



ISSUE NO 10A
NORTH WALES COAST
AND
CAMBRIAN LINES RAIL SURVEYS



BANGOR TO BIRMINGHAM INTERNATIONAL
ABERYSTWYTH TO BIRMINGHAM INTERNATIONAL

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June 2026



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1. INTRODUCTION AND HISTORY

1.1 History

Train surveys were undertaken by the Cambrian Rail Liaison Committee between 2016 and 2023, and by the Association from 2024 to 2026.

1.2 Working Together

The surveys are carried out by Councillors and volunteers (from the Association) working in partnership with Transport for Wales (TfW) staff to ensure that all information is collected and presented in the required format.

1.3 Purpose of the Surveys

The surveys provide TfW with a snapshot of service conditions at the time they are undertaken and help inform the Association's work with rail user groups on both the Cambrian and North Wales Coast lines.

1.4 Ongoing Findings

Year after year, the surveys continue to demonstrate that:

- Two-car trains operating between Shrewsbury and Chester are frequently inadequate to meet passenger demand.
- Two-car trains operating between Shrewsbury and Birmingham are also inadequate on many services.
- During busy periods, two-car trains on the Cambrian Main Line do not provide sufficient capacity.
- During peak summer periods, two-car trains on the Cambrian Coast Line are inadequate.
- Customer service provided by on-train staff is consistently rated highly, while experiences with platform staff are more varied.

2. SURVEY DETAILS

2.1 Survey Comparisons

Previous surveys focused on the Holyhead–Shrewsbury and Aberystwyth–Shrewsbury routes, together with services on the Cambrian Coast Line.

The current surveys have been undertaken using a revised methodology and cover services operating between Bangor and Birmingham International, as well as between Aberystwyth and Birmingham International.

2.2 Survey Dates

This report relates to surveys undertaken on Wednesdays across three separate dates during mid-May and early June 2026.

2.3 Survey Methodology

The surveys were conducted by volunteers travelling on scheduled train services between Bangor and Birmingham International. Information was collected through first-hand observation and passenger counts, supported by statistical data gathered during the journeys.

3.SURVEY RESULTS

The train capacities on trains are noted here:

Type	2 car	3 car	4 car	5 car
Class 158	138	n/a	272	n/a
Class 197	116	188	232	304

3.1 PASSENGERS ON TRAINS - 1

SHREWSBURY – BANGOR – BIRMINGHAM INT - SHREWSBURY

Percentages

	PASSENGERS	2 CAR 158	4 CAR 158	2 CAR 197	3 CAR 197	4 CAR 197
SHREWSBURY	206	149.28	75.74	177.59	109.57	88.79
WELLILNGTON	234	169.57	86.03	201.72	124.47	100.86
TELFORD	240	173.91	88.24	206.90	127.66	103.45
WOLVERHAMPTON	296	214.49	108.82	255.17	157.45	127.59
SANDWELL & D	315	228.26	115.81	271.55	167.55	135.78
BIRMINGHAM NS	315	228.26	115.81	271.55	167.55	135.78
BIRMINGHAM INT	149	107.97	54.78	128.45	79.26	64.22

Percentages

	PASSENGERS	2 CAR 158	4 CAR 158	2 CAR 197	3 CAR 197	4 CAR 197
BIRMINGHTM INT	48	34.78	17.65	41.38	25.53	20.69
BIRMINGHAM NS	76	55.07	27.94	65.52	40.43	32.76
SANDWELL & D	79	57.25	29.04	68.10	42.02	34.05
WOLVERHAMPTON	90	65.22	33.09	77.59	47.87	38.79
TELFORD	94	68.12	34.56	81.03	50.00	40.52
WELLINGTON	100	72.46	36.76	86.21	53.19	43.10
SHREWSBURY						
(change)	59	42.75	21.69	50.86	31.38	25.43
GOBOWEN	59	42.75	21.69	50.86	31.38	25.43
CHIRK	59	42.75	21.69	50.86	31.38	25.43
RUABON	62	44.93	22.79	53.45	32.98	26.72
WREXHAM	69	50.00	25.37	59.48	36.70	29.74
CHESTER	110	79.71	40.44	94.83	58.51	47.41
FLINT	109	78.99	40.07	93.97	57.98	46.98
PRESTYN	110	79.71	40.44	94.83	58.51	47.41
RHYL	110	79.71	40.44	94.83	58.51	47.41
COLWYN BAY	88	63.77	32.35	75.86	46.81	37.93
LLANDUDNO JUNC	90	65.22	33.09	77.59	47.87	38.79
BANGOR	72	52.17	26.47	62.07	38.30	31.03

Percentages						
	PASSENGERS	2 CAR 158	4 CAR 158	2 CAR 197	3 CAR 197	4 CAR 197
BANGOR	37	26.81	13.60	31.90	19.68	15.95
LLANFAIRFECHAN	38	27.54	13.97	32.76	20.21	16.38
PENMAENMAWR	41	29.71	15.07	35.34	21.81	17.67
CONWY	47	34.06	17.28	40.52	25.00	20.26
LLANDUDNO JUNC	66	47.83	24.26	56.90	35.11	28.45
COLWYN BAY	59	42.75	21.69	50.86	31.38	25.43
RHYL	65	47.10	23.90	56.03	34.57	28.02
PRESTATYN	68	49.28	25.00	58.62	36.17	29.31
FLINT	70	50.72	25.74	60.34	37.23	30.17
CHESTER	73	52.90	26.84	62.93	38.83	31.47
WEXHAM	53	38.41	19.49	45.69	28.19	22.84
RUABON	43	31.16	15.81	37.07	22.87	18.53
CHIRK	36	26.09	13.24	31.03	19.15	15.52
GOBOWEN	37	26.81	13.60	31.90	19.68	15.95
SHREWSBURY	100	72.46	36.76	86.21	53.19	43.10

3.2 PASSENGERS ON TRAINS - 2

WEDNESDAY 27th May 2026

NORTH WALES RAIL LINE		Date:- 27th May 2026					
TRANSPORT FOR WALES							
TRAIN CHART		Percentages					
Station	Passengers	Class 158	Class 158		Class 197	Class 197	Class 197
	cars	2	4		2	3	4
Flint							
Prestatyn	48	34.78	17.65		41.38	25.53	20.69
Rhyl	52	37.68	19.12		44.83	27.66	22.41
Colwyn Bay	60	43.48	22.06		51.72	31.91	25.86
Llandudno Junction	62	44.93	22.79		53.45	32.98	26.72
Bangor	45	32.61	16.54		38.79	23.94	19.40
Bangor		0.00	0.00		0.00	0.00	0.00
Llanfairfechan	50	36.23	18.38		43.10	26.60	21.55
Penmaemawr	56	40.58	20.59		48.28	29.79	24.14
Conway	52	37.68	19.12		44.83	27.66	22.41
Llandudno Junction	49	35.51	18.01		42.24	26.06	21.12
Colwyn Bay	63	45.65	23.16		54.31	33.51	27.16
Rhyl	67	48.55	24.63		57.76	35.64	28.88
Prestatyn	80	57.97	29.41		68.97	42.55	34.48
Flint	85	61.59	31.25		73.28	45.21	36.64
Shotton	87	63.04	31.99		75.00	46.28	37.50
Chester	87	63.04	31.99		75.00	46.28	37.50
Chester		0.00	0.00		0.00	0.00	0.00
Wrexham	50	36.23	18.38		43.10	26.60	21.55
Ruabon	62	44.93	22.79		53.45	32.98	26.72
Chirk	63	45.65	23.16		54.31	33.51	27.16
Gobowen	65	47.10	23.90		56.03	34.57	28.02
Shrewsbury	65	47.10	23.90		56.03	34.57	28.02
Shrewsbury		0.00	0.00		0.00	0.00	0.00
Gobowen	40	28.99	14.71		34.48	21.28	17.24
Chirk	38	27.54	13.97		32.76	20.21	16.38
Ruabon	42	30.43	15.44		36.21	22.34	18.10
Wrexham	42	30.43	15.44		36.21	22.34	18.10
Chester	56	40.58	20.59		48.28	29.79	24.14
Flint	75	54.35	27.57		64.66	39.89	32.33

3.3PASSENGERS ON TRAINS - 3

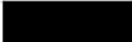
WEDNESDAY 10th June 2026

Percentages

Station	Passengers	158 2 car	158 4 car		197 2 car	197 3 car	197 4 car
Welshpool	41	30.60	15.30		34.75	N/A	17.37
Newtown	43	32.09	16.04		36.44	N/A	18.22
Caersws	43	32.09	16.04		36.44	N/A	18.22
Machynlleth	31	23.13	11.57		26.27	N/A	13.14
Dovey Junc	32	23.88	11.94		27.12	N/A	13.56
Borth	39	29.10	14.55		33.05	N/A	16.53
Bow Street	40	29.85	14.93		33.90	N/A	16.95
Aberystwyth	40	29.85	14.93		33.90	N/A	16.95
Aberystwyth	134	100.00	50.00		113.56	N/A	56.78
Bow Street	134	100.00	50.00		113.56	N/A	56.78
Borth	97	72.39	36.19		82.20	N/A	41.10
Dovey Junc	80	59.70	29.85		67.80	N/A	33.90
Machynlleth	114	85.07	42.54		96.61	N/A	48.31
Caersws	118	88.06	44.03		100.00	N/A	50.00
Newtown	148	110.45	55.22		125.42	N/A	62.71
Welshpool	171	127.61	63.81		144.92	N/A	72.46
Shrewsbury	124	92.54	46.27		105.08	N/A	52.54
Wellington	132	98.51	49.25		111.86	N/A	55.93
Telford cent	171	127.61	63.81		144.92	N/A	72.46
Wolverhampton	184	137.31	68.66		155.93	N/A	77.97
Sandwell & D	185	138.06	69.03		156.78	N/A	78.39
Birmingham NS	59	44.03	22.01		50.00	N/A	25.00
Birmingham Int	59	44.03	22.01		50.00	N/A	25.00
Birmingham Int	69	51.49	25.75		58.47	N/A	29.24
Birmingham NS	142	105.97	52.99		120.34	N/A	60.17
Sandwell & D	144	107.46	53.73		122.03	N/A	61.02
Wolverhampton	125	93.28	46.64		105.93	N/A	52.97
Telford Cen	127	94.78	47.39		107.63	N/A	53.81
Wellington	121	90.30	45.15		102.54	N/A	51.27
Shrewsbury	96	71.64	35.82		81.36	N/A	40.68
Welshpool	196	146.27	73.13		166.10	N/A	83.05

Actual train show in bold type

Key to colour code:

Over 110% capacity	
Over 90% capacity	
Over 80% capacity	
Over 70% capacity	
Over 60% capacity	
Under 59% capacity	

3.4 Trains – (times, type and level of passengers)

Shrewsbury – Birmingham – Bangor - Shrewsbury 13th May 2026

	SCHEDULED	ARRIVAL	DEPART	TRAIN	CARS	PASSENGERS
SHREWSBURY	8.33	8.22	8.46	158	4	Yellow
WELLINGTON	8.47	8.58	9	158	4	
TELFORD	8.53	9.06	9.08	158	4	
WOLVERHAMPTO	9.11	9.25	9.27	158	4	Black
SANDWELL & D	9.19	9.36	9.38	158	4	
BIRMINGHAM NS	9.30	9.47	9.5	158	4	
BIRMINGHAM INT	9.50	10		158	4	Green
	SCHEDULED	ARRIVAL	DEPART	TRAIN		
BIRMINGHAM INT	10.08		10.08	158	4	Green
BIRMINGHAM NS	10.20	10.18	10.25	158	4	
SANDWELL & D	10.30	10.37	10.37	158	4	
WOLVERHAMPTO	10.41	10.49	10.51	158	4	
TELFORD	10.58		11.06	158	4	
WELLINGTON	11.06	11.14	11.16	158	4	
SHREWSBURY	11.27	11.27	11.3	197	2	
GOBOWEN	11.45	11.47	11.48	197	2	
CHIRK	11.50	11.5	11.54	197	2	
RUABON	11.57	11.59	12.01	197	2	
WREXHAM	12.03	12.06	12.07	197	2	
CHESTER	12.25	12.27	12.3	197	2	
FLINT	12.42	12.43	12.44	197	2	
PRESTYN	12.54	12.54	12.56	197	2	Red
RHYL	13.00	13	13.01	197	2	
COLWYN BAY	13.10	13.11	13.12	197	2	Yellow
LLANDUDNO JUNC	13.18	13.16	13.18	197	2	
BANGOR	13.36	13.36		197	2	Yellow
	SCHEDULED	ARRIVAL	DEPART	TRAIN		
BANGOR	14.06		14.08	158	4	Green
LLANFAIRFECHAN	14.14	14.16	14.17	158	4	
PENMAENMAWR	14.19	14.2	14.22	158	4	
CONWY	14.26	14.27	14.28	158	4	
LLANDUDNO JUNC	14.30	14.33	14.35	158	4	
COLWYN BAY	14.38	14.39	14.4	158	4	
RHYL	14.46	14.49	14.51	158	4	
PRESTATYN	14.52	14.55	14.56	158	4	
FLINT	15.06	15.06	15.06	158	4	
CHESTER	15.25	15.2	15.26	158	4	
WEXHAM	15.42	14.44	15.47	158	4	
RUABON	15.49	15.51	15.52	158	4	
CHIRK	15.56	15.57	15.59	158	4	
GOBOWEN	16.01	16.02	16.04	158	4	
SHREWSBURY	16.22	16.23	16.24	158	4	

**NORTH WALES RAIL LINE
TRANSPORT FOR WALES
TRAIN CHART = FLINT –
CHESTER-SHREWSBURY**

Date:- 27th May 2026

Station	Scheduled Time To Leave	Arrival	Depart	Class	Cars	Number of Passengers
Flint	0839	0837	0839	197	3	
Prestatyn	0850	0849	0850	197	3	
Rhyl	0856	0855	0856	197	3	
Colwyn Bay	0907	0905	0907	197	3	
Llandudno Junction	0915	0913	0915	197	3	
Bangor		0935		197	3	
Bangor	1032	1132	1032	197	3	
Llanfairfechan	1040	1139	1040	197	3	
Penmaemawr	1045	1044	1045	197	3	
Conway	1051	1050	1051	197	3	
Llandudno Junction	1056	1055	1056	197	3	
Colwyn Bay	1104	1102	1104	197	3	
Rhyl	1114	1112	1114	197	3	
Prestatyn	1120	1118	1120	197	3	
Flint	1133	1131	1133	197	3	
Shotton	1139	1139	1139	197	3	
Chester		1148		197	3	
Chester	1227	1225	1230	197	3	
Wrexham	1241	1243	1245	197	3	
Ruabon	1248	1250	1251	197	3	
Chirk	1254	1255	1256	197	3	
Gobowen	1259	1300	1301	197	3	
Shrewsbury		1322		197	3	
Shrewsbury	1427	1425	1427	158	4	
Gobowen	1444	1442	1444	158	4	
Chirk	1450	1449	1450	158	4	
Ruabon	1456	1455	1456	158	4	
Wrexham	1503	1501	1503	158	4	
Chester	1523	1521	1523	158	4	
Flint		1538		158	4	

THE TRAINS – 10th June 2026 – Train chart

WELSHPOOL-ABERYSTWYTH-BIRMINGHAM INTERNATIONAL - WELSHPOOL

Station	Timed dep	Actual arr	Actual dep	Train	Cars	Pass level
Welshpool	07.49	08.03	08.04	158	2	GREEN
Newtown	08.04	08.17	08.18	158	2	GREEN
Caersws	08.11	08.26	08.26	158	2	GREEN
Machynlleth	08.48	05.51	08.52	158	2	GREEN
Dovey Junc	08.55	08.57	08.58	158	2	GREEN
Borth	09.05	09.09	09.10	158	2	GREEN
Bow Street	09.11	09.16	09.16	158	2	GREEN
Aberystwyth	09.19	09.23	09.24	158	2	GREEN
Aberystwyth	09.27	09.27	09.28	158	2	YELLOW
Bow Street	09.35	09.34	09.35	158	2	YELLOW
Borth	09.44	09.42	09.44	158	2	GREEN
Dovey Junc	09.54	09.53	09.54	158	2	GREEN
Machynlleth	10.07	10.06	10.07	158	2	BROWN
Caersws	10.34	10.34	10.34	158	2	BROWN
Newtown	10.41	10.40	10.41	158	2	RED
Welshpool	10.55	10.55	10.56	158	2	RED
Shrewsbury	11.18	11.18	11.18	158	2	BLACK
Shrewsbury	11.30	11.31	11.31	158	4	GREEN
Wellington	11.44	11.43	11.44	158	4	GREEN
Telford cent	11.51	11.49	11.51	158	4	GREEN
Wolverhampton	12.10	12.09	12.10	158	4	YELLOW
Sandwell & D	12.19	12.18	12.19	158	4	GREEN
Birmingham NS	12.39	12.40	12.42	158	4	GREEN
Birmingham Int	12.50	12.56		158	4	GREEN
Birmingham Int	14.08		14.08	158	4	GREEN
Birmingham NS	14.22	14.23	14.24	158	4	GREEN
Sandwell & D	14.30	14.30	14.31	158	4	GREEN
Wolverhampton	14.41	14.39	14.41	158	4	GREEN
Telford Cen	14.59	14.58	14.59	158	4	GREEN
Wellington	15.07	15.04	15.07	158	4	GREEN
Shrewsbury	15.18			158	4	GREEN
Shrewsbury **	15.27	**	15.42	158	2	BLACK
Welshpool				158	2	BLACK

** train failed – 4 car replaced by 2 car.

3.5 Customer care

The customer care survey is set out below. The survey shows that the customer care offered by TFW is good to very good.

Question	Response 2025 summer	Response 2026 spring
How do you rate the toilets on TFW trains	3.9	3.8
How do you rate the staff service on TFW	4.6	4.6
How do you rate getting on and off TFW trains	-	4.2
How do you rate the reliability of TFW trains	3.8	3.0
How do you rate comfort on TFW trains	4.3	2.5
How do you rate seating capacity on TFW trains	4.2	2.4
How do you rate train connections	4.4	4.4
How do you rate catering facilities on TFW trains	4.5	3.4
How do you rate the TFW service overall	-	3.8

The results of the customer care survey part of this report are similar to previous surveys carried since 2016.

Comments from the customer care surveys:

Toilets and carriages often dirty.

Trains often run late or cancelled.

Overcrowded with often people left behind (Wolverhampton/Birmingham)

Air conditioning often not working.

No where near enough luggage space.

Difficulty with platform edges and boarding trains (Birmingham)

Safety on platforms and trains at night when not many on board highlighted.

Pick pockets at busy stations highlighted.

Parking by non-train users at Bow Street highlighted.



Passengers:

Many travelling were over 65 years of age.

Many travelling were longer distance.

Many travelling were so for leisure.

3.6 Safety on the railways

This section refers to access to trains from the platform.

Each station has been rated as good – average – poor – dangerous

Station	Rating		Station	Rating
BANGOR	AVERAGE		WELSHPOOL	GOOD
PENMAENMAWR	GOOD		NEWTOWN	AVERAGE
LLANFECHAIN	AVERAGE		CAERSWS	AVERAGE
CONWY	AVERAGE		MACHYNLLETH	GOOD
LLANDUDNO JUC	GOOD		DOVER JUNC	GOOD
COLWYN BAY	AVERAGE		BORTH	GOOD
ABERGELE	GOOD		BOW STREET	GOOD
RHYL	GOOD		ABERYSTWYTH	GOOD
PRESATYN	GOOD			
FLINT	GOOD		BIRMINGHAM I	GOOD
SHOTTON	AVERAGE		BIRMINGHAM N	POOR
CHESTER	AVERAGE		SANDWELL & D *	POOR
WREXHAM	GOOD		WOLVERHAMPTON	AVERAGE
RUABBON	GOOD		TELFORD	GOOD
CHIRK	GOOD		WELLINGTON	GOOD
GOBOWEN	AVERAGE		SHREWSBURY	AVERAGE TO POOR

* WESTBOUND PLATFORM

EXAMPLES

GOOD



AVERAGE



POOR AND BORDERING DANGEROUS



3.7 Windows on trains

The class 97 units are not popular among regular travellers. In particular the hard ride and the lack of windows.



The issue is that the windows are small and nearly 50% of seating does not have a window seat.

3.8 How passengers feel about safety

From the surveys almost all those surveyed safety was OK on the trains.

It was split 50/50 about safety on the platforms.

Stations identified as of particular note with regard to safety were:

Valley Anglesey	Evenings
Pontypool South Wales	No time given
Shrewsbury	Evenings
Oakengates	No time given
Shotton	Evenings

Concern was highest when stations were quiet and there were no staff around.

3.9 Observations

See attached observations during the survey days and other days when travelling.

5. Recommendations

From this report the following recommendations are put forward for consideration:

- i) Platform access to trains survey completed with the worst cases identified rectified.
- ii) Work towards all trains being 3 or 4 on both Cambrian and North Coast lines.
- iii) Look at 197's from the point of view of the leisure passenger and consider alternative trains to replace new fleet in 2035. Windows are a particular issue on a long-distance train. The current 197 fleet are good commuter trains but not a good long-distance train.
- iv) Look at safety on platforms at Shrewsbury during the evening when it is quiet.
- v) Continue improvements to timekeeping, cancellations and overcrowding.

6. Personal experiences

13th May observations on the day

Starting from Shrewsbury, trains late, no sign of any station assist.

No catering on Shrewsbury to Birmingham train.

Toilets clean.

Cleaners on all trains.

The guard struggled at Telford as passenger assist for wheelchair user did not appear.

Wi-Fi intermittent on one train.

PA system good on train to Birmingham and back to Shrewsbury, poor from Shrewsbury to Chester, better from Chester to Bangor and back to Chester.

No ticket checks on two out of the 4 trains used.

Shrewsbury – Chester – Bangor – often standing room only.

Luggage shortage with luggage on seats, no where else to put it.

Chester – 2 wheelchairs, no passenger assist.

From Flint to Bangor (due to standing room) difficult to get to a toilet.

Good café at Bangor but not well used.

Gaps between platforms and train varied – see separate part of the report

13th May observations on the day by Max Hill

Thank you for the opportunity to participate in this survey between Bangor and Birmingham International. It was a privilege to do so and I should record the courtesy and general support received from the railway staff and the travelling public throughout the day.

The 158 units, designed as a regional Sprinter, are showing their age despite some refurbishment - but their ride quality continues to be quiet and comfortable, particularly on continuous rail sections.

The new 197 units seem to be conceived for use on urban and inter-urban services. Their ride quality seems to be harder than the 158s, their central door arrangement and the limited toilet provision must raise questions as to their suitability for long distance routes like Manchester / Holyhead / Llandudno, Cardiff and SW Wales.

Despite current technical issues (no surprise there), Devon and Cornwall will be enjoying the ride quality of the 175s (previously used by TFW) which are now being introduced to that area by GWR and based at Plymouth Laira.

Many of the participants in the survey were travelling long distances. Although our brief did not include the Cambrian line, the introduction of a through service between London, Shrewsbury and Aberystwyth might again be considered (after previously being rejected - and if the signalling question could be accommodated) but not with 197 units.

Max.

10th June observations on the day by Robert Robinson

The following was observed on the day as follows:

- i) Train at Welshpool (07.56 Birmingham) was held for 12 minutes, driver left train and walked up and down the platform vaping.
- ii) Luggage racks full with spare seats taking up luggage as well (no where else to put it).
- iii) First train (class 158) has not working air conditioning.
- iv) Train from Machynlleth to Birmingham 2 car set to Shrewsbury.
- v) When linked with second set the second air conditioning was working.
- vi) Catering on board all trips and was good.
- vii) Staff were excellent on board the trains.
- viii) Announcements generally average with messages 'garbled'.
- ix) Platform information not always correct regarding number of carriages.
- x) Station assistance was there at the end of the day (when a train failed) but always in evidence.
- xi) Cleaner on most trains during day.
- xii) Toilets clean.
- xiii) When crowded the guard could not get down carriage to see people. A possible emergency issue.

Robert Robinson

Wednesday 26th May 2026 – 1530 train

I was on holiday last week and went by train using TFW, Avanti, Southern and South Eastern trains. All good until we get back to TFW Shrewsbury.

The experience was:

- a) Publicised as a 4 car unit, was a 2 car unit.
- b) Temp was above 27 degrees in the carriage, air con not working properly.
- c) Not all passengers could get on at Shrewsbury.
- d) Estimated numbers on the 2 car unit 270.
- e) No sign of any passenger assist - just when they were needed.
- f) Station signage showed a 4 car train.

- g) Disable person in buggy had to cope with this.
- h) Pregnant lady had to lay on the floor due to heat and could not get to a seat.
- i) If there has been an issue the guard stood no chance of getting to it.
- j) This train was dangerous and is not uncommon situation that people find themselves in.

As an aside the information screens on the station are small, particularly the one in the cafe, they need to be bigger similar to other rail companies.

I am not asking for excuses for why the above happened but wish to hear at our next meeting what is going to be done about ensuring the core service on the Cambrian Line is what it should be. I have little confidence that the new trains are going to help as number of trains is not enough to deliver the service. However, why it was a 2 would be good to know.

I will have the rail survey results for the last two days we completed (May and June) in full for the July meeting in Shrewsbury.