

Rail & Bus for Herefordshire Spring 2023 Newsletter



Class 150 and 153 Sprinter units on the Heart of Wales Line at Llandrindod Wells during Arriva days. Now as Transport for Wales, some of these units have been re-allocated to help out on the Marches Line during the recent rolling stock shortages.

© RBfH May 2023

www.rbfh.org.uk

In this Issue

Note of 2023 AGM

Editor's Piece

Demise of the Cathedra's Express in Herefordshire

Transport for Wales Rail Woes

West Midlands Railway

Beyond the Hills Community Rail Partnership

Pontrilas timber traffic ceases

The New 232 Daffodil Line Bus Service

The Hereford Hopper

Bus Service Review

Hereford Transport Hub

News from Leominster

Book Review by member Nick Jones

A Small Train with a Very big view

From the Archives

2023 AGM

RBfH Chairman Will Frecknall gave a comprehensive account of the year's happenings on the Rail and Bus scene in Herefordshire. The financial accounts were presented in a new simple format with the assistance of Jerry Cowdery, our accounts examiner. Copies of the accounts can be obtained from the chairman and secretary.

Membership currently stands at 85, which is down just one on last years total despite the increase in subscriptions.

During the year there have been two resignations from the committee and one co-opted member. The committee was elected en bloc and comprises:

Chairman: Will Frecknall

Secretary: Andrew Pearson

Treasurer duties: Chairman & Secretary

Newsletter Editor and CSP Lead Manager: Gareth Calan Davies

Rail Service Monitor: Michael Sullivan

Ordinary Members: Janette Ward: Professor Les Lumsdon: Philip Bauer

Honorary President: Professor John Whitelegg

It is disappointing that there were no other nominations for committee. In particular we are lacking an events secretary and a website manager so please do consider joining our committee.

The meeting was followed with a talk by Ian Davies, Operations Manager with Yeomans Canyon Travel.

Editor's Comment

When people stop me in the street or in the pub and ask *what is happening to our railways*, it really is time to give that question a bit of thought. The Williams Rail Review was established in September 2018 to look at the structure of the whole rail industry and the way passenger rail services are delivered. It was meant to be a root and branch review of Britain's railway, independently chaired by Keith Williams.

Unfortunately the Minister for Transport got hold of it, shook the bag and reformed the contents to become the Williams-Shapps Rail Review. That meant it became a tool of government, its independence speedily thrown out of the window and replaced by the now well established mantra of political confusion, fragmentation and disintegration.

Described by some people as an *out of the frying pan into the fire* approach, a broken franchise system was replaced by an equally flawed contract system. Track, signalling and trains have moved even further apart, responsible innovative rail management has become second place to government mandarins and the poor passenger suffers fare increases and deteriorating performance. To add insult to injury the Treasury has waded in with demands on the train operators for significant cost savings in exchange for the public purse bearing the financial risk burden of rail economics.

The fact that railways are way at the top of sustainable transport modes also has been conveniently forgotten. This is at a time of growing climate change crisis and the urgent need to significantly reduce carbon emissions from transport. Instead, fuel tax has been capped whilst rail fares rise.

So perhaps the truthful answer to the question *what is happening to your railways* is that no-one really knows as Britannia paddles along through increasingly muddied waters.

Great Western Railway reduce the Hereford-London service



The Cathedrals Express emerges from Colwall tunnel
(photo courtesy of Malvern Museum archive)

The Cathedrals Express will no longer serve Herefordshire. It was a named passenger express train introduced in 1957 connecting the cathedral cities of Hereford and Worcester to London Paddington and operated six days a week. Its modern equivalent leaves Hereford at 0643 and arrives London Paddington at 0936. That is until mid-May when the Great Western Railway timetable changes and the train disappears from the Hereford scene. This reduces the Hereford-London service to just three trains to London and four in reverse

In fact it looks suspiciously like the first move to remove Herefordshire

from direct links with London. Our rail monitor, Michael Sullivan, is incensed about this move. But do not entirely blame the train operator. In correspondence with MP Sir Bill Wiggin, the GWR Head of Public Affairs stated: *As I am sure you know GWR, in common with other rail operators,*

is now in a National Rail Contract with the Department of Transport. This requires us to submit an annual business plan and to work within a set budget. Quite rightly taxpayer subsidy is being reduced and revenue is not yet recovered to pre pandemic levels. We must therefore look closely at costs and ensure that the services we offer best meet changing customer demand.

This places the responsibility for timetable reductions clearly at the door of the Department for Transport. Equally clear is that our MPs, local councils and rail user groups are powerless to do anything about this reduction in service. There has been no consultation on the Hereford changes and no time to reassess the situation given that passenger numbers are at variance with what GWR state are poorly loaded services. With usage at around the 40 mark from Hereford and more joining at Ledbury and Colwall it is amazing that the 0643, the most popular train, is to be substituted by an earlier 0523 departure which is likely to have insignificant loadings. This then points to the changes as being, not only a result of the DfT, but also an operational expediency rather than based on passenger demand and requirement.

There is now a definite and urgent need for a reappraisal and recasting of the Hereford-London train service via the North Cotswold Line. This is especially the case at a time when Herefordshire is prioritising development policies which include a new university, an Enterprise Zone, a city of culture and tourism. Rail & Bus for Herefordshire and the Cotswold Line Promotion Group have joined forces to help achieve such a Hereford-London rail service reappraisal.

Transport for Wales Rail Woes

Our Rail Service Monitor, Michael Sullivan, has been out and about recently and reports on the woes besetting Transport for Wales (TfW) and the Marches Line. He is not enamoured of TfW performance with regard to inadequate capacity and antiquated rolling stock causing gross overcrowding. This he experienced on journeys to both Manchester and Cardiff from Hereford.

Transport for Wales has had more than its fair share of troubles since it took over the operation of the Wales & Borders franchise from Keolis-Amey. These troubles have a long history. They are a direct result of Westminster politics. When the Welsh Government obtained devolved powers for the railways in Wales and set up Transport for Wales, it inherited a run down, underinvested system with aged rolling stock. This was a direct result of the fact that the previous series of franchises were awarded on a nil improvement basis.

The Welsh Government immediately put into action a rolling stock investment programme linked to development in Wales. A partnership with Spanish CAF followed which resulted in a new rolling stock assembly plant at Newport. Then along came the pandemic and the whole plan came to a stop with a three-year delay. In the meantime TfW have had to struggle with its existing rolling stock. This could just about be managed until, because of age and intensive use squeezing every last operational mile out of 23-year-old Corradia units (which themselves had come second hand from First Group), major mechanical breakdowns increased in regularity. It is these units that are the mainstay on the Marches Line. When one train unit goes down because of a mechanical and safety defect, it is sensible that the whole fleet is examined bringing to light further problems. In fact it is imperative. Faced thus with a dramatic shortfall of available rolling stock, emergency plans had to be put in place.

Our Rail Monitor was not to be assuaged and insisted additional rolling stock could be leased to cover shortages caused by breakdowns. That in itself is not as easy as it sounds. As regards hiring rolling stock on a temporary basis, there may be stored trains out there somewhere but it

should be noted that these are generally old rolling stock that have come off lease. The most iniquitous act of government in railway privatisation was, as a result of the Railways Act 1993, three rolling stock companies – Angel Trains, Eversholt and Porterbrook – (ROSCOs) were born. These took control, in equal measure, of BR's passenger fleet of about 11,000 vehicles, including new and old assets. The assets they got at a next to nothing price which allowed them to make millions, if not billions out of the taxpayer.

ROSCOS still want to make money out of these second, third, fourth hand trains so they can be leased, but the lease can be onerous in terms of years and also unconditional safeguards as to serviceability, maintenance and availability of spare parts). Problems with the Mk 4 coaching stock (also 20 year old) on the premium Cardiff to Holyhead and Manchester services are symptomatic of this.

Perhaps the easiest plan that TfW could have put into action would have been a reduction in the level of service i.e. reducing the Marches line to one train per hour limited stop, with local services being covered by bus replacement. This, however, may well have been in contravention of the Agreement with the Department for Transport whereby the Marches Line through England is run as an Agency by TfW.

TfW adopted a network wide plan for the reallocation of its rolling stock to maintain services on the Marches Line. This meant that services on some lines in Wales were replaced by buses and the twenty plus year old class 150 and 153 units redeployed on the Marches Line. Hence the reference by our Rail Monitor to antiquated and inadequate rolling stock for long distance work.

TfW have got a progressive rolling stock plan involving an investment of £800m investment that will ensure that 95% of journeys are on new trains. More than half the trains will be assembled in Wales. As pointed out by a colleague in Cardiff, £800 million to renew a complete network is but a fraction of the price of HS2 which comes nowhere near Wales.



Perhaps passengers on the Marches Line should be grateful for the British built 150 and 153 Sprinters. At least they did not end up with an Italian job!

Join Rail & Bus for Herefordshire

Application form on back page

West Midlands Railway

There is a bit of brightness on the railway scene. West Midlands Railway announce the arrival of new trains on the Hereford-Birmingham service during 2023. An extract from WMR states

Sometimes it's the little things that can make a big difference, and our Class 196 trains are no exception. We've put you, our customers, at the heart of our decisions, which is why we are excited to invite you on board.

So where are they going? Our Class 196 diesel trains have headed to Shrewsbury first, but don't worry Hereford, good things come to those who wait, and our new trains will be heading to you shortly.

In total we've got 26 brand-new Class 196 trains replacing some of our oldest diesel fleets. Made up of 80 carriages (built in two and four car formations) they will help us improve capacity by around 25% - so, we hope you're pleased with the switch!

The Class 196 train left Birmingham New Street shortly before 6pm on Monday 17 April for its maiden journey to Worcester Shrub Hill. The rollout means the fleet is now serving passengers in new locations including Bromsgrove, Droitwich and Worcester. The start of passenger services on the route follows the fleet's introduction on the Shrewsbury Line in October last year.

Details and a photo gallery can be found on the WMR website:

<https://www.westmidlandsrailway.co.uk/travel-information/whats-new/new-trains/class-196-fleet>

Beyond the Hills Community Station Partnership

News Update - May 2023

Ledbury Station Cabin Conversion

The wheels of the transport industry sometimes turn very slowly. The conversion of the ex-ticket cabin at Ledbury Station to a Community and Sustainable Transport Gallery was due to be completed by March. However, we still await the conclusion of the lease agreement. The small cabin is the subject of a Superior Landlord (Network Rail) and a Landlord (West Midlands Trains) so with such layers to wade through it is not surprising progress is slow. However, there is some movement on the lease and we remain optimistic that we can open in May after completion of the interior gallery fittings. We are all ready to go and Summer exhibitions are already being planned.

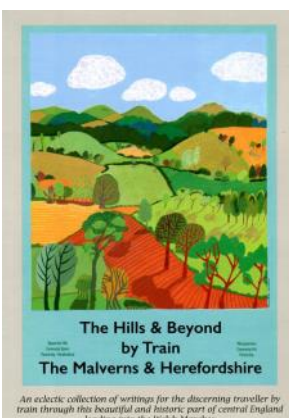
The Hills & Beyond Book

With its attractive railway poster cover by local artist Jeanette McCulloch the 68 page book is available free from the Tourist/Town Council Offices and the Heritage Centre, both in Church Lane, Ledbury.

The book comprises a series of articles on the landscape and history of the country through which the Worcester to Hereford railway passes.

It is a collaboration between Beyond the Hills Community Station Partnership (Herefordshire) and Worcestershire Community Rail Partnership.

Written and prepared by volunteers and funded by the railway companies the book is designed to encourage people to use the railway as a



sustainable way of seeing this beautiful and historic part of central England.

It is one of a number of projects bringing communities and the railway together.

Ledbury in Bloom

The CSP is pleased to be in partnership with Ledbury in Bloom for the tending of the planters at Ledbury Station. Our thanks go out to the volunteers who have started work on preparing the beds for this years Heart of England contest. The station planters were much admired by last years judges.

Ledbury Bus & Train Times Booklet

The 2023 booklet is now available from the Tourist/Town Council Office and the Ledbury Heritage Centre, both in Church Lane, Ledbury.



The 232 Daffodil Line service

A new community led bus service connecting Ledbury with Much Marcle, Dymock, Newent, Kilcot, Gorsley, Upton Bishop and Ross-on-Wye. The service connects with trains at Ledbury Station.

See Pages 4 and 5 for details

Ledbury & Area Bus & Train Times 2023

Bus times: April 2023 until further notice
Train times: 21st May 2023 until December

Last years booklet proved very popular and this one is set to follow, containing details of the new Daffodil Line 232 bus service connecting Ledbury with Newent and Ross-on Wye via Much Marcle and Dymock. The service runs to/from Ledbury Railway Station to facilitate bus/rail connection.

The booklet is compiled by committee volunteers of Rail & Bus for Herefordshire and funded by the CSP and Ledbury Town Council as part of community work to improve bus and rail connectivity and integration.

If you appreciate and use the book please do consider joining Rail & Bus for Herefordshire. Details on the back cover of the booklet.

Colwall Station

The renovation of the ex-GWR benches at the station has been completed as a partnership between Colwall Parish Council and the CSP. Work has now begun on clearing the quiet seating area at the station entrance. It is hoped that this area will accommodate a glazed display cabinet showing the new village trail and history of the village and its railway station.

Colwall Book

The book on Colwall and its Railway Station is a collaboration between the CSP and the Colwall Village Society. It is being prepared by volunteers using material from the extensive Colwall Village archive and production is being funded by the CSP. The book should be available from various outlets during May.

CSP Brochure Reprints

The series of brochures by the CSP from last year are being reprinted. They are *Ledbury: A Jewel of a Heritage Town by Train* and *Walking on Transport History - The Town Trail*: Further brochures are planned as part of a Youth & Sustainable Transport working group.

*Beyond the Hills CSP is managed by Rail & Bus for Herefordshire
in partnership with West Midlands Railway*

Join Rail & Bus for Herefordshire
Application form on back page

Pontrilas Sawmills

Pontrilas Sawmills trialled the movement of logs by rail from Newton Abbott to Abergavenny last Spring. Logs were hauled by road to the railhead, and then unloaded in a short siding at Abergavenny. Unfortunately the double handling and splitting of the train at Abergavenny resulted in costs/ton being twice those for road transport and the exercise has not been repeated.

Celebrating the Launch of the Daffodil Line

Clare Short, chair of Buses4Us provided the following article.

On Sunday 2nd April we celebrated the launch of a new local bus service: the 232 Daffodil Line.



In these times of disintegrating public transport systems the arrival of any new bus service (or indeed of any bus at all!) is something to celebrate. But the Daffodil Line is extra special because it's a community bus service: we built it ourselves.

They say necessity is the mother of invention and this certainly holds true for the Daffodil Line.

The towns of Newent, Ross on Wye and Ledbury have always had close social and economic links: and for as long as anyone can remember we've been connected by good public transport services. There were regular

buses for 70 years, and before that a railway, also the daffodil line.

Then in 2022, just as we were emerging from the worst of the COVID 19 pandemic our bus services were withdrawn with barely a month's notice. The bus operator feared that when the government COVID bus subsidy ended later that year, our services would struggle to make a profit. So rather than taking that risk, they discontinued the services ahead of any problem.

This was devastating news for many people in our communities who's daily routines relied on the bus. Getting to school, work, shops or the doctors, or just seeing friends and family became impossible for non-drivers almost overnight. Also for the many people who owned a car, but wanted to use it less, to help fight climate change, that option had now vanished.

Local people knew this wasn't the future we wanted for our communities and something needed to be done.

We took our inspiration from local public transport pioneers of the past. When our communities wanted to be part of the new "railway age" back in the 1880's local companies got together to build the "Daffodil Line" railway which carried local people between our towns and villages and took our famous wild daffodils on the first leg of their journey to market in London and Birmingham.

Fast forward to 2022 and the Buses4Us Community Action Group was formed. Local people, councils and businesses came together to start the new Daffodil Line bus service.

We raised start-up funding, planned the route and timetable, and set fair fares so that everyone can afford to ride the bus.

Our new bus service connects our local communities and helps visitors explore our beautiful corner of the countryside - and see our famous daffodils - without needing to use a car.

Good public transport is essential for a fairer, greener, future, and we're proud to be a part of that.

Launch day was a true celebration with bunting, cake, local dignitaries and a party atmosphere on the bus and at the stops. Even on a damp and drizzly April Sunday there were plenty of passengers.

So let's keep it going!

If everyone who lives along the Daffodil Line takes the bus just once a month we'll never be at risk of losing this vital connection between our communities again.

People Power got the Daffodil Live started, Passenger Power will keep it going!

Jump on board and enjoy the ride!

The 232 Daffodil Line runs every 2 hours, 7 days a week from Ledbury to Ross on Wye via Much Marcle, Dymock, Newent, Kilcot, Gorsley and Upton Bishop.

Visit Traveline for a full timetable: traveline.info

Or daffodilline.co.uk for more information.

The Hereford Zipper

Another new bus service is due on the streets of Hereford this Autumn. The Stronger Towns Fund Electric Zipper has now received full funding and three Pelican Yutong E9 electric buses are on order for delivery in August. They will be free to use and operated at a 15 minute frequency on a circular route around the city. They will have a level of passenger information and monitoring not previously seen in Hereford. There's still a lot of work to do on this project.

Bus Service Changes

The Bus-It initiative has ended and we have the £2 fare cap which runs to the end of June. This is funded by Government as token assistance to those whose budgets are stretched by the cost of living crisis.

Of the 13 extra Sunday services introduced in connection with the Bus It Free Weekend Travel initiative 6 were retained at the end of the scheme all with Herefordshire Council funding: Ledbury, Bromyard, Leominster, Kington, Ross-Monmouth and Ross town service.

DRMBus axed the M-S 420 Bromyard-Worcester route but HC replaced extended a Bromyard-Ledbury service to Worcester instead on Tuesdays only.

DRMBus introduced evening services on 476 Hereford-Ledbury route and the last journey is extended to Bromyard.

740 Knighton-Ludlow route transferred to Minsterley Motors who are providing a higher quality of service than the previous operator.

X3 extended to Cwmbran and Cardiff without having to change buses and RBfH supported this by issuing an updated leaflet.

T14 Brecon-Hereford service increased to 5 journeys per day M-S.

449 Madley-Hereford reduced by 3 journeys per day leaving Madley with only 7 buses per day with a 4 hour gap in the afternoon.

Hereford Transport Hub

Plans have been developed by HC's consultants and although we were promised an input this did not materialise. The outgoing administration has now approved a design which we're not happy with. Tender documents for the design have been issued. However there's every indication that following local elections in May the new administration will reject the current plans.

TfW submitted a planning application to allow Coffee Gourmet to take on some ground floor space to the right of the entrance. Although we support use of the underused station building we objected to the dreadful access ramp. Application withdrawn.

News from Leominster

The following has been received from Jim Scott, secretary to the Leominster Rail Users Group

I have received the following good news about the Station Buffet from Councillor Jenny Bartlett (as a member of Leominster Rail User Group):

Herefordshire Council have a new tenant for the café and draft documents are circulating between parties. Pending no unforeseen circumstances, the café will be opening as soon as the documents can be agreed and signed. Fingers crossed it all goes smoothly.

Regarding the long term future of the buildings at the station that Herefordshire Council hold leases on, they will be triggering the break clause they have them. The intention is to hand back the leases to the freehold owner, now the Arch Company. They will become the new landlord for the station buildings.

I am not sure how long the leases would have had left to run but I don't think they were huge amounts of time. I will let you know if I hear anything else regarding time scales.

Train Treasures

An interesting book review submitted by RBfH member Nick Jones

“London’s twelve great rail termini are the epic survivors of the Victorian age. They are the cathedrals of transportation. Wolmar brings them to life with the knowledge of an expert and the panache of a connoisseur. His words render them indestructible.” *Simon Jenkins*

FOR my money our two best train writers are Simon Jenkins and Christian Wolmar. Jenkins' 'Britain's 100 Best Railway Stations' (Penguin) is already a trainspotters' classic (*and he included Hereford Station*) while Wolmar's 'Cathedrals of Steam' (Atlantic Books) runs it a close second.

Our capital city boasts 12 major train termini, more than any other city in the world. All were built between 1836 and 1899 (Marylebone was the last), often causing major controversy between rival railway companies. A thirteenth is due to be added to the list, (though not strictly a terminus): the sprawling HS2 interchange at Old Oak Common, designed to handle 250,000 passengers a day, is provisionally due to open in 2026. If the artists' images are anything to go by, cathedral-like architectural references are (like steam locomotion) a thing of the past. Old

Oak Common is intended to fool train travellers they've arrived at an international airport terminal.

In a compelling – and often quirky – narrative, Wolmar describes the ruthless demolition in the 19th century of established housing communities to make space for the rail-age ‘cathedrals’. In order to build a triple-tracked viaduct into the City’s Broad Street Station, more than 4000 houses were compulsorily purchased and demolished. Around the area cleared for Brunel’s terminus at Paddington, the Church of England was much miffed to have the rental income of street-after-street of profitable Bayswater brothels wiped from its property portfolio. Cemeteries and open spaces were ‘land grabbed’ for the myriad gangs of navigators to form cuttings, vast marshalling yards and engine sheds. Klondike it wasn’t, but Britain’s 19th century Railway Fever was pretty aggressive.

More than a handful of architecturally-overblown railway hotels sprang up. Most notorious was Sir George Gilbert Scott’s Gothic Revival Midland Grand Hotel (now Marriott’s St Pancras Renaissance), fronting Barlow’s restrained Engine Shed (now Eurotunnel’s splendid London terminus) at St Pancras Station. Gothic Revivalism was dying on its feet, with RIBA President Reginald Blomfield scathingly dismissing it as “a worn-out flirtation in antiquarianism” In Scott’s haste to please his clients with the usf that every one of its 150 bedrooms would be heated by open coal fires, he overlooked the fact that an army of at least 100 ‘tweenies’ (without the aid of lifts) would be required to clean them out and keep them burning! Neither did he provide guests with en suite bathrooms: they had to take their baths at the end of the corridor!

Simon Jenkins can effortlessly produce a Pevsneresque riff, while Wolmar’s style is more forensic. In 2013 the latter published his most ambitious train book ‘To the Edge of the World’: a fascinating record of his 6000-mile journey on the Trans-Siberia Railway. He elected to make the pilgrimage ‘backwards’, beginning his journey in Vladivostok and travelling west to Moscow, thus avoiding the crowds of international train tourists who usually begin their trip in the Russian capital. The book’s constructional statistics are staggering, but my abiding memory is the writer’s advice to take your own food (or buy it from the myriad caterers at wayside halts) as the restaurant car’s sole daily offering was *borscht!* © Nick Jones

A small train with a very big view

The following extract from A Country Diary by John Gilbey was also recently spotted

Despite the sunshine, a bitter wind from the east scythes across the exposed wooden deck of the bridge and whistles around the massive arch of ironwork that once swung open to allow ships to pass. Pont Abermaw – Barmouth Bridge – carries the Cambrian Coast railway over the Afon Mawddach, on its journey south between Machynlleth and Pwllheli, as well as hosting a path for walkers and cyclists.

As I watch, the train eases around the curve on to the bridge and trundles past me. The railway has a modest single track and carries equally humble two-carriage trains, yet these form a vital strategic service for many on this coast. Children ride the train to school and older folk take it to the next town for their weekly shop, while others revel in the impressive views of land and sea.

From the centre of the bridge there is a spectacular sweep of mountainous high ground visible to the south and east. The sun is moving west, and the shadows across the barren escarpment

of Cadair Idris are deepening. A faint haze softens the more distant peaks, but the stark outlines of Tyrrau Mawr and Braich Ddu retain their mass and grandeur. This steep, north-facing ridge has an ancient and complex geology, with intensely resistant Ordovician volcanic strata rising above softer sedimentary rocks.

The landform has been further complicated by significant glaciation – resulting in a landscape of sharply outlined steep crags towering over wildly unstable cones of scree and round, eroded domes. Below these, yet above the wooded slopes of the estuary itself, ribbons of dry-stone wall and square-set buildings surround areas of somewhat improved pasture where the sheep – now mostly lambing in the warmer fields near sea level – will graze in summer as the farming year rolls around.

As a foil against the depredations of passing time the bridge is nearing the end of a much-needed refurbishment, which has involved long periods of closure over successive winters. This has meant significant detours, giving a fresh understanding of how much the line is depended on. Hopefully now its future is more secure – for a while at least. © *John Gilbey*

Editor's Comment: We could do with some articles and brochures about the Marches Line, its Borders landscape and historic towns.

From the Archives



Bridge location and mileage notice (Presteigne branch railway)



Warners Tewkesbury works service to Dowty Engineering loading at Ledbury (c. 1970s)



Barlow rail as used on Brunel's broad gauge railway. The rail was spiked to longitudinal timbers with steel tie bars to maintain the gauge. (Hereford old bridge)

Rail and Bus for Herefordshire

Application for Membership

Name

Address

Post code

Email

Phone

Date

Membership is £10 pa for those receiving the newsletter electronically and £15 pa for those receiving the newsletter by post. Memberships run from 1 February each year, but for those joining after 1 October the first subscription extends to the following February.

This form may be printed off completed and posted to Andrew Pearson our Membership Secretary at 4 Northam Field Clehonger HR2 9SR. Alternatively it can be scanned and emailed to the Membership Secretary at railfh@aol.com. Applications for membership cannot currently be made through our website.

We encourage all members to pay subscriptions either electronically or by Standing Order. Our account details are:

'Rail and Bus for Herefordshire' sort code 30-94-14 account no 02929075

Please use your surname and postcode as the payment reference

Cheques may be posted to the Membership Secretary.