



RIBBLE VALLEY RAILNews



B. Haworth

Ex LMS Stanier Jubilee Class No. 45699, 'Galatea'
storms up Langho Bank on 14 May 2013
hauling 5Z50, a Carnforth to Carnforth circular test train.

Number 101



Spring
2013

Signal Box Closures

Text & Photos by Simon Clarke

These two splendid ex-LYR signal boxes are due to close within the next twelve months. Network Rail are rationalising signalling throughout the country to leave a number of main signalling centres. Many smaller boxes on rural routes are due to close, and these two at Huncoat and Brierfield are destined to be in the first sweep.



Above: Brierfield Crossing Box with its 'ornate chimney'

Below: Huncoat Crossing Box stands proudly above the crossing



From the Chair

Apparently spring is here and our Friends of Stations volunteers are sprucing up the platforms and benches in preparation for our busy weekend traffic with the start of the Dalesrail on 19th May. As you are aware there will only be one train during the summer season, which has enabled the development of the Ribble Valley Connect service from Blackpool to Hellifield commencing in September. This service will provide an opportunity for people from Hellifield and beyond to travel south from Hellifield. This is an opportunity for RVR to work with the Ribble Valley Tourisms' staff and local businesses to explore ways of attracting people to get off the train at one of our stations and explore the lovely Ribble Valley. Already two of our committee members are working to provide self – guided walks from Clitheroe Station and a guided tour of Whalley Abbey. This will be the first opportunity we have had to gauge the interest of travel south from Hellifield.

Our new membership leaflet, which was recently launched, is available at Clitheroe Interchange, and has seen a quick response with two new members joining RVR. Thanks go to Dean Weaver for producing this colourful and informative form.

For many members, the magazine is our only form of contact, and, as a committee, we try to keep you well informed about developments on the line. Further on in the magazine you will find the minutes of our AGM held in March.

July is the month of our 4th Annual RVR walk, which sees us departing from Langho Station at 19-00 for a leisurely walk arriving at the Petre Arms at around 20-45 for refreshments.

For date and route contact Brian Haworth on 07887831129. Even if you don't feel able to participate in the walk, you would be welcome to join us for refreshments.

Marjorie Birch



See-saw Marjorie Daw

RVR Chair, Marjorie Birch, demonstrates her commitment to all things health & safety, pictured here wearing her hi-vis vest whilst on a see-saw

Beeching 50 years on - a Rail Professionals View!

Much has been written in connection with Doctor Richard Beeching and the 50th anniversary of the famous/infamous 'Beeching Report' (1963). If you want a good read on the politics then you can do no better than get hold of a copy of 'Holding the Line' by Faulkner and Austin. Chris Austin is well known as one of the driving forces behind the SRA's 'Community Rail Development Strategy' (CRDS) published in 2004. I remember meeting Chris for the first time (I think) in Carlisle where he was giving a presentation, aided by David Hibbs, about the proposed Community Rail strategy. I seem to recall being a bit sceptical of what this was and what the underlying agenda was. How wrong I was Chris is a staunch supporter of Community Rail and is now a Board Member of ACoRP and me a fully signed up supporter of the CRDS!

Everyone has views on the many line and station closures but in my view looking locally we now sorely miss some lines. For me the key missing ones are:

- Accrington to Bury (Manchester) via Ramsbottom (maybe with a branch to Bacup);
- Preston to Southport – the direct route; and
- Lancaster Castle/Green Ayre to Morecambe – again the direct line, missing the conflicts on the WCML, and allowing a better frequency than today.

Yet some very lightly used stations in Lancashire were not closed – why? Other busier stations such as Lostock Hall, Euxton Balshaw Lane were closed and have had to be re-opened. Sense? Beeching did a job with a hostile (to rail) transport minister but to his shame his evidence, in some cases, was thin and he did not consider (because he was not asked to?) what might happen if car culture ran out of 'steam'! He also did not look at how local lines could be run more efficiently. The 'lower cost' regional railway was waiting its time. A shame as it may have saved cross country routes such as the Varsity Line between Oxford and Cambridge and the Waverley between Carlisle and Edinburgh – both being reinstated in part at very high cost.

For me, the real lesson is that a 'profitable' railway is a 'chimera', which will never be achieved. Rail will need support for investment and some services so let's be positive. What does rail do best, go for it, and be proud we have a much busier network now than it was at the time of Beeching. We have thankfully got passed the 'managed decline' mentality.

Class 158's

I spend quite a bit of time travelling on 158's and hear very mixed views about them. For me they are a very comfortable unit with good ride quality – pity about the heating and air conditioning! It is good to see what these units can look and feel like after a good refurbishment. The two views show what Arriva Trains Wales has done to its fleet of 158's. Apart from the power sockets for those who need to remain connected when on the train the seats and tables are well spaced and very comfortable. The units form the mainstay of services to the Cambrian Coast but also stray onto the Marches Line.

So, as we move to an interim arrangement for Northern Rail, how about a full refurbishment for the Northern 158's to provide improved ambience on the long distance inter-regional services such as York to Blackpool?

Revived Rail Links Cut Lorry Trips

The re-instatement of the rail link at Ribblesdale four years ago is helping to maintain supplies of cement to Scotland as well as reduce lorry traffic on local roads.

Three trains a week leave for the Mossend Depot in Glasgow, where the cement is transferred to storage silos for onward transport to customers as far north as Thurso. Steel slag is also shipped in from South Wales to King George V Dock in the city, and these two products give Hanson a market-leading position in Scotland.

Area Manager Alistair McIntosh said "We could take more trains from Ribblesdale as the Scottish market is buoyant at the moment, with a number of wind farm projects and the construction of the new Forth Bridge under way". Ribblesdale's rail-link was developed when the plant opened in 1936, but rail traffic ceased in the mid-80s during a major cost-cutting exercise, though most of the track was retained. Today, a train with 14 tankers carries on average 1,200 tonnes of cement powder, which equates to 40 lorry movements. Over twelve months that represents a reduction of more than 11,000 lorry movements to and from the Ribblesdale plant.

Re-printed by kind permission of Gary Young Ribblesdale Plant Manager

DalesRail 2013

The 2013 DalesRail season is already underway, and let's hope that they get better weather than last year! The season started with the summer timetable on Sunday 19th May 2013. As well as starting later than normal the season will also finish earlier with the final Sunday being 8th September 2013.

Although the season is much shorter than in previous years, there is no reduction in the number of guided walks taking place each Sunday with over 90 walks spread over the seventeen Sundays.

Another change to DalesRail is that there will only be one train in each direction. The train starts from Blackpool North at 08.36, and arriving into Carlisle at 12.17.

The train returns from Carlisle at 17.41 arriving back into Blackpool at 21.16. The Settle Carlisle Railway Development Company have once again agreed to provide a trolley service between Settle and Carlisle serving teas, coffees and other light refreshments.

Full details of the timetable showing calling points can be seen by visiting www.dalesrail.com or by collecting a leaflet from manned rail stations throughout Lancashire and from other selected outlets including county information offices. Details of the walks programme can be downloaded from the website or by contacting Community Rail Lancashire by email on info@communityrail Lancashire.co.uk, by phone on 01254 386579 or by post to Community Rail Lancashire, Accrington Station, Eagle Street, Accrington, Lancs BB5 1LN.

Timetable Developments

Community Rail Lancashire is pleased to be able to announce that two new rail services will start in Lancashire over the next twelve months. The services are being introduced by Northern Rail working closely with Network Rail, the Department for Transport and other partners including Lancashire County Council, Burnley Borough Council and Blackburn with Darwen Borough Council, the CRPs and Rail User Groups.

These exciting developments will see trains running between Blackpool North and Hellifield on winter Sundays starting in September 2013 and a full seven day service between Blackburn and Manchester via Burnley and Todmorden commencing with the summer timetable in May 2014.

The **Blackpool to Hellifield service**, labelled 'Ribble Valley Connect' is aimed at encouraging new passengers from both ends of the route to travel by train on a journey to destinations not normally available on winter Sundays. The trains are timetabled to allow sufficient time for sightseeing, shopping, walking or just to relax and have drink or meal. For full details of this service and some ideas of things to do and places to visit, just go to the new RibbleValley Connect website at <http://ribblevalleyconnect.wordpress.com>.

The **new service to Manchester** will see trains starting from Blackburn and calling at Accrington, Rose Grove, Burnley Manchester Road before going 'over the top' on the Copy Pit route and round the soon to be reinstated Todmorden West Curve. The service will then call at stations including Todmorden and Rochdale and into Manchester Victoria.

The service is being introduced in partnership with Burnley Borough Council, Lancashire County Council, Northern Rail and Network Rail and part funded by a grant from the Regional Growth Fund. Coupled with the redevelopment of Burnley Manchester Road station the introduction of a direct service between Burnley and Manchester is seen as a positive boost to the social and economic development of Burnley and will cut commuting journey times to Manchester down to around 50 minutes and cut out the change of trains at Hebden Bridge or Blackburn.

05:59 hrs Buxton to Clitheroe Service - Snow clearance in action

Having cleared a path for the 05:59 departure from Buxton to Clitheroe, the snow-plough is seen at work on the now freight-only line between Buxton and Hindlow, formerly part of the LNW route linking Buxton with Ashbourne before returning to Carlisle via Blackburn.

(See page 12 'On the Line')

Photo: S. Houlker



Customer Information Displays (CIS) Improvements

As part of the Network ongoing Investment programme, Blackburn Station has recently benefited from the renewal of the Customer Information System displays and the Public Address System.

The customer information displays provide up to date train information Northern Rail control to give accurate information to rail passengers.

The displays replace the old television style screens with the latest in LED technology as seen at other stations such as Preston and Manchester Victoria.

To complement the Customer Information System displays, the public address system has also been renewed with a new Public Address control system and new speakers. The renewal has also included the installation of Induction Loops for passengers with impaired hearing.

The below photograph shows two of the new Customer Information System displays and a Public Address speaker.

Photo: S. Clarke



Bull's Head Car Park

The recent re-introduction of car parking charges and removal of free spaces for rail users on the Bull's Head car park at Wilpshire has now been reversed, and car parking is once again available for the



A Letter from Stephen Cornish

Dear Simon

Once again the postman has brought the familiar brown envelope containing a copy of RVR news. Each time an issue arrives, I think "I must write to them". On this occasion, with page 6 of issue no. 100 carrying a photograph that includes my wife and myself, I am actually putting pen to paper. Well, finger to keyboard!

In 1986, after many years of general railway traffic management work, I took up the role of Provincial Resources Manager for the North West. Soon after my arrival in the job, I was told about this "great bunch of people up in the Ribble Valley, who are trying to get passenger services restored to their local railway". Within a matter of weeks I found myself in Clitheroe, with Peter Moore and David Butterworth impressing upon me that the fact that the restoration of train services to the Clitheroe line wasn't in any doubt. The only question in their minds was "When?"

Over the space of the next couple of years, working with Richard Watts and Chris Anslow of Lancashire County Council, the plans began to take shape, and the confidence of the RVR committee seemed to grow on a daily basis. Within British Rail it wasn't easy, because the railway in general was still minded more towards retrenchment than towards expansion, particularly where local services were concerned, and every pound of the emerging costs was being endlessly scrutinised and challenged by the railway's accountants and analysts. But history tells its own story, and to read in RVR News that ridership statistics for 2011/12 an increase to 1.88 million journeys annually is so amazing, particularly when I think back to even the most optimistic of numbers that were being forecast back in the late 1980's and early 1990's. Nearly 2 million... astonishing!

Looking back, it's so good that the "full scheme" went ahead in the end, because some of the trimmed-down options that were being considered at the time would never have allowed the growth that the line has experienced. I remember, at one stage, the emerging costs for the full scheme were coming in so high that I developed a "secret" option which saw the track between Daisyfield Junction and Clitheroe becoming two parallel single lines. One of the two tracks would have been a long single line all the way from Daisyfield to Hellifield, and the other track would have been effectively a long reversible siding from Daisyfield to Clitheroe ending in a set of stop-blocks at the north end of Clitheroe platform. The passenger train would simply have run up this reversible line to Clitheroe, reversed in the platform, and headed back south again. The financial advantage, of course, was that station construction costs would have been broadly halved, with only a single platform required at each station, but operationally it would have been so constraining and wouldn't have ever allowed more than one train an hour. And of course any idea of future expansion northwards would have been dead in the water from the outset. Happily, that secret scheme never had to be developed beyond the "if all else fails" stage! I think Peter Moore would have blown a gasket (again!) if he'd ever had wind of the idea.

But what I really wanted to say was how much the photograph of the RVR Annual Dinner reminded of the excellent evenings that Brenda and I shared with the RVR people. I'm sure that we were invited for at least four consecutive years, and were always treated almost royally... photographs with the mayor, seats at the top table and a personal welcome from the Chairman. But always, of course, the deal was that I had to deliver an after-dinner speech, and it became quite a challenge each year to find another new way of saying "keep it up... you're almost there".

But what a great success story RVR has been, and I'm distinctly proud to have played a substantial role in it all, back in the early days and during the first few years of operation.

For the final ten years of my railway career – I retired in 2009 after forty years – I was Network Rail’s “Special Trains Manager”, responsible for all the exciting stuff... charter trains in general, steam trains in particular, and all that went with it, which was an excellent way to round off a career that I wouldn’t have swapped for anything!

So please convey my good wishes to all of the committee and the membership in general. And if ever you are in need of a speaker for the Annual Dinner I’d be delighted to oblige.

Best wishes
Stephen Cornish

A Bench from America

The bench in the photograph below sits in pride of place on Langho station on the Clitheroe Line. The request to have a bench on the station came by email from a lady in America to Brian Haworth. The bench was to be in memory of her late husband, Andrew Bell, who had lived for most of his life in Langho and was a regular rail user.

Brian was able to arrange for the bench to be made and installed on the Clitheroe bound platform at the station with Northern Rail’s permission. The bench carries a plaque to remember Andrew from his family, who now live in America.



B. Haworth

Langho Bridge Makeover (at last)

RVR (in particular Brian Haworth) have campaigned for bridge at Langho to be refurbished and painted since the line re opened, and it has finally happened, courtesy of Network Rail.

Photos: B. Haworth



The major work necessitated road closure, and was carried out in a very efficient manner by the contractors.





The bridge steelwork was shot blasted and treated with several coats of paint. The badly corroded top side sections were completely removed giving the bridge a more aesthetically pleasing outlook to the eye and affording passers-by a much better view of passing trains !!

The majority of the work is now completed on the outside of the bridge with sections still being painted on the decking adjacent to the running tracks and new height restriction signs to be fit.



ON THE LINE

Brian Haworth

A busy period with 6C40 Fiddlers Ferry /New Biggin becoming a more frequent user of Ribble Valley metals (it usually passes 6J37, the Carlisle/Chirk log train on Langho Bank). On 22/1, 2N57, the 16-23 Man Vic / Clith was terminated at Blackburn due to a track circuit failure at Daisyfield. The following service the 17-00 off Man Vic went through to Clitheroe but was recorded running 37 minutes late through Langho.

The following day again saw 2N57 cancelled due to the derailment of a West Coast working at Salford, which had a major impact on many services in the Manchester area.



M Ormerod

Class 37 & Class 47, top and tailed by snowploughs, at Blackburn



B. Haworth

During spring GBRF took over the Gypsum working bringing some different locos on to RVR metals. Class 66 66727 slows for signal check on Langho bank heading North running as 4C77.



B. Haworth

A hurried snap shot records a rare and unusual working over RVR metals showing a West Coast class 37 and 57 returning to Carlisle after carrying out snow clearing duties in Buxton with Carlisle based independent snow ploughs at both ends

On 24/1, 2N55 the 08-52 service to Clitheroe arrived at Blackburn 60 minutes late. was terminated and the following service 2N57, the 09-52 service to Clitheroe arrived 58 minutes late, and was also terminated at Blackburn. Both return diagrams ran from Blackburn. A replacement bus service was provided. Later in the day 2N57, the 16-23 service from Man Vic was cancelled. On 25/1, 142035 worked 2J54 in the company of 153359. 2N57, the 09-52 service to Clitheroe, was terminated at Blackburn due to late running 25 minutes being lost between Man Vic and Salford Crescent. The service eventually arrived at Blackburn at 10-31, where it was terminated. 2N58 was also cancelled at Man Vic. Bus replacements were provided. 2J62, the Rochdale service, was cancelled at Blackburn, and 2N58 the 17-53 to Clitheroe was cancelled at Bolton due to points failure at Darwen. 2N59, the 18-49 service to Clitheroe was cancelled at Blackburn due to late running (89 minutes late into Blackburn), 2N51 the 19-52 service to Clitheroe was cancelled at Blackburn due to the points failure and 2N52 /2N53 were cancelled at Man Vic. Later in the day 6K05 was double headed with 66046 paired with 66110 and 66046 worked 1Z99 north.

Things were not much better the following day with 2N57, 2J56, 2N50 2J54 2N51, 2J56 all cancelled or terminated at Blackburn due to staff shortages. Later in the day Black Five 45407 headed 1Z71 a Carlisle /Man Vic special with 47854 on rear of train for insurance. The 27/1 saw a flurry of engineering services with 66082 6L50, 66174 6L48, 66093 6L49, 66535 6Y82, 66956 6Y83, 66557 6Y84 all noted passing Langho along with tamper DR 73909. 0C99 the route learner was noted on 28/1 with 57307 in charge. 29/1 was a good day for freight with 66598 6M11, 66101 6C40, 66076 6K05 and 66849 6J37.

On the same day, 2N51 the 12 -52 service to Clitheroe was cancelled at Bolton due to a unit failure. On 2/2 A4 60009, *Union of South Africa*, headed 1Z88 a Carlisle/Euston excursion. On 4/2, 2N51 the 06-52 to Clitheroe was cancelled at Man Vic. Later 66037 unusually worked the cement empties to Horrocksford via Blackburn. The 17-00 departure Man Vic / Clith was cancelled at Man Vic.

Later in the day 66849 failed on the logs north of Horrocksford and had to be rescued by 66076. On 7/2 142063 worked 2J52 solo. One female passenger, who boarded at Ramsgreave and Wilpshire, was overheard asking the guard "What on earth is one of these retro units doing on the Clitheroe line!!!"

Unusually these days 2J52 had a 156 156420 in charge on 8/2 with 142039 paired with 153330 on 2J54. A similar pairing was noted the following day with 142038 paired with 153331. Later in the day both 2N52, 2N53, 2N54 were cancelled due to staff shortages.

On 13/2, 2N54 the 15-52 service to Clitheroe was terminated at Blackburn after a late arrival (54 mins) due to point failure at Darwen. The following day saw 142007 work 2J54 with 153351. Later in the day 2N52, the 20-52 service from Blackburn to Clitheroe, was cancelled at Man Vic. Class 142, 142045, worked 2J54 with 153359 on 15/2. The following day saw A4 60009 again at work on Ribble Valley metals hauling 1Z88 Carlisle /Euston, followed later with Black Five 44932 on 1Z54 St Neots /Preston with 47760 at the rear. On the same day, 2N51 Man Vic/Clitheroe was cancelled at Victoria. On 17/2, 66008 was noted with an engineering working 6L50 along with 66145 on 6L51 and 66148 on 6L52. Class 66 66424 ran over the RVR Line on 18/2 heading 0Z66, which had been diverted from the West Coast route.

On 22/2, a freezing cold 142, 142004, worked 2J52 solo. And later in the day 2N55, the 15-40 Man Vic Clitheroe was terminated at Blackburn due to an engine failure on 156426.

A4, 60009 was again out and about on the line heading 1Z88 a Carlisle/Euston excursion on 23/2, and later in the day, 66125 was noted on an engineering service 6L48. The following day, several infrastructure services ran with 66020 6L49, 66108 6L50, 66149 6L52 all noted. Later 2N59, the 18.50 to Clitheroe, was cancelled at Man Vic

On 26/2, 142037 worked 2J54 with 150205, and a similar pairing 142001/153363 worked the same service on 28/2. On 27/2, 66056 was noted on a ballast train running as 6L95. 142001 was back again paired with 153363 on 28/2. Later in the day, unusually 60045 worked the empty Gypsum 6C40 instead of the usual class 66. On 9/3, A4, 60009, was once again noted heading 1Z88, Carlisle/Euston.

On 11/3, 2J52 the 07-52 service to Man Vic was cancelled due to no driver. The following service, 2J54, was unusual in that it comprised of five coaches 153360, 150218 and 150145. On 12/3, 142037 worked 2J54 with 153359.

The following day saw 142058 work 2J52 solo. 2J52, the 07-47 Clitheroe service from Buxton, was cancelled due to engineering overrun at Buxton on 4/3. 142058 was paired with 153351 on 2J54, a traction combination, which, unfortunately for passengers, seems to be happening more and more on this working.

On 15/3, 47237 and 47786 worked 1Z73 a Hereford/Newcastle charter over the RVR Line. Later in the day 66011 worked a coal train into Horrocksford from Doncaster. 2N54 to Clitheroe was cancelled at Man Vic as was 2J58.

On 16/3, three engineering services were noted, 66813 6Y04, 70002 6Y06 and 70003 6Y08. Silver Class 67, 67026, was also noted in charge of 1Z90 Euston /Sellfield.

On 18/3, 2J52 unusually had 156429 in charge. with classmate 156441 paired with 153307 on 2J54. The following day however saw 153317 paired with 142056 on 2J54. 2N57, the 16-23 Man Vic /Clith, was cancelled at Man Vic.

RVR Celebrity loco 150149 was on 2J52 on 20/3. On 22/3, 66038 was paired with 66194 on 6K05. Later in the day 2J54 was cancelled due to staff shortage. Class 142 142011 was paired with 150149 on 2J54 on 25/3. On 27/3, 142048 worked the first morning diagram 2J52, and enjoyed itself so much it stayed on the RVR line all day. including working the peak 17-00 service off Man Vic !!. A very rare working took place also on the 27/3, when 47760 and 37516 worked 1Z99 Carlisle/Buxton. The locos were sandwiched between two snow ploughs normally based at Carlisle. (See photo on page 12)

On 11/4, 142057 worked 2J52 solo, and the following day saw 142066 paired with 153332 on 2J54.

Virgin Trains used the RVR Line as a diversionary route on 13/14th. 221106/221102 were noted on IS55, the Birmingham/Glasgow, 22115/221102 on Glasgow/Birmingham IM57. Also noted on the 13th were 57316 / 57313 in charge of 1Z63.

On the Sunday 14th, 221109 was paired with 22110 on IS35 Birmingham / Glasgow. Class 142 142033 was paired with 153304 on 2J54 on 15/4. On 16/4, running in undercoat, the long missing Jubilee *Galatea* headed over RVR metals on a test run.

On 19/4, 37667 ran reporting no 3Q01 Longsight /Derby via Hellfield. Virgin diversions ran again on 20/4, with 221114/221113 noted on IS55 Birmingham/Glasgow and 221109/221102 on IM57 Glasgow/Birmingham. Also 66093/66058 were noted heading 4C03 Washwood Heath/Carlisle.

On the same day, rare class 56 haulage was noted with 56105 working the log train, which is usually a class 66 diagram, and 57316/57601 headed 1Z68 a Carlisle/Holyhead working. The following day saw 66093/66058/66169/66016 head South in convoy running as 0Z42 Carlisle /Warrington.

On 22/4, 6K05 was double headed with 66065 paired with 66117. On 23/4, 2J54, the 09-40 Clitheroe Man Vic terminated at Ramsgreave and Wilshire. The 10-00 am Man Vic /Blackburn 2N58 terminated at Blackburn. 2J58, the 11.40 Clitheroe /Man Vic, 2N52, the 13-00 Man Vic ,2J54 Clith /Man Vic were all cancelled due to track problems at Daisyfield. Later in the day, 2N55, the 15-40 Man Vic /Clitheroe was terminated at Blackburn due to a broken rail close to Darwen Street Bridge.

On 25/4, 6K05 had 66200 paired with 66195. On the same day, the 10-00 Man Vic/Clitheroe arrived 47 minutes late due to a signal problem, and was duly terminated. On 27/4, 2N57, the 09-52 to Clitheroe and its return working was cancelled at Man Vic due to unavailability of conductor. Later in the day Virgin diversions took place with 221118/221143 on IS55, 221109/221113 noted. Also 57601/57316 were paired on 1Z68 a Carlisle/Hull working, and 2N54 was cancelled at Man Vic due to driver unavailability.

The following day saw 221112/21107 head IS35. The 09-52 service was in trouble again on 30/4 when late arrival of inbound stock arrived at Blackburn 53 minutes late and was terminated.

On 1/5, 57601 and 57854 headed 1Z75, a Kidderminster/Carlisle excursion. The following day saw steamer 61306, *Mayflower*, work 5Z50 a Carnforth/Carnforth trial run with 37516 at the rear for insurance.

On 3/5, 142028 worked 2J52 solo resulting in a very friendly service beyond Darwen. On 6/6, 2N55, the 16-31 Man Vic was cancelled at Blackburn, and the return working to Rochdale started at Blackburn. On 12/5, 221109/221113 headed IS35 Birmingham/Glasgow. Class 66, 66722, worked 0Z33 Warrington/Carlisle and return on 14/5. Later in the day Jubilee 45699, *Galatea*, cut a splendid sight storming up Langho Bank with a full rake of stock heading 5Z50 a test train from Carnforth with 47760 at the rear.

PAST PAPERS

Blackburn Standard 4th Jan 1868

Presentation to Mr Haworth, Station Master

On Tuesday morning last, Mr Dixon Robinson, Mr W Wilkinson, Mr Wardle and Mr Caul waited upon Mr Haworth, Station Master at the Blackburn Station, and presented him, in the name of a number of gentlemen, who are constantly travelling to and from Blackburn, with a purse containing 50 gold sovereigns, as an acknowledgment of his uniform civility and attention to all persons who have business to transact at this station. Along with the purse there was a letter bearing testimony to Mr Haworth's good qualities and kindly disposition, and alluding also to the fact that he recently completed the 27th year of his service as an officer employed by the company. We are glad to see that those who have long noticed Mr Haworth's courtesy and fidelity have taken the opportunity of testifying their appreciation in a manner so substantial and satisfactory.

(It's good to see Mr Haworth's qualities are maintained to this day !)

Blackburn Standard 7th Jan 1885

Railway Employee's Supper

On Saturday evening, a contingent of the servants of the Lancashire and Yorkshire Railway Company, employed in the Goods Department at Blackburn, sat down to supper at the Sun Hotel, kept by Mr Atkinson. Mr Mitchell, the local goods manager, presided. A number of toasts were honoured, including "Success to the town and trade of Blackburn" and "Prosperity to the Lancashire and Yorkshire Railway Company". A hearty vote of thanks was awarded to the donors of the feast. Another contingent sat down to similar repast at the Cattle Market Hotel.

Special Rail Day for train enthusiasts

Ribble Valley Rail has announced details of its first special railyday in 1988.

The latest of the rail support group's highly - successful ever, is will see three return rains run from Preston to Skipton.

Bamber Bridge, Blackburn, Clitheroe, Hellifield and Gargrave are the stops along the way.

To coincide with the April 23 trains, the Ramblers' Association is organising a series of guided walks for visitors.

Passengers wanting to ramble will be met at stations for walks along Clitheroe Town Trail, Pendle Trail, Gargrave Trail and Skipton Town Trail.

Ribble Valley Rail has specially chartered the railyday trains in a continuing bid to prove the viability of a rail service to the area.

It was scrapped 25 years ago.

The eventual aim is to persuade British Rail to restart a regular service.

So far, it's full steam ahead, with packed trains on two railydays last summer.

The timetable for April 23 reads:

Preston	—	depart	09.02; 12.00; 15.40.
Blackburn	—	depart	09.25; 12.23; 16.03.
Clitheroe	—	depart	09.44; 12.42; 16.22.
Skipton	—	arrive	10.22; 13.20; 17.00.
Skipton	—	depart	10.30; 13.40; 17.25.
Clitheroe	—	arrive	11.09; 14.19; 18.04.
Blackburn		arrive	11.29; 14.39; 18.24.
Preston	—	arrive	11.51; 15. 01; 18.46.

**Minutes of the Annual General Meeting of Ribble Valley Rail
held on Saturday 16th March 2013
at Trinity Methodist Church Hall, Parson Lane, Clitheroe at 2.00pm**

Present: M Birch, P Eastham, DJ Butterworth, B Haworth, WA Briggs, PM Corlett, W Jeffries, K Lakeland, C Rushton, JC Wareing, M Eglin, G Dudley, J Moore, GH Wilson, I Tingle, NB Kirby, B Littlewood, K Geddes, K Roberts, D Weaver, DJ Howitt, JE Ayrton, A Bowles, S Bowles

1. Apologies for absence were received from J Pinder, T Carter, A Egar, P Faulkner, K Sharples, and S Clarke

2. Minutes of the previous AGM were read and accepted - proposed by B Haworth seconded by DJ Howitt. All in favour.

3. Matters arising - none

4. Chairman's report

Marjorie began by thanking the committee and members of Ribble Valley Rail for their support over the last 12 months; it is not easy picking up the reigns of such a well-respected organisation. The Friends groups at all our stations ensure that the stations are clean, attractive and safe places for passengers to wait for their trains. As reported previously passenger growth over the last five years is at 20% with nearly a third of our passengers travelling through to Manchester and beyond. A new venture for RVR was the Santa Special train to Hellfield. This was provided, by Northern Rail and the Clitheroe Line Community Rail Partnership free of charge, to RVR for us to run the service. RVR members working with volunteers from FOSCL ensured that there was a safe environment at Hellfield for everyone to enjoy the day. Bill ran a very successful raffle, which allowed our donation to the Railway Children charity to be doubled. Such was the success that, with our approval, Richard Watts is seeking to provide units for a similar service this year. Many passengers on the train had never travelled north of Clitheroe, but with the introduction of a Sunday service in September this year new opportunities will arise. The Ribble Valley Connect, as it is currently called, will see a train running from Blackpool to Hellfield to connect with the Carlisle service and then bring passengers from the area to the Ribble Valley, Blackburn and Preston. Over the last twelve months we have supported FOSCL in their postcard campaign to assess the interest for a service south from Hellfield. To date over 3,000 responses have been received, and FOSCL have engaged an MBA student from Bradford University to prepare a business case. They are now proposing a new regular passenger service between Blackburn and Carlisle via Settle and Appleby. Performance and revenue protection are ongoing issues. Cancellation of services due to lack of staff or unit failure affects the performance on the line. As we are all aware revenue collection, particularly on the early evening trains, is poor. The numbers attending our monthly meetings have increased over the year and we can just about squeeze into the back room at the New Inn. At our March meeting we had a commitment from Steve Bradley that a representative from Northern would attend our monthly meetings. This will ensure that any faults are reported directly to Northern and can be monitored by RVR. Thanks must go to our Webmaster Nigel Kirby for producing a most up to date service, to Bill Briggs for continuing as our membership secretary and for all his hard work in previous years with the magazine. Our new editorial group are appreciating the problems Bill had in trying to get contributions from members for the magazines. Northern Rail is continuing to produce our magazines free of charge. Thanks also to Pam Corlett, who has taken on the arduous task of minuting secretary. We must also thank Northern Rail and Richard Watts for his continuing support for our line, and for seizing every opportunity to improve our service.

5. Treasurer's report and adoption of accounts David began by thanking the Chairman for her comprehensive report. The statement of Income and Expenditure was distributed, showing an income of £2523.62 and an expenditure of £2832.07 with total account balances of £8610.16. The sources of income and reasons for expenditure were explained. Profit from ticket sales for the Santa Service + raffle was £973 – hope this can be repeated in 2013. Donations from Town/Parish Councils totalled £563.50. PA Ins has increased as more people have been added. Acceptance proposed by WA Briggs and seconded by J Wareing. All in favour. Brian Haworth thanked the Treasurer for producing the accounts.

6. Membership Secretary's report Since the 2012 AGM RVR has had 4 new members and only 1 recorded death. As of yesterday, we have 192 members on the roll, of these, 76 were due to renew at 31 January 2013

Paid-up members 166 (the lowest total since 1988), Hon Life 5.6 members (including our member in Thailand) receive RVRNews via e-mail alone and the subs remain at the same level as last year, if fact what seems like from time immemorial!

Bill Briggs

7. Other reports

Magazine: B Haworth said more articles were needed for inclusion in the magazine and the team were working on items for the future.

Website Report for AGM 2013: The website went down over Christmas due to failure of host server. All the material was lost and commuters were deprived of the service. Nigel spent two days putting the information back on. Numbers visiting the website had dropped – possibly due to Apps. The website content was supplemented by using articles issued by Network Rail (Keith Lumley – media contact with NR) The poor 2012 weather had affected the volume of photos submitted. MB thanked Nigel for all his hard work.

Friends of Stations

Clitheroe: Gordon Wilson reported that there had been few problems with vandalism and the fared poorly due to the adverse weather. Also thanked Colin Rushton who does a lot of unseen work, and for his daily presence at the Interchange.

Whalley: Alan Bowles reported: We have enjoyed a good year and are grateful for the continued interest of the Station by the village community. Friends of Whalley station wish to thank the staff of Northern Rail; Network Rail; the chairman and members of Ribble Valley Rail and indeed everyone who has shown interest in the Station. Their interest and encouragement is much appreciated.

Langho: Brian Haworth reported that there have been very few problems during the past year. Many thanks to Mary Eglin for taking care of the plants and to Peter Eastham for his help in keeping the station tidy.

Ramsgreave & Wilpshire: Ken Roberts thanked Craig Ward from Wilpshire Parish Council for putting in bulbs. Raised issue on ivy encroaching on the steps that is a Health and Safety issue.

Blackburn: David Butterworth reported the CIS screens were much improved but the length of time on screen needs to be longer. The foyer is to be extensively improved.

Entwistle: Bill Jeffries reported that £22.40 had been spent on compost for the planters, which have been double planted with bulbs! Platform edge white lines have not yet been done.

Darwen: Bill Jeffries reported the complete overhaul at Darwen, with a tarmac surface, 2 shelters, 2 ticket machines and CIS screens, additional seating and planters. Main issue is that there is frequently a pool of water on the approach to the Manchester platform.

Hellifield: Jack Ayrton reported that his work is concentrated on the subway and Northern platform. No vandalism. The canopy has been replaced and painting is underway. The café does not open until 9.00am

8. Election of Officers and Committee

The following nominations were received: Chairman: M Birch; Vice Chair: P Eastham ; Secretary: P Eastham; Treasurer: D J Butterworth

All proposed by Ian Tingle and seconded by Gordon Wilson. All in favour.

Committee nominations:

Jack Ayrton, Alan Bowles, Bill Briggs, Pam Corlett, Bill Jeffries, Nigel Kirby, Keith Lakeland, Ken Roberts, Colin Rushton, Dean Weaver, Gordon Wilson. It was stipulated that committee members must be willing to be involved in various sub-groups.

Proposed by M Birch, seconded by A Bowles All elected unopposed. Further committee members can be co-opted during the year if necessary.

9. Any other business

WAB said some members had asked why only 3 magazines had been produced during each of the last two years. BH said they were working to address the problem. MB said new membership forms were available. 400 had been printed. Nigel would scan a copy onto the website.

Next committee meeting - Monday 8th April at the New Inn, Parson Lane, Clitheroe.

10. Date and venue of 28th Annual General Meeting 2014 to be agreed

The meeting closed at 3.10pm

FORTHCOMING EVENTS & DIARY DATES 2013

Mon 1 July	RVR Meeting	New Inn, Clitheroe	19.30
Mon 5 Aug	RVR Meeting	New Inn, Clitheroe	19.30
Mon 2 Sept	RVR Meeting	New Inn, Clitheroe	19.30
Mon 7 Oct	RVR Meeting	New Inn, Clitheroe	19.30
Mon 4 Nov	RVR Meeting	New Inn, Clitheroe	19.30

RVR WHO'S WHO & OTHER USEFUL TELEPHONE NUMBERS

Hon Life Vice-Presidents: Alan & Sheila Kay	01254 826435
Chairman: Marjorie Birch, Raydale, Crow Trees Brow, Chatburn, C'oe, BB7 4AA	01200 441549
Hon Sec: Peter Eastham, 79 Rogersfield, Langho, Blackburn, BB6 8HD	01254 240830
Hon Treasurer: David J Butterworth, 72 Fairfield Drive, Clitheroe, BB7 2PS	01200 425750
RVR Membership Sec: Bill Briggs, 55 Bank Head Lane, Hoghton, PRESTON, PR5 0AB	01254 854474

RVRNews Co-ordinator: Simon Clarke, simon.clarke57@talktalk.net
07788 924232 / 01254 885996

FoS Co-ordinator: Brian Haworth* e-mail brian.haworth@talktalk.net 01254 247844
* Community Rail Development Officer,
Accrington: Education Resource Centre, Accrington Station,
Eagle Street, Accrington, Lancs BB5 1LN
01254 386579 / 07887831129, brian.haworth@lancashire.gov.uk

FoR&WS: Ken Roberts	01254 264772
FoL: Peter Eastham	01254 240830
FoWS: Alan Bowles	01254 823331
FoCS: Gordon Wilson	01200 426214
RVR Website & RVRNews Layout: N. Kirby	
BT Police: Railwatch	Freephone 0800 40 50 40
Network Rail National Helpline	08457 11 41 41
Clitheroe Integrated Transport Facility Control Room	01200 429832
Northern Rail Customer Helpline	0845 00 00 125 (option 2)

From the Archives

At the August 1999 Committee Meeting, Ken Roberts very kindly agreed to take the minutes in Peter Eastham's absence. At the foot of the minutes Ken added this note:

'Technical note. These minutes were typed on a Royal Model 10 machine made in New York in the mid 1930s. It is built like a brick outhouse, and does not do as it always told. Yet up to now has not packed up, blown up or fetched up, and is not for sale.

We wonder if this machine is still going?



B. Haworth

A Class 66 eases empty cement tanks across West Bradford Road into the Cement Works



B. Haworth

Class 150, 150137, heads towards Manchester on the 15.26 departure from Clitheroe but can you guess the location?

THEN

Photo: The late Jack Berry



Rampant vegetation and rotting fences cover the area that would become the new entrance to a re-opened Clitheroe Station.

NOW

Photo: B. Haworth



A colourful, wild flower garden and smart interchange office run by L.C.C. now stand in the same area.