

Rail & Bus for Herefordshire Newsletter Winter 2019-2020



A New Approach to the Bus is Needed

Hon. President: Professor John Whitelegg

Newsletter Editor: Gareth Calan Davies

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PLEASE PASS THE MESSAGE ON

Buses and Trains; the safeguarding and development of services are important to the future of Herefordshire.

PLEASE GET A FRIEND OR COLLEAGUE TO JOIN US AT RBfH (application form on back page)

RBfH Annual General Meeting

will be held at the Quaker Meeting Rooms,
King Street, Hereford

on **Tuesday 10 March 2020** at
2:30pm

Chairman's Address

Membership Report

Accounts

Rail Report

Buses Report

Election of 2020 Committee

Any other business

Nominations to the Committee should be forwarded to the Chairman no later than 25 February 2020.

A speaker from the rail industry will address the meeting following the AGM

RBfH Membership for 2020

Subscriptions for 2020/21 were due on 1 February. If you haven't yet paid, please forward your £8.00 subscription to our Treasurer Peter Gwatkin at 60 Broomy Hill, Hereford, HR4 0LQ

Alternatively, please consider setting up a standing order. This keeps our admin costs down and releases funds for publicity, bus and rail campaigns and research.

Please spread the word about Rail & Bus for Herefordshire (RBfH) and the work we do to protect, secure and improve our vital public transport services.

Remember, it is your support that helps to keep our public transport services alive.

December's New Timetables

Our Chairman gives us a review of what's new in the rail timetables introduced on 15 December 2019.

Marches Line - Transport for Wales

During the week the number of trains calling at Hereford is unchanged. Most timings are unchanged, but in the northbound morning peak three trains have been brought forward by between ten and twenty minutes. Southbound in the afternoons the 16:11 no longer runs but a train has been added at 15:09.

Perhaps the biggest change is an enhancement of the 'business class' loco-hauled service. Currently the one set leaves Holyhead at 05:34 and arrives in Cardiff at 10:00. There it stands until it heads back at 17:16, arriving in Holyhead at 21:40. Transport for Wales plan to introduce a second loco-hauled set. Both sets will probably make three single trips each day, providing early, late morning and late afternoon departures in each direction. The second set is however not yet running as the Mk 4 coaches TfW is acquiring from the Norwich – London service are not yet cleared for use south of Shrewsbury. Until such time as they are, the service will be operated by DMU stock without the first-class facilities.

Three of these runs take less than 4:30hrs. The late afternoon southbound run, the only one to include stops at Craven Arms and Church Stretton, takes 4:33hrs.

In order to achieve these timings some English stops previously served (Craven Arms and Church Stretton) have been omitted. This appears to breach the franchise agreement by favouring Welsh over English stations, and the Marches Rail Users Alliance Chair has contacted the Department for Transport on this matter. For the time being, Transport for Wales is running a bus from Shrewsbury to Ludlow which, in theory, replaces the missing stops. We consider this routine use of bus replacement renders the timetable non-compliant.

The Marches Rail Users Alliance (MRUA and of which RBfH is a member) considers that May 2020's timetable will provide better connections at Newport but worse ones at Shrewsbury. The problem at Shrewsbury is a shortage of platforms. NR is planning to spend £1 million on the station but from what we know this won't necessarily solve the problem.

MRUA's dialogue with the operator is gradually revealing the relative roles of TfW (the Welsh Government side) and Transport for Wales Rail (Keolis-Amey, the private side). TfW draws up the timetable and allocates staff and rolling stock. TfWR is responsible for the day-to-day running of the railway. TfWR deals with community groups while TfW deals with user groups including MRUA.

BBC Wales Report

Whilst on this subject, BBC Wales reports that the train company contracted to run Transport for Wales services, Keolis Amey Wales, has been fined £2.3m by the Welsh Government for poor performance. Economy minister Ken Skates said the penalty notices were 'vital' adding that the company had not lived up to what was agreed. Mr Skates also said the money would be reinvested in rail services.

Keolis Amey took over the £5bn franchise in October 2018. The company apologised for the recent disruption blaming staff shortages coupled with the introduction of a new timetable. It also stated that trains had been out of service due to modifications for people with reduced mobility, internal and external refurbishments and work to install wheel slip protection before the Autumn leaf fall.

Kevin Thomas, chief executive of Keolis Amey Wales stated:

'We recognise that we have not been able to deliver the quality of service that we aim to and that our passengers across the network deserve,' he said. It is encouraging to report that we are starting to see some improvements, with a 24% reduction in network delay minutes following the introduction of our December timetable. We have welcomed the arrival of the Class 170's, the recruitment of over 200

additional train crew and the introduction of more than 186 new Sunday services.'

Transport for Wales, giving evidence to the Economy Committee said the £2.3m was an overall sum imposed over different periods with fines issued on a periodic basis. Mr Skates, the Economy Minister, said the proportion of trains arriving within three minutes of scheduled time had improved by 6% in the latest period but overall had not reached the target of 77% agreed. There was, however, no mention of the level of cancellations. Mr Skates went on to say that he did not want to be issuing penalty notices but it was something he felt absolutely vital in order to incentivise better performance and to ensure that passengers know when performance is not what people expect, money is being returned. He added: *Performance has not been what has been expected and has not lived up to what was agreed. If failure was to be seen in the future of course we would have to respond accordingly by looking at the contract'*. The contract does contain a break clause which would permit the Welsh Government via Transport for Wales to take back the franchise.

Interesting times for Welsh railways, especially as one of their longest services operates primarily in England. One wonders what the English MPs of the Marches make of it all!

Professor John Whitelegg, our Honorary President is currently working in Sweden on a public transport project (see article Notes from Rural Sweden) and sent us the link to the Welsh Government's Scrutiny Committee's examination of Transport for Wales. John says the examination is long (about 2 hours) but well worth watching *'if only to see three big beasts being questioned'*.

<http://www.senedd.tv/Meeting/Archive/4394d626-b492-43c8-8f6b-c55bbc7a1263?autostart=True#>

Hereford - Birmingham Service: West Midlands Railway

Our Chairman reports: The new timetable brought almost no change on weekdays. The last train from Birmingham arrives ten minutes later at 22:34. On Saturdays, an extra train arriving from Birmingham at 20:14 and departing at 20:35 will be welcome. On Sundays some trains arrive and depart up to eight minutes earlier.

.....

Meanwhile we hear elsewhere that the fortunes of West Midlands Railway do not appear to improve. In fact they slip into the doldrums even further with the increasing clamour that the company be stripped of its franchise. The Hereford Times reported that even the Prime Minister has said "the bell is tolling" for the company which runs train services to Birmingham.

It follows months of reports from commuters of congestion, delays and train cancellations on West Midlands Railways. West Worcestershire MP Harriett Baldwin quizzed Boris Johnson on plans to hold an emergency inspection by the Department for Transport, which could lead to the franchise being removed.

Mrs Baldwin has held a series of emergency talks with managers at West Midlands Trains, who operate the franchise, over recent weeks following escalating reports of poor performance.

She described the service as "woeful" and has formally written to the Secretary of State for Transport asking for him to investigate the matter. She added: "I keep hearing excuses and promises of better performance in the future, but rail users want improvements now.

The West Midlands Mayor, Andy Street, has also taken a close look at this matter and he has given the company until the end of the month to show some urgent improvement. He commented "I am pleased that the Government is looking hard at this issue and if necessary, use its powers to strip the franchise holder of the failing services'.

Oh Dear! Is West Midlands Trains to be stripped of its franchise and join the list of other Train Operating companies such as Northern Rail (Arriva) and Southern Trains (First Group) to be brought back into public ownership?

Hereford – Oxford – London Service Great Western Railway

Our Chairman reports: The new timetable brings a little more change to London services. On weekdays and Saturdays, the midday departure leaves about an hour later, while the two midday arrivals are both an hour later. On Saturdays the last arrival is half an hour later at 22:06. On Sundays, with the exception of the first departure at 13:32, the three departures and five arrivals are all about an hour later than previously.

RBfH member Nick Jones considers there is a small bit of bright light in the new timetable. He states:

'A small, but not insignificant, improvement in GWR's Hereford-London service, which may be worth mentioning in your next newsletter. Their new timetable, described as "the biggest timetable change since 1976", shows two trains – departing from Hereford at 4.48am and 6.43am – which now do the journey in less than 3 hours for the first time.'

**THE ENVIRONMENT IS IMPORTANT
OUR HEALTH IS IMPORTANT
OUR ONCE FINE CITY IS IMPORTANT**

**PUBLIC TRANSPORT HAS A MAJOR PART TO PLAY IN
THE REJUVENATION AND FUTURE OF HEREFORD &
HEREFORDSHIRE
SUPPORT BUSES & TRAINS AND HELP:
SUPPORT RAIL & BUS FOR HEREFORDSHIRE**

Station Usage Statistics

Every year the government publishes estimates of station usage from ticket sales statistics. The process is somewhat flawed but does give a reasonable indication of station usage (give or take 15% in statistical terms). The following are the extracts for Herefordshire stations including a few others on the lines

Estimates of Station Usage: Extracts from ORR Data

| | 2017-18 | 2018-19 | Interchange | % |
|------------------------|-----------|-----------|-------------|-------|
| Herefordshire | | | | |
| Hereford | 1,240,218 | 1,241,788 | 57,141 | +0.1 |
| Leominster | 261,672 | 260,446 | 13 | -0.5 |
| Ledbury | 216,606 | 218,822 | 54 | +1.0 |
| Colwall | 64,164 | 62,146 | 26 | -3.1 |
| Birmingham Line | | | | |
| Ledbury | 216,606 | 218,822 | 54 | +1.0 |
| Colwall | 64,164 | 62,146 | 26 | -3.1 |
| Gt Malvern | 562,634 | 531,124 | 42 | -5.6 |
| Malvern Link | 348,716 | 355,256 | - | +1.5 |
| Worcs Foregate | 2,172,043 | 2,071,468 | 184,965 | -4.6 |
| Worc Shrub H | 845,801 | 806,636 | 104,454 | -4.6 |
| Marches Line | | | | |
| Abergavenny | 507,782 | 437,016 | - | +16.2 |
| Hereford | 1,240,218 | 1,241,788 | 57,141 | +0.1 |
| Leominster | 261,672 | 260,446 | 13 | -0.5 |
| Ludlow | 300,186 | 300,742 | 3,878 | -0.2 |
| Craven Arms | 96,996 | 102,816 | 3,311 | +6.0 |

| | | | | |
|-----------------|-----------|-----------|---------|------|
| Church Stretton | 130,380 | 138,882 | - | +6.5 |
| Shrewsbury | 2,209,684 | 2,276,726 | 233,892 | +3.0 |

Make what you want of such statistics but a quick scan of them broadly indicates that Herefordshire and the Marches line has changed little in the year (approx. + 0.03 for Herefordshire stations and +0.24 for Marches Line). Perhaps more noticeable is an approximate -3.9 dip in Birmingham line passengers, mostly in the Malvern and Worcester areas.

If you wish to immerse yourself in statistics then type in:
[dataportal.orr.gov.uk>statistics>usage>estimates-of-station-usage](http://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage)

Herefordshire Council Unveils New Financial Strategy

Council leader David Hitchiner said his administration’s vision is to improve the lives of local residents, concentrating on the themes of connectivity, well being and sustainability.

‘Our corporate plan shapes the future of Herefordshire and aims to encourage and strengthen our vibrant communities, create a thriving local economy and protect and enhance our environment to ensure Herefordshire remains a great place to live, visit, work, learn and do business.

The plan guides the work of the council and our relationship with individuals, families, communities and partners over the next four years. Underpinning this plan are the themes of connectivity, wellbeing and sustainability, which sit at the core of our policy-making, planning, and design for the future.

We know that in the future transport systems must, and will, change, so we need to rethink our investment now in transport infrastructure to tackle the 21st century challenges of climate emergency and to support

the wellbeing of our population.

This will be central to the review of the Hereford bypass and southern link road schemes and the urgent update of our Core Strategy and planning policies.

Being better connected is not just about the physical infrastructure. We all need a bit of help from time to time. During such tough times, we believe it is really important that the council supports people and finds ways to help them to connect to the rich tapestry of services provided by the voluntary sector and to their own community.

The council will always need to safeguard the most vulnerable in our communities, but we want to enable everyone to feel more strongly a part of their local community too.'

During a time of rapid change and growing concern for the environment both RBfH and Sustainable Transport Herefordshire (STH) are pleased to see a Council that is making a significant shift to a balanced transport plan for both Hereford City and Herefordshire. STH has long campaigned for integrated transport and land use planning and it is encouraging to hear words that indicate a move away from an overemphasis on planning for the car with all the inherent problems of health and the environment that this brings.

Public transport is fundamental to the future of Herefordshire. Over the last six to eight months, cabinet members and officers have shown willing to meet with the STH group and discuss sustainable transport. That public transport is now seriously appearing in the Council's corporate plan is indicative of a new openness and keenness to assimilate creditable ideas for the future of transport in Herefordshire.

To follow on, the council have published their scoping plan for the review of major road schemes for Hereford City. Element 2 of that plan indicates the scope for consideration of alternative options in the context of the declared climate emergency. The council document contains:

Element 2

An assessment of the overall transport strategy for Hereford and consideration of alternative options in the context of the declared climate emergency. This assessment will consider the current and future transport issues, refresh transport strategy objectives, appraisal and development of alternative transport options for Hereford. It is separate from a review of the local plan core strategy or local transport plan but findings could inform any such review. This would be the subject of a separate decision report. Alternative options will include:

- i. An eastern link / river crossing
- ii. Electric bus fleet
- iii. Improved school bus services
- iv. Improved cycle and pedestrian provision including safer routes to school
- v. Traffic signal removal and emergency recovery on A49
- vi. Traffic signal removal
- vii. Demand management and behavioural change
- viii. Ultra-light rail system
- ix. Current major road schemes

Element 3 of the report states that there will be public and stakeholder engagement to inform the assessment of transport strategy and alternative options. RBfH will be closely involved with this, especially in respect of improved country and city bus services and integration with rail services.

Bus News in Herefordshire

RBfH Buses sub Committee Member Andrew Pearson reports: *Stagecoach South Wales will be introducing a Concessionary All Zones ticket for those over 60 which will be useable on all Stagecoach South Wales and Stagecoach West services from 25 January at a cost of £5.60 (cheaper than Stagecoach West)*

What about Young People? Both Stagecoach and FirstBus are to be congratulated for their introduction of Young People concessions.

Stagecoach advertises:

Young Persons Travel

If you're aged 16-21, you can apply for 'My Travel Pass'. You'll get a 33%* discount off all bus travel with us in South Wales and other operators.

FirstBus advertise the following in the Bristol & Bath area:

Young people (16-21) and students (of any age if in full time education) can get up to 30% discount on all tickets across the West of England (Bristol, Bath, Weston-super-Mare & Wells).

But what about in Herefordshire? Are there young people concession with the likes of Yeomans, Sergeants or DRMBus who run most of the services? Is there a county wide Young Persons Card? Older people get a good deal. Young people get a raw deal. As well as a major shake up of major capital projects, let us hope that a progressive



Herefordshire Council will seriously look at the matter of young people's travel in the context of encouraging people to use the bus as well as the problem of rural isolation.

Lugg Valley Travel Announces Bus Service changes

In the meantime bus service withdrawals continue. The following list of changes (withdrawals) were recently announced by Lugg Valley Travel, a subsidiary of Yeomans. They took effect from 20th January.

Services 401/404 Leominster Town Service (Barons Cross)

The following journeys will be withdrawn on Monday to Friday:

- 09:30 journey from Barons Cross to Leominster Bus Station.

- the 10:03, 11:03 and 12:03 journeys from Leominster Bus Station to Barons Cross, and Morrisons and return departures at 10:15, 11:15 and 12:15.

Service 490 Leominster - Ludlow

The following journeys will be withdrawn on Monday to Saturday:

- 09:35 Leominster to Ludlow: 10:15 Ludlow to Leominster.

Service 492 Leominster - Hereford

- the 08:15 Leominster to Hereford journey will be withdrawn on Monday to Friday.
- the 09:12 journey from Hereford to Leominster will now operate on College Days only.
- the 16:00 journey from Leominster to Hereford will now run on Saturdays only and also on Monday to Friday in College Holidays.
- a new journey will now operate at 16:30 from Leominster to Hereford on College Days.

All these services are operated (or were operated) commercially. The erosion of the Council's Local Transport Plan core commercial bus network is now beginning and looks set to accelerate. In 2019 the Hereford to Worcester bus service 420 was decimated by operator DRMBus. If ever there was a call for a new bus strategy for Herefordshire, the time is now. A new approach to the bus is needed.

Strange Happenings

The lack of an overall and integrated public transport strategy for Herefordshire is evident when one takes a look at the Ledbury-Hereford corridor. Students for some reason were switched from bus to train. The result, overcrowded trains during the morning and afternoon peaks and now half empty buses and a dangerous dip in revenue to the commercial bus operator. One can guess it will not be long before the bus operator is forced to look at cost savings on the 476 Ledbury-Hereford bus route.

This smacks of a lack of links between the education department, colleges, the train operator and the bus company and the failure to understand the knock on effects of one department or college's actions. Yet again, a public transport strategy is required. Such a strategy was outlined by RBfH in the Autumn newsletter.

A Note from Rural Sweden

Our Honorary President Professor John Whitelegg is spending a few weeks in rural Sweden continuing a research project started 2 years ago on bus service provision in rural Sweden and how it is organised and funded and why it is so much better than rural England generally and Shropshire (and Herefordshire) specifically. John writes (editors words in brackets):

'Today is a Sunday and I plan to visit the nearest small town (Jana). I am now a regular user of the 784 and 785 SL bus and I have 8 buses to choose from (there are more on weekdays), the first is at 0940 and the last at 2223. They also run on public holidays and connect with trains.

How many buses are running on a Sunday to and from Bishop's Castle, Craven Arms or Church Stretton (or Bromyard, Webley, Kington)?



The 784/785 has always been on time and yesterday it would have made a fantastic video. The driver was ultra considerate whenever he saw pedestrians anywhere near the roadside waiting to cross. He obeyed every speed limit and was friendly and helpful. The bus was warm and very

comfortable. The bus is biodiesel.

Why is this high level of efficient friendly service possible in rural Sweden and absent in Shropshire (and Herefordshire)? How do we go about getting a bit of the Swedish DNA into Shropshire (and Herefordshire)?'

The Rumbling Grumbling HS2 Project

In this less than enlightened country, the distinct feeling is emerging that our politicians are coming to the stage where they do not know what to do with this behemoth. RBfH member Nick Jones writes:

'You couldn't make it up. Shortly before relinquishing his Chancellorship in 2016, George Osborne said that this absurd vanity project would cost the British taxpayer £56bn. Today - after heavy hints that sections of the route may be axed - the government's idiot bean-counters are predicting that the cost will be nearer £106bn - very nearly double in four years!'

All this for the sake of a couple of minutes saving in the value of business time in a small island where journey lengths are short, and now we do not even have the reason to rush to Europe! As time goes on and factors external to HS2 assume a bigger influence (Brexit being but one) the Benefit Cost ratio of this project is in a serious declining state, estimated to slip to 1.4 which puts it into the LOW Value for

Money Category.

What a dilemma for Westminster. To abandon the northern extensions and stop at Birmingham is bound to incense those northern worthies who put their faith in the new government to strongly support and act on creating the Northern Powerhouse. On the other hand the rising costs are undoubtedly sounding very strong alarm bells in the Treasury, even more so now we are an island on our own with a potential declining status in the world market.

Who'd be a government cabinet minister? Perhaps they are hoping that now we are an island on our own we can quietly float away from it all.

Post Brexit

Time for a GREAT BRITISH

Integrated National Transport Strategy

The West Midlands Railway (WMR):

Customer and Communities Investment Fund 2020-2021

The following are the details of the Ledbury Project which has been approved by WMR and forwarded to the Department for Transport. The project is joint between RBfH and the Sustainable Ledbury Group with support from Ledbury Town Council and Ledbury Civic Trust.

Name of Project:

Visit Ledbury Heritage by Train: 'The Heritage Jewel near the end of the Line'

Contact for Project:

Gareth Calan Davies (Rail & Bus for Herefordshire Ledbury representative)

ghal@btinternet.com tel: 01531 633594 or 07980 273764
5 Biddulph Way, Ledbury, HR8 2HP

Nina Shields (Sustainable Ledbury representative)
sustainableledbury@gmail.com tel: 01531 632090
c/o 67, New Street, Ledbury, HR8 2EB

Description of CCIF Project:

The project involves:

1. The provision of a three bay free standing heritage display board at the station. The board will accommodate:
 - a. map of the town and location of the station:
 - b. directions to the town centre using both the main road and the traffic free town trail which starts at the station and runs along the course of the old Gloucester branch railway. The trail is part of a volunteer biodiversity project being handled by Sustainable Ledbury:
 - c. artwork of heritage buildings by local junior schools and the John Masefield High School:
 - d. information about integrated local bus services, taxi services and useful contact numbers within the town.
2. Provision of a direction heritage finger post at the bottom of the station approach road indicating the way to the town centre via the traffic free Town Trail and the main road.
3. Provision of a three-fold brochure promoting Visit Ledbury Heritage by Train

The project is designed to address specific issues of awareness of the station and train service by:

1. Increasing awareness and value of the station and train service as an integral part of the community and economy of the small heritage

market town of Ledbury, Herefordshire.

2. Increasing awareness of the value of the train service by involving schools in artwork and design for the display board
3. Encouraging people to visit Ledbury and its heritage buildings by train
4. Providing necessary information on the location of the station in proximity to the town and its heritage buildings.
5. Promoting the Town Trail as a traffic free route between station and town

Identification of issues:

Currently there is no indication at the station of the whereabouts of the station in relation to the town. Rail & Bus for Herefordshire, which promotes public transport, has identified a low awareness of the value of the station and train service to the future of Ledbury. Working with the umbrella organisation Sustainable Transport Herefordshire it has identified the importance of promoting the increased use of rail and bus service in the context of climate change and the need to reduce emissions and dependence on the car.

Mitigating these Issues:

The project will go some way to mitigating the above issues using the display board at the station and publicity to increase awareness as indicated above.

Timescale for Implementation:
Completion by end December 2020

Project costs:

Estimates subject to WMR contract conditions

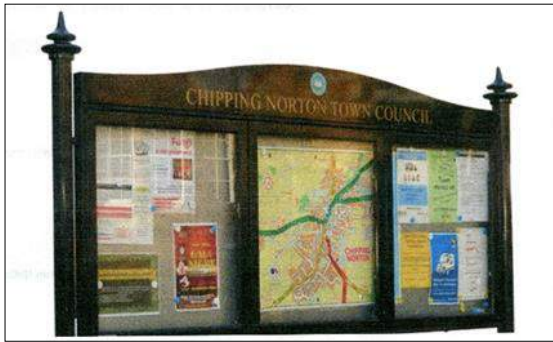
| | |
|-----------------------------------|--------|
| 3 bay free standing display board | £4,000 |
| Finger Post | £1,000 |
| Installation | £1,000 |

| | |
|----------------------------------|--------|
| Total | £6,000 |
| VAT | £1,200 |
| Total materials and installation | £7,200 |

| | |
|--|--------|
| Design and Printing of Display inserts and 10,000 3-fold leaflet (VAT inc.) | £1,650 |
| Prizes to five schools for artwork | £1,250 |
| Assistance to biodiversity scheme on traffic free route between station and town | £1,000 |

| | |
|-------------|---------|
| Total | £11,100 |
| Contingency | £1,100 |

| | |
|---------------------------|----------------|
| Total Project Cost | £12,200 |
| Contributions from | |
| LedburyTown Council | £250 |
| Ledbury Civic Trust | £250 |



Example of type of display case to be used at Ledbury Station. Display to advertise RBfH.

From the Archives: Branch lines to Bromyard

Railways into the small market town of Bromyard in the north-east of the County have a very chequered history. A line was first suggested to connect Bromyard with Worcester (for there are times when Bromyard is unsure whether to look towards Hereford or Worcester) and was incorporated in 1861, together with an extension to Leominster (again not Hereford!). Various financial problems led to

the abandonment of the Leominster section but it was not until 1877, some sixteen years later, that the line was completed to a junction with the Worcester-Hereford line at Bransford Road.

In 1874 an unconnected company obtained an Act to complete the Bromyard to Leominster section but again this was dogged by many difficulties taking ten years to complete. (There are definite shades of HS2 in the history of Bromyard railways)! The passenger service was sparse to say the least.

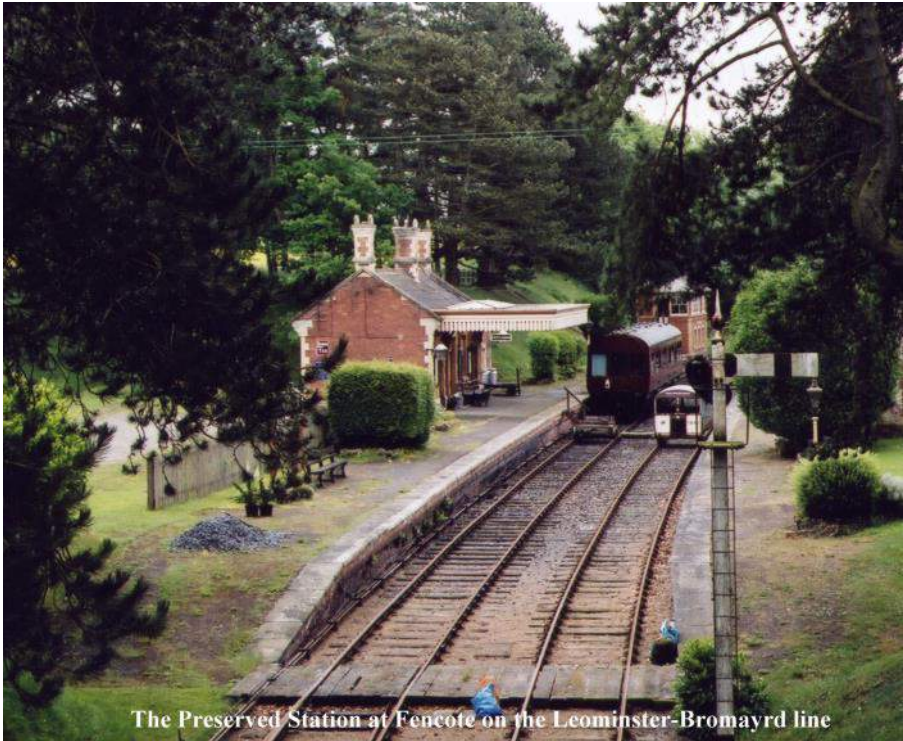
A journey from Worcester to Leominster and onwards to Kington would have been quite an adventure and not for the faint-hearted bearing in mind the number of stations and halts en route. According to the 1922 timetable there were five return trains taking an average of 1 hour 20 minutes for the journey from Worcester to Leominster.

| WORCESTER, KNIGHTWICK, BROMYARD, FENCOTE, and LEOMINSTER.—Great Western. | | | | | | | | | | | | | |
|--|---------------------|------|-------|------|------|------|--------|--------------------------|------|-------|-------|-----------|--|
| Miles. | Down. | | | | | | Miles. | Up. | | | | | |
| | Week Days only. | | | | | | | Week Days only. | | | | | |
| | dep. | arr. | dep. | arr. | dep. | arr. | | dep. | arr. | dep. | arr. | | |
| 0 | Worcester (Shrub H) | 8 15 | 10 25 | 20 5 | 25 7 | 25 | 0 | Leominster | 7 08 | 50 12 | 20 4 | 35 7 40 | |
| 1 | " (Foregate Street) | 8 20 | 10 32 | 27 5 | 32 7 | 30 | 4 | Steens Bridge | 7 10 | 9 02 | 12 30 | 4 45 7 50 | |
| 1 1/2 | Henwick | 8 23 | 10 35 | 30 5 | 35 7 | 33 | 7 1/2 | Fencote | 7 21 | 9 16 | 12 41 | 4 56 8 1 | |
| 2 1/2 | Leigh Court | 8 33 | 10 45 | 41 5 | 47 7 | 43 | 10 1/2 | Rowden Mill | 7 27 | 9 22 | 12 47 | 5 28 7 | |
| 3 1/2 | Knightwick | 8 41 | 10 53 | 49 5 | 55 7 | 51 | 13 | Bromyard | 7 34 | 9 29 | 12 54 | 5 35 8 14 | |
| 4 1/2 | Suckley | 8 46 | 10 58 | 54 5 | 60 7 | 56 | 13 1/2 | " (dep.) | 7 40 | 9 35 | 1 05 | 13 8 16 | |
| 5 1/2 | Bromyard | 8 57 | 11 9 | 53 5 | 59 7 | 55 | 17 1/2 | Suckley | 7 52 | 9 47 | 1 11 | 5 24 8 27 | |
| 6 1/2 | " (dep.) | 9 01 | 11 13 | 56 5 | 62 7 | 58 | 19 | Knightwick | 7 57 | 9 52 | 1 16 | 5 28 8 31 | |
| 7 1/2 | Rowden Mill | 9 01 | 11 13 | 56 5 | 62 7 | 58 | 22 | Leigh Court | 8 49 | 54 | 1 22 | 5 35 8 38 | |
| 8 1/2 | Fencote | 9 18 | 11 30 | 58 3 | 64 5 | 60 | 26 | Henwick 100 | 8 14 | 10 4 | 1 32 | 5 45 8 47 | |
| 9 1/2 | Steens Bridge | 9 45 | 11 57 | 53 3 | 59 5 | 55 | 26 1/2 | Worcester (Foregate St.) | 8 16 | 10 9 | 1 37 | 5 50 8 51 | |
| 10 1/2 | Leominster 107, 450 | 9 33 | 11 45 | 53 3 | 59 5 | 55 | 27 1/2 | " (Shrub Hill barr.) | 8 25 | 10 15 | 1 40 | 5 55 8 54 | |

For OTHER TRAINS between Worcester and Henwick, see page 100.

Both the Worcester and the Leominster lines pass through steeply undulating and wooded parts of the County, the eastern part towards Worcester following the lower valley of the River Teme, an area once full of hop yards and orchards. As with many country railways traffic was light although there was at one time a good trade in cattle and timber.

The course of the line can be partly followed in places. However along the section between Bromyard and Steens Bridge, there are a to be found couple of gems such as the preserved stations at Fencote and Rowden Mill. Both stations are in private ownership but it is remarkable that they survived on this little known branch line of the Welsh Marches



The Preserved Station at Fencote on the Leominster-Bromyard line



Although the station at Bromyard is no more, the course of the track has been turned into an access road for an industrial estate. The bridge carrying the Stourport road over it was replaced only some ten to fifteen years ago. The site of the

old goods yard is now the home of the Bromyard & Linton Light Railway whilst the gas works site beyond, once served by the railway is now the DRMBus garage and a builders merchants yard.

Recently there has been news about reopening the line, not for railway use but as a long distance walk/cycle way.

The RBfH Committee

Chairman:

Will Frecknall: will@clarach.wyenet.co.uk

Newsletter Editor: Gareth Calan Davies: 01531 633594

ghal@btinternet.com

5 Biddulph Way, Ledbury, Herefordshire, HR8 2HP

Treasurer and Membership: Peter Gwatkin

60, Broomy Hill, Hereford, HR4 0LQ pmgaccountancy@gmail.com

Buses Group: Will Frecknall: will@clarach.wyenet.co.uk

Events and Meetings: vacant

Committee Members

Michael Sullivan; Philip Bauer; John Thorne;

RBfH email: railfh@aol.com

Rail & Bus for Herefordshire: Application Form

Name.....

Address.....

Tel.....

Email.....

Membership is £8.00 for a year payable on 1st February. For those joining after October 1st membership is free until following February.

Please make a cheque for £8.00 payable to Rail For Herefordshire and send to: **The Treasurer, Rail & Bus for Herefordshire, 60 Broomy Hill, Hereford, HR4 0LQ** pmgaccountancy@gmail.com

You can also pay by Standing Order or a Bank Transfer. For details contact the treasurer as above.