the time when we are able to sit on a train, drinking a cup of coffee from the trolley, and enjoying the beautiful scenery of west Wales on the 10.00 am service from Carmarthen to Aberystwyth.

Mike Walker  
Adrian Kendon  
Traws Link Cymru (West Wales Rail Campaign)

Website: <http://trawslinkcymru.org.uk/>  
In English and Welsh

## **WALES INFRASTRUCTURE UPDATE**

The replacement of bridges between Newport and Cardiff to provide clearance for electrification is now reaching its conclusion with Mardy Road and Splott Road bridges in Cardiff nearing completion.

The masts for electrification are being erected slowly with the first two in Cardiff station appearing in early 2018 (see front cover photo). Signalling work in the Newport area continues for immunisation and to replace a number of low gantries with new higher ones or single post signals.

The migration of newer Port Talbot East signalling and its immunisation has been postponed but the older signalling, original colour light, to the west is gradually being replaced and immunised.

In North Wales, the Rockliffe Hall to Abergele resignalling was commission over the weekend of 24<sup>th</sup>- 25<sup>th</sup> March but its extension to Llandudno has been postponed. This could prevent the development of new services to Llandudno.

Work is underway to refurbish the Barry Island Viaduct and the major work for the future is the upgrading of Barmouth Bridge.

### **Network Rail spending plan**



#### **Control Period 6 (2019-24)**

Network Rail issued its draft Wales Route Strategic Plan in February 2018, an interesting read, which has £798m to spend in the five years of Control Period 6 up from £753.7m in CP5. It is important to recognise that the Welsh route includes the Marches line as far as Nantwich and Saltney Junction west of Chester together with a section of the Gloucester line and part of the Severn Tunnel. The plan outlines renewals and maintenance of the infrastructure but no enhancements are planned.

Network Rail identifies the uncertainties of the requirements of the new Wales and Borders franchise including the devolution of the core valley lines and the enhancement requirements of future funders including Transport for Wales.

The study suggests fourteen enhancements, listed on the next page.

## Enhancement List

- 1 More passenger capacity on Valley Lines for commuters
- 2 Phased programme of enhancements on Valley Lines – linked to Cardiff Metro joint work between Welsh Government & NR
- 3 Upgrading Relief Lines between Cardiff and Severn Tunnel Junction to create a four-track passenger railway
- 4 Redevelopment of Cardiff Central - a station fit for a capital city
- 5 Continued programme of Level Crossing Closures
- 6 Improved generalised journey times on Heart of Wales Line
- 7 Selected train lengthening on Cardiff to Manchester services
- 8 Modernisation of the North Wales Coast Main Line
- 9 Improved line speeds on the North Wales Coast Main Line
- 10 Improved connectivity to Deeside
- 11 Further programme of capacity improvements: Chester -Wrexham
- 12 Improved line speeds between Wrexham and Bidston
- 13 Improved all day frequency on the Cambrian line
- 14 Improved frequency on the Ebbw Vale line with new line to Abertillery

Many commentators have suggested that the funding for the Welsh Route, which has no electrified lines, is far too low for the infrastructure to be maintained let alone for enhancements. The Wales route has 32 miles of coastline where it has to maintain sea defences and a large number of routes where flooding and landslips occur frequently, especially the Blaenau Ffestiniog Branch. More funding will be required to look after the electrification infrastructure. If funding is calculated per mile of track or size of population served the Wales Route should receive three times the amount of funding it receives. The funding has been historically low so this has had a cumulative effect on rail developments in Wales especially when compared with Scotland where funding of the Network Rail budget is devolved.

Rowland Pittard

## **WALES FREIGHT UPDATE**

DB Cargo's (DBC) revision of services from 2<sup>nd</sup> July 2017 and outlined in the last newsletter was unsuccessful and a number of services were handed over to other operators in the autumn. Consequently, the number of services worked by the four other operators in South Wales with the exception of DRS has increased.

Colas has taken over the Bridgend Fords to Dagenham car component service departing Bridgend SUN T ThO and Dagenham MWFO. The locomotive being used is frequently stabled alongside the A48 on Tuesdays and Thursdays. Colas has also taken over the Cemex gritstone flows from Neath Abbey Wharf to Washwood Heath and Stourton which appear to each run on a monthly basis. There have been no further trains to East Anglia.

Freightliner has taken over the chemical flows from Dow Corning Barry to Tilbury MWO and Southampton TThO but loadings have not been heavy. Freightliner has also received a weekly coal train on Mondays from Onllwyn to British Steel at Scunthorpe and has taken over all coal trains from Cwmbargoed to Port Talbot. It has also taken over all steel traffic from Port Talbot and Llanwern to Dee Marsh Shotton following the closure of DBC drivers' depot at Hereford. A further siding has been laid for Freightliner at Newport East Usk.

GBF has taken over the tinsplate flow from Trostre to Tilbury and the new steel flow to Thamesport at Grain south east of London.

The automotive services from Portbury to Mossend and Doncaster have ceased to run. DBC occasionally uses these paths from Newport ADJ to convey wagons to Stoke on Trent for overhaul and is also using the weekend light engine moves from Newport to Eastleigh and return to also convey wagons for repair at Eastleigh or Stoke on Trent via Newport.

I reported in the last report a new Jumbo train from Cardiff Docks for CEMEX. This is essentially for Day's Aggregates and this has been confirmed as limestone for Days at Acton and a new traffic incinerator ash for Days at Brentford. This ash comes from the new Cardiff incinerator. The train has run infrequently as a combined train but when it does run it splits at Southall in west London.

**Continued on next page**



## **Aggregates**

There has been an increase in gritstone traffic from Machen with a train running frequently on Saturdays. The train recesses at Westbury and is then worked forward to several destinations in the South East of England including Dagenham and Allington. There has been an increase in the movement of blast furnace slag from Port Talbot to Acton with services on Mondays and Thursdays instead of one departure on Wednesdays.

## **Cement**

The anticipated bagged cement traffic has not materialised.

## **Coal**

The movement of power station coal by Colas from Avonmouth to Aberthaw and that by Freightliner from Portbury to Fiddlers Ferry via the Marches has ceased. The Onllwyn to Immingham flow has reduced to one train a week to be replaced by a new flow from Cwmbargoed. There is usually a weekly train from Cwmbargoed to British Steel Scunthorpe. Both these new services are worked by DBC. Despite cutbacks in wagon load traffic DBC is still moving consignments of containerised coal from Onllwyn Washery to Mossend.

## **Iron Ore**

The movement from Redcar to Port Talbot has ceased.

## **Petroleum**

The weekly flow from Port Clarence to Cardiff docks for Green Energy should have been included in the last update

## **Scrap**

Scrap from Attercliffe and Lincoln has been redirected to Eurometal at Liverpool Docks. The flow of scrap from Sunderland has also ceased and the yard has closed. Regular traffic to CELSA continues from Kingsbury, Saltley and Swindon. Scrap from Beeston to Newport Docks has been intermittent.

## **Steel and tinplate**

The reported movements in the last newsletter continue but there have also been some occasional new flows. These include steel bar and coil traffic from British Steel at Scunthorpe to Birdpost and to CELSA.

Recently there was a major campaign to export steel slab from Newport and at present there is steel coil being imported from the Netherlands to Trostre.

## **Tar**

This continues as previously with up to four consignments each week from TATA Port Talbot to Middlesbrough.

## **Timber**

A weekly train runs from Baglan Bay to Chirk each Thursday with an additional train on Tuesdays if required. The train from Carlisle to Chirk is running at least three times a week.

Rowland Pittard

---

## **RAILFUTURE NATIONAL AGM COMES TO WALES**

The annual meeting of Railfuture Ltd will be held in Cardiff on the Saturday 18<sup>th</sup> May 2019, hosted by the Wales branch. The venue will be the Old Library/ Yr Hen Lyfrgell. This is in the city centre just over 5 minutes' walk from Cardiff Central.

The meeting will include speakers who will explore and comment on the current rail scene. It is hoped that the new Wales & Borders franchise holder will be represented together with Transport for Wales. All Railfuture members are invited and they may send a proxy to represent them. Details on [www.railfuture.org.uk/conferences](http://www.railfuture.org.uk/conferences)

---

## **TWEET TWEET**



Railfuture Wales now has its own Twitter site. Please follow us on @RailfutureWales for the latest news and interesting updates from the wider rail scene in Wales.

Paul Harding looks after the site and your suggestions for tweets should be sent to Paul: [paulharding150@gmail.com](mailto:paulharding150@gmail.com)

---

Rail Wales is printed by Bridgend Festivals - tel 01656 661338



*An Arriva Trains Wales class 175 departs Shrewsbury in March 2017 in front of the historic Severn Bridge Junction signal box. Members have the opportunity to visit the box, the largest semaphore signal control installation in the UK, prior to or after the AGM on 14<sup>th</sup> April 2018. Photo Alistair Moulstone*

Thanks are extended to all who contributed to this issue. In all cases, any opinions expressed are those of the contributors, and do not necessarily represent *Railfuture* policy. Material for the next issue – articles, letters, photos or comments – should be sent to the editor, Peter Kingsbury at [peter.kingsbury@railfuturewales.org.uk](mailto:peter.kingsbury@railfuturewales.org.uk) or by post to 22 Winchester Avenue, Penylan, Cardiff CF23 9BT, by **31<sup>st</sup> August 2018** for the autumn 2018 issue. The editor may edit letters for publication.

*Railfuture* is a voluntary body that campaigns across Great Britain for rail users. It receives no funding from political parties or rail companies. Annual subscription is £18 (£14 for students and unwaged).

Enquiries should be addressed to **Peter Clark**

[peter.clark@railfuturewales.org.uk](mailto:peter.clark@railfuturewales.org.uk)

84 North Street, Abergavenny NP7 7ED.

Website: [www.railfuturewales.org.uk](http://www.railfuturewales.org.uk) Twitter: [@RailfutureWales](https://twitter.com/RailfutureWales)

Railfuture Ltd A 'not for profit' company limited by guarantee  
Registered in England & Wales no. 5011634: Registered office 24 Chedworth Place, IP9 2ND