

Minutes of Rail for Herefordshire meeting held:
Thursday September 9th 2009 at 7.30pm All Saints, Hereford

Andrew Smith, of Malvern Industrial Archaeology Society and vice Chair of the Industrial Railway Society gave a talk to the group.

Before his talk two announcements, Matthew Golton is replacing Richard Rowland as the FGW representative for Herefordshire. The twin track work on the Cotswold line will be completed by late 2010.

Andrew told us the Malvern Industrial Archaeology Society is about putting real information on the websites, presenting real facts. Here are some of the things he told us, with illustrations.

Steam finished in Worcester in 1965. Birmingham to Gloucester in 1840 was the first railway. The Lickey Hills needed two banking engines. Ashchurch, Tewkesbury was a victim of the Beeching Cuts, it has its service back. Oxford, Worc and Wolverhampton railway. Oxford was a Brunel broad gauge 7' ¼ ", Worcester the 4' 8 ½ ". Decided to have both. Evesham accommodated both. No evidence though that it ever ran. Faldbury has broad gauge servicing. Worcs the last place with semaphore signals. E N Allen is bringing out a book soon on this line. Moor Street, though it has no trains was made Station of the Year. West Coast Line, one of the problems it faced was old computer technology. March 2009 the last Adlante by FGW. The earlier Class 31 was totally unreliable, it was foisted onto London-Hereford line. It couldn't keep time.

May 1860 Malvern Wells to Malvern Link Gypsy Lass photographs, the driver was 'Hell Fire Jack', Thomas Brassy or Ballard the builder of the railways. Malvern Wells station was closed by Beeching, and it has suffered the inconvenience ever since of being some 4 miles from the station. The two tunnels at Malvern, once failed, used to store explosives. The army were billeted at Malvern Wells railway. Brassy and Ballard built the Worc and Malvern railway.

Andrew showed several photos of stations in Herefordshire including Bromyard in 1959. the Barton Shed was closed in 1966.

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