

**Issue 74 Spring 2023**

# **Rail Wales**

*Newsletter of Railfuture in Wales*



*The sign of things to come: a new class 197 built by CAF in Newport passes along the North Wales coast at Abergele in October 2022 on a driver training run. These trains will soon provide most services in North Wales. Photo: skimpler@flickr*

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## **WELCOME**

As ever in recent times the challenge when writing a column commenting on the recent Welsh rail scene, and Railfuture Wales's initiatives to help secure bigger and better railways for the country, is knowing where to start.

The past six months have been a turbulent period for rail in Wales and the rest of Britain as the longer-term impacts of the Covid pandemic on passenger numbers and revenue become clearer and rail services are impacted by industrial action more significantly than at any time since the last century.

Yet here in Wales, we are to a limited extent isolated from these trends by the devolution settlement which has resulted in the negative big decisions (and lack of decisions) affecting rail services coming out of the UK government having less impact than in the English regions. Wales has been less affected by strikes as only when Network Rail has been the strike target, which closes all signalling apart from the Core Valley lines, have TfW Rail services been largely halted.

In terms of investment, the Welsh government has continued with its rolling stock renewal programme. The first fruits of this are now being seen in North Wales and on the Rhymney-Penarth route. Electrification of the Core valley lines is proceeding apace. It would have been easy to pause or reduce this investment. The dithering about implementing the Williams-Shapps vision for Great British Railways and the challenges faced by English based train operators (three of which serve Wales), in light of Dept for Transport/Treasury demands for cost reductions, illustrate that the attitude towards rail could easily be more negative on this side of Offa's Dyke.

However, all has not been rosy on Welsh rail in recent months as I am sure most of those involved would agree. Punctuality has declined and cancellations increased in the second half of 2022; in both Wales and the rest of Britain. It has become difficult for Railfuture to unreservedly endorse rail travel with this in the background.

The Railfuture Wales branch committee had decided to monitor the extent of the problems in January to demonstrate to TfW management the widespread nature of poor service. However, we decided our time and effort would be better spent elsewhere when the TfW rail senior management put its hands up at the Transport Focus board meeting held Cardiff in November 2023 and accepted it should be doing better.

Looking ahead, 2023 will see the widespread introduction of the class 197 CAF built trains which will improve capacity on services in North and Mid Wales and the Marches. Passengers should also benefit from a quieter ride. New trains will also start to make an impact in the core South Wales Valleys although it will only be when electrification is complete that things will dramatically improve.

Railfuture Wales will continue to seek opportunities to argue the case for rail services of the highest quality and provide its members who believe in the value of rail with appropriate representation.

Details of the 2023 AGM are set out below. This provides an opportunity for members to air their views on where and what Railfuture Wales should be focussing on over the next year. However, as the committee recognises that many people cannot easily attend the AGM, which is difficult to arrange with simultaneous online coverage, a separate members meeting has been arranged for the evening of Thursday 8<sup>th</sup> June. This will be an online only event and provides the chance for members to raise topics of interest and find out the reaction of other Railfuture Wales members, as well as the committee- see details below.

I hope to see you at one or both events later in the year.

*Peter Kingsbury*

## **RAILFUTURE WALES ANNUAL MEETING 2023** **SATURDAY 22 APRIL, SHREWSBURY at 13.30**

Members and friends are very welcome to attend our annual get together, held once again in Shrewsbury station on a Saturday afternoon in late April.

There will be a chance to review the activities of Railfuture Wales over the past 12 months, discuss any issues and make suggestions for the future direction of the organisation and its parent body, Railfuture GB. The committee for the next 12 months will be decided.



This year, we are very pleased to welcome Rhodri Clark (photo left) to the meeting to give an illustrated talk titled: **“20 years of a single Wales rail franchise: what has been achieved and what challenges remain?”**

Rhodri is a respected transport journalist — and Railfuture Vice President — who covers the Welsh rail scene in Modern Railways. His talk subject reflects the fact that in 2003 the first all Wales franchise was established following Wales being served by multiple franchises each with one leg in England in the first few years of privatisation. He will consider the achievements since then and what further progress might be realistically made in the future.

To attend the meeting, please assemble outside the British Transport Police door on the station forecourt shortly before 13.30 hrs.

## **MEMBERS' ONLINE MEETING: 8 JUNE 2023**

To provide more 'value' for Railfuture Wales members, the committee is holding an online meeting using Zoom for all existing and potential members in early June. The meeting will start at 19.00 hrs and will provide an opportunity to discuss any topics relevant to the operation of the Welsh rail system and the activities of Railfuture Wales.

This meeting will be an initiative to provide more events for Railfuture Wales members and the committee is always looking for suggestions for activities that could be arranged to provide additional interest. If you have any suggestions, please contact Peter Kingsbury (details on page 15).

Please see the Railfuture Wales website ([www.railfuturewales.org.uk](http://www.railfuturewales.org.uk)) for details of the Zoom link (which will be provided just before the event).

## **CAN YOU HELP RAILFUTURE WALES?**

Railfuture Wales has plenty of challenges ahead as it seeks to influence decisions made by government and rail operators to provide the country with the highest quality train services. Rail has a bright future, despite Covid, in light of the increasing recognition of the existential impact of climate change and other environmental issues.

Could you assist Railfuture Wales in helping ensure rail is developed to fulfil its maximum potential. The committee which runs the branch activities and campaigns is seeking new members to introduce fresh thinking and help expand the range of actions undertaken. The committee meets every two to three months, with the majority of meetings being virtual.

Please contact Peter Kingsbury if you wish to find out more or simply attend the AGM, when the committee for 2023/24 will be elected.

## THE BUSIEST STATIONS IN WALES: WHAT'S CHANGED SINCE COVID?

This year's annual look at station usage focuses on the data for April 2021 to March 2022 and is the first opportunity to look at how rail travel patterns had changed as a result of the Covid pandemic.

April 2021 to March 2022 was a period where some limited Covid restrictions applied for short periods of time, but daily life had largely resumed unaffected by government limitations. The table below therefore provides an early indication of some of the longer-term changes that have occurred as a result of the pandemic, such as home working for office staff.

The table lists the 22 busiest stations in 2021-22 and compares the passenger numbers with those for March 2019 to February 2020, the 12-month period before the start of Covid restrictions in March 2020.

Station	2019/20	2021/22	Change (-%)
Cardiff Central	13,141,000	7,463,000	43.2
Newport	2,814,000	1,754,000	37.7
Swansea	2,134,000	1,478,000	30.8
Cardiff Queen St	2,784,000	1,366,000	50.9
Bridgend	1,557,000	937,000	39.8
Neath	832,000	545,000	34.5
Cathays	1,002,000	514,000	48.7
Bango	652,000	445,000	31.7
Rhyl	519,000	411,000	20.9
Pontypridd	841,000	408,000	51.5
Wrexham General	521,000	400,000	23.3
Treforest	679,000	398,000	41.4
Port Talbot Parkway	561,000	388,000	30.9
Caerphilly	739,000	372,000	49.7
Barry	537,000	349,000	35.0
Cardiff Bay	1,522,000	315,000	79.3
Barry Island	787,000	304,000	61.4
Abergavenny	415,000	284,000	31.6
Llandudno Junction	321,000	265,000	18.4
Cwmbran	413,000	262,000	36.6
Llandaf	481,000	262,000	45.5
Penarth	643,000	262,000	59.3

Source: ORR

The following stations appeared in the top 20 in 2019/20 and no longer feature: Aberdare and Radyr. They have been replaced by Abergavenny, Cwmbran, Llandaf and Llandudno Junction (four replace two as 20<sup>th</sup> position is shared by three stations).

A number of trends stand out:

1. The busiest stations in North Wales have lost a smaller proportion of their passengers than those in the south. Thus, Bangor, Rhyl and Wrexham all rise up the table of busiest stations compared to 2019/20 and are joined in the top 20 by Llandudno Junction which has not even appeared in the top 20 in recent years. The buoyant tourist trade in summer 2021 as overseas travel was still off the agenda for many people explains part of this pattern.
2. The stations which have lost the largest proportion of their passengers are those with a high proportion of 'journey to work' type users. Cardiff Bay, after many years of above average growth, saw the greatest proportionate fall in use reflecting the fact that its passengers have primarily been office workers in this part of Cardiff.
3. Principal stations on the South Wales mainline and Marches route have fared better than might have been expected: Swansea, Neath and Port Talbot Parkway have lost around a third of their volume, below the table average.

Passenger volumes have continued to recover since March 2022, the last month covered by the above table, so it will be interesting to see the trend for 2022-23 when the next statistics are published by the ORR.



The front of the busiest station in Wales, photographed in early evening in July 2022 by Jerry Alderson.

## **GCRE: A 'SILICON VALLEY FOR RAIL?'**

In November 2022 Railfuture Wales was invited to the formal launch of the **Global Centre for Rail Excellence** (GCRE) by the Welsh Government (WG), and UK Dept. for Business, Energy, & Ind. Strategy (BEIS).

Worldwide, rolling stock sales are worth £55billion with infrastructure spending being ten times that. Despite this there is a global shortage of testing facilities, with only Velim (Czechia) and TTC (USA) coming close to being 'total facilities', both massively oversubscribed. High speed and infrastructure testing are particularly neglected. And there is consensus across both the industry and government that this lack is holding back rail innovation globally, and especially in the UK, where we have not really moved beyond BR's situation where only minor/initial testing could be done 'in lab' (at Old Dalby or High Marnham) and all major tests having to be somehow squeezed on the congested live network.

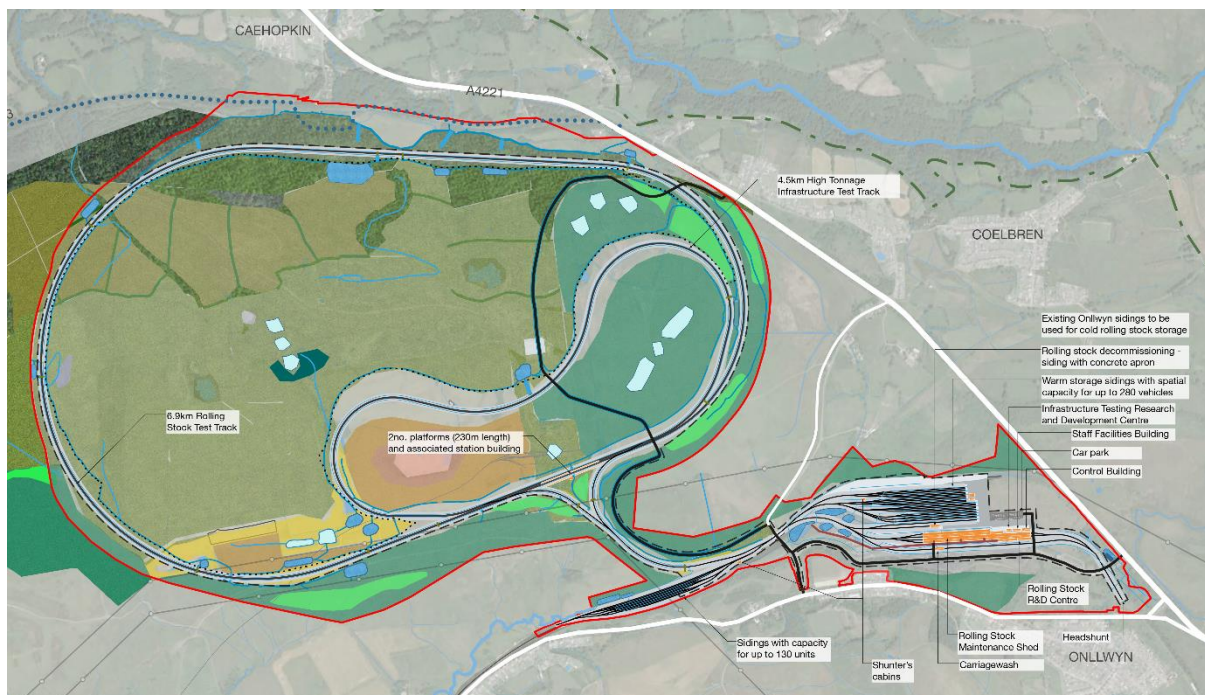
The core of the GCRE concept is that by combining 'total menu' testing facilities running 24/7 which can simulate a lifetime of wear and extremes in mere months, with rentable R&D suits, and proactive hosting of technologies-of-tomorrow – all on one site, you can accelerate tech development timelines. This will help eliminate the “technological valley of death” – where potential breakthrough technologies falter due to the gulf between the academic research and industrial engineering communities – and bring down the cost of rail. *(It should be noted that TfW has already got a significant Innovation Lab, with examples of its progress being; a £200k grant secured from Network Rail for roll out of an Artificial Intelligence based monitoring of foot crossings across the Principality [computer watches the CCTV feed, identifying types of user, their behaviour, and if needed triggers safety alerts in real time], and 3D-printing of concrete structures hoping to start soon start out on the network - specifically toilet blocks on the S Wales Metro!)*

Located on the former Nant Helen opencast coal mine and Onllwyn Washery at the head of the Swansea and Dulais Valleys, 25km NE of Swansea, GCRE's 700ha site is planned to be a world-class centre for research and testing of new and experimental rail technologies and equipment, both rolling stock and infrastructure. Attractive for numerous reasons; existing rail access, 30mins from a rail-linked deep-water port, 30min from intercity trains to London, close proximity of several engineering unis/colleges, and planning authorities and local community

tolerant of 24/7 operations. Groundwork started last year, and Phase 1 is expected to be completed in 2025, with storage sidings being ready for use this summer.

Costing a total of £400M (£250M for the loops & HQ, £150M for the rest), Phase 1 is divided into 4 parts:

1. **Rolling Stock Test Loop** - 7km high-speed single-track loop (passive provision for doubling), 110mph initially, capability for 125 later.
2. **Infrastructure Test Loop** - 4km loop focused on rapid tonnage-miles accumulation for experimental components. A heavily laden train will circle 16hr/day 5dy/week for 10-week campaigns, meaning over three months each component can be subjected to a cumulative 5M gross tonnes / 15,000 axle passes, thus simulating a full lifespan out on the network in a matter of months. Amongst other features there will be a pair of underbridge abutments to allow testing of lightweight/low-carbon bridge deck materials, and testbed road and foot level crossings.
3. **'Basecamp'** - operations centre, exhibition space (open for the local community when not used), visitors centre, and hotel for visiting researchers.
4. **Washery Campus** - warm & cold storage for 500 vehicles, R&D centre, and a field lab for infrastructure and construction experimentation.



## Proposed GCRE layout



A planned Phase 2, "Cwm Mawr Campus" – not yet funded or consented – will be an attached science & business park for rail tech industry and academia. It is expected this will include manufacturing activity as well as R&D.

Birmingham University has already signed up to create a satellite research campus located on the site for UKRRIN (UK Rail Research Innovation Network - the recently formed coalition of 15 universities), Network Rail (NR), TfL, and 17 industry suppliers, and expressed a desire to do extensive R&D at the centre, not just testing. As for the GCRE's R&D centre itself, the idea is to give any supplier, existing, new, or potential – especially start-up – the ability to simply rent 'ready-to-go' facilities that allow for both engineering prototyping and 'real-world environment' testing on the same site. This will permit very rapid evolution of designs, and thus quick development from idea to sellable product. It's hoped that when built-out with the Cwm Mawr Campus, that the centre will act as a "magnet project", drawing even non-rail engineering and R&D ventures to the area due to the now proven base of skills and facilities.

As indicated by the shortage of such facilities, the project has attracted very substantial commercial interest, with a number of anchor tenants seeking permanent residence, and organisations already reserving time and space. Beyond UKRRIN: NR, TfW, TfL and HS2 have all confirmed their interest, with the centre currently eyeing up the 2026 delivery date of the first HS2 EMUs which will need somewhere for proving trials (as well as somewhere to be stored until opening of Phase 2a in 2029).

The WG's excitement is to be expected, but to see enthusiasm from Westminster (and outside the DfT!) for something in Wales, and about railways is a refreshing surprise. Not only could this supercharge the evolution of our rail technologies while bringing down costs, but to also put themselves forwards as a welcoming public-facing beacon for rail is the sort of inspired public relations I thought long crushed by 21stC security worries. Maybe seeing research and development up close will light a passion for rail in some for whom the day-to-day operations could not? I reckon we'll soon be asking "How did we ever manage without something like it?".

*Jessika Venn*

# **RAILFUTURE WALES IN ACTION**

## **Travel across the Menai Straits**

A focus of the committee since the last issue of Rail Wales has been travel to and from Anglesey. This was prompted by a Welsh Government announcement towards the end of 2022 that the construction of a third road crossing of the Menai Straits was still in the Welsh Government's long term major projects programme. This was no doubt prompted by the sudden closure of the original Menai Bridge for urgent repairs.

Bob Saxby, the branch secretary wrote to Lee Waters, the Government minister responsible for transport, calling for the third crossing to be abandoned and the £ 400 million saving invested in public transport and active travel instead. We also called for free rail travel to be granted to and from Anglesey during the bridge closure.

The following suggestions were made as alternatives to the third crossing:

- Improve Llanfair PG station including bus/rail interchange and a large P&R car park
- Provide safe cycle routes from the surrounding (largely flat) area to Llanfair PG with secure cycle parking at the station
- Reinstate double track on the rail deck of Britannia Bridge and run more trains.

On a more ambitious level if capital funding was to rise towards that required to build the third crossing, the following could also be achieved:

- Reopen the railway line from Gaerwen to Llangefni, the largest inland town in Anglesey
- Build a new station east of Bangor to serve Llandygai Industrial Estate
- Reopen the railway line to Caernarfon using the old track bed with a new section alongside the Y Felinheli Bypass road
- Reinstate the rail/ship container port at Holyhead.

Result: although no reply has been received from Lee Waters, free rail travel for school and college students was introduced for the period of the Menai Bridge closure. A few weeks later the Welsh government announced that it was abandoning the proposed crossing and introducing stricter criteria for evaluating new road building in conjunction with more investment in public transport and active travel.

## **Old Oak Common HS2 station**

The committee has decided to try to prevent platforms being built on the two fast lines through the site of the new station on the route into Paddington. This might seem a strange decision but the logic is that passengers from South Wales to London will not wish to change into HS2 at this location (they will travel directly to Birmingham and the north of England) and can access the Elizabeth line at Paddington. Swansea to London trains stopping will incur a five-minute penalty resulting in longer journey times to Paddington. A time penalty will occur during the construction phase if work takes place adjacent to the fast tracks.

As a similar penalty will affect all fast services from the GWR network with little connectional benefit, Railfuture Wales is seeking the support of other affected Railfuture branches in southern England in its push to see this part of the Old Oak Common project deleted.

## **Transport for Wales Liaison Group resumes: new timetable consultation**

Railfuture Wales attended the first meeting of this group for over two years in December 2022. A focus of the meeting was to ask for comments on the draft timetable to start in December 2023. In response the timetable was broadly welcomed as it showed the delivery (finally) of some long promised extra services; such as an all-day hourly frequency on the Shrewsbury to Aberystwyth route and the reinstatement of hourly trains calling at stations between Bridgend and Swansea. One area where further improvements were considered necessary was to have a half-hourly service to Llandudno (rather an hourly) in the summer months and an hourly service on the Cambrian coast in this season where overcrowding had been experienced as a result of the busy tourist season in coastal resorts post Covid.

## **Radio Wales phone in**

Rail Wales editor Peter Kingsbury was asked to contribute to a BBC Radio Wales phone in about Welsh rail on 7 March. The phone in was held in conjunction with the broadcast of a documentary that evening about the 'journey' TFW rail has been through in the past three years in its attempts to transform the network. The programme can be viewed for a limited time on the BBC iPlayer.

<https://www.bbc.co.uk/iplayer/episode/m001jypp/how-to-fix-a-railway>

## **FREIGHT NEWS**

Starting in North Wales, the new aggregate flows from Penmaenmawr and slate waste from Llandudno Junction continue. Similarly, in mid Wales the new timber traffic from Aberystwyth to Chirk is ongoing.

Moving to West Wales, I had noticed less oil traffic to and from Robeston, Milford Haven in recent months, and recently had it confirmed that about a third fewer trains are running. The Theale flows are unchanged apparently, but the number of Westerleigh (Bristol) trains have been reduced, and it appears unlikely that this traffic will return.

The surplus Class 60 locos are being used more on steel traffic from Margam to Llanwern, both open coil, covered steel and mixed formations. Recently there were a number of slab workings from Margam, but these appear to have stopped again. Flows to Round Oak (Dudley) continue, but the Dee Marsh (Shotton) workings seem to be no longer from Margam, but maybe from Llanwern to and from North Wales, with traffic combined from to/from Margam. Steel scrap trains operate from Trostre (Llanelli) a few days a week, and the coil traffic twice a day normally Margam to Trostre.

Cwmbargoed coal flows continue most weekdays to Margam for steel production, and some to Penyffordd Cement works.

The Tesco Daventry to Wentloog trains operate six days a week, and there a possibility of a refrigerated flow beginning. Freightliner container trains continue Monday to Thursday to Barry Docks, and there is other traffic to and from Wentloog. Scrap trains of redundant EMUs, locos and Mk 3 coaches continue to Sims Metals at Newport, and my contacts at Newport inform me Machen aggregate trains are operating several days a week, and sometimes twice a day, believed to be for HS2 construction. Finally, the timber traffic from Baglan to Chirk continues several times a week, with the added interest of currently using Class 56s!

*Rhodri Evans*

## **NEWSLINES**

### **GWR news**

GWR has confirmed that its timetable starting in May 2023 will include a summer Saturday service from Paddington to Tenby and Pembroke Dock for the first time since 2019 and the arrival of Covid. Also of benefit to West Wales, and arguably more significant, is the increase in the number of

Paddington to South Wales trains which will run through to Carmarthen. There will be five additional trains each day (apart from Sundays) resulting in a two hourly Carmarthen-London frequency. Railfuture Wales raised the point at a recent GWR Forum that the quality of connections at Carmarthen to stations in Pembrokeshire is critical to the success of this welcome initiative (see also article on page 14 'New Life for the Swansea District Line).

At the Forum, it was also confirmed that the comfortable but expensive to operate and high emission 'Castle' trains, converted from the classic 1970's High Speed 125 Trains, will be withdrawn from their current route between Cardiff and SW England by the end of 2023. So, if you wish to experience a trip down memory lane, although not 125mph running, book your ticket to the West Country soon.

### **Cardiff Parkway**

The Welsh Government has decided it wishes to review the acceptability of this proposed new station and neighbouring business park to be built midway between Cardiff Central and Newport, following Cardiff Council deciding to grant planning permission. The Government's unit that deals with large scale development will examine the scheme and confirm or overturn the Council's decision. The station was originally proposed, prior to the emergence of proposals for other stations between Cardiff, Newport and Severn Tunnel Junction following the abandonment of the M4 relief road around Newport. Cardiff Parkway was intended to serve a major new business park, the scale of which must be in some doubt following the decline in demand for office space post Covid.

### **Tram trains to finally travel on the road**

An announcement by the UK Government in February 2023 that one of the projects to benefit from the first round of 'Levelling Up' funding would be a rail link from Cardiff Central to Cardiff Bay will result in the tram trains "ordered for much of the Core valleys network following electrification" actually running on street for the first time.

Funding of £50 million was awarded for the construction of a new link from the Cardiff Bay branch to the rear of Cardiff Central station. This will involve about 600 metres of street with track laid. It will leave the branch in the vicinity of the new Butetown stop (see Rail Wales 73) and will run via Callaghan Square to the forecourt outside the rear entrance of Central. The service will be operated by the new class 398 tram trains being constructed by Stadler.

It has not yet been confirmed whether a ramp will be built at Central station to enable the tram trains to access the existing tracks close to platform 8. If so, this would enable through running to the City line in western Cardiff (to Radyr via Fairwater). At present passengers from this route who wish to travel to Cardiff Bay must change trains at Queen Street.

## **NEW LIFE FOR THE SWANSEA DISTRICT LINE?**

Railfuture Wales has long campaigned for a regular passenger service on the Swansea district line (which bypasses Swansea), and an initiative by Grand Union Trains (GUT) may help this happen. But not yet.

After several abortive applications to run an open access service between London and Carmarthen, GUT was finally successful late last year. Their application was to run five daily trains each way from Paddington, stopping at Bristol Parkway, Severn Tunnel Junction, Newport, Cardiff Parkway (when it opens), Cardiff Central, Parc Felindre, Llanelli and Carmarthen. Parc Felindre would be a new station on the district line near junction 46 of the M4, serving, amongst other places, the DVLC and Swansea's Morriston hospital. GUT has committed to investing to provide this station, which could form the cornerstone of regular services on the district line.

However, the Office for Rail and Road did not give permission for the new services to use Parc Felindre or Cardiff Parkway on the grounds that they don't yet exist. Instead, GUT is invited to apply separately for powers to serve these stations, which they have said they will do. In the meantime, services will stop at Gowerton instead, but will not call at Swansea.

The original application was to operate the service for 20 years, but only ten years have been granted, starting in December 2024. An extension to this may be part of an application to serve the new stations, especially as Parc Felindre will require substantial expenditure to build.

GUT now has to tender for the four bi-mode trains needed to run the service (if CAF wins the contract, they will be built in Newport), so the service is unlikely to start before 2025. Details of the internal layout show them to be more spacious (including 2+1 seating in standard class) and potentially more comfortable than the class 800s run by GWR with which they will compete. Additionally, journey times between west Wales and Cardiff are expected to be about 20 minutes faster than existing services as they will run fast between Gowerton / Parc Felindre and Cardiff Central.

GWR is also planning five daily return services between Paddington and Carmarthen by extending some of the London – Swansea trains. We are concerned that the larger operator could try to squeeze GUT out of this market by running its trains a few minutes before those of the open access operator. GWR have said that, in their experience on the line between London Kings Cross and Edinburgh, extra services have attracted new customers to the railway, which they regard as positive. It must be remembered, though, that those open access services, dubbed Lumo, are operated by First Group, which owns GWR. Time will tell, but we hope to see a roughly hourly service between Carmarthen and London for much of the day.

A further concern is that services on the many single-track lines in west Wales could be marginalised. West of Carmarthen, the lines from Fishguard, Milford Haven and Pembroke Dock are all single, at least in part. Timetabling on these is limited by the need for trains to pass each other on double track sections. While we would love to see the proposed much-improved service between Carmarthen, Cardiff and points east, we are concerned that ten extra mainline trains in each direction will be given priority, further restricting the paths available for the single-track lines mentioned.

Subject to these problems being solved, Railfuture welcomes the additional services, and looks forward to the opening of Parc Felindre at the earliest opportunity. Other stations on the district line may then follow as part of the proposed Swansea Bay metro.

*Julian Langston*

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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 2023 for the autumn 2023 issue. The editor may edit letters for publication.

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*The futuristic looking profile of the new Stadler Flirt trains is prominent in this photo at Heath High Level, Cardiff, on 23 February 2023, during an early test run with passengers. These trains will eventually operate on the Cardiff to Cheltenham, Ebbw Vale and Maesteg routes. Photo: Peter Kingsbury*

Website : [www.railfuturewales.org.uk](http://www.railfuturewales.org.uk)

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