

RIBBLE VALLEY RAILNews



On what was a beautiful summer morning, Thursday 18th July 2013,
a class 150 unit rolls across Whalley Viaduct,
heading the 08:26 Clitheroe /Manchester Victoria service.

Photo: B. Haworth

Number 102



**Summer
2013**

HELLIFIELD STATION CANOPY

by Brian Haworth

Hellifield station is currently in the process of being repainted by two different teams. West Coast Railways are painting their side of the station, whilst Network Rail are painting the operational section. It's to be hoped the colours match!!

Network Rail's work to the operational section includes, canopy steel work refurbishment, repairs to the rain water gullies and joints, canopy glass and timber facia and redecoration of the canopy.



View towards the subway from the cafe entrance



View towards Settle

From the Chair

I must begin with an apology. In the previous edition of the magazine a summary of the minutes of the 2013 AGM were enclosed. It should have stated that anyone wishing to receive a full copy of the minutes should contact the Secretary Peter Eastham whose contact details are at the back of the magazine.

The flower boxes and tubs on all our stations are looking superb. This is due to the care and attention by our Friends of Stations groups along the line. It is appropriate at this time to thank the Parish councils of Ramsgreave, Wilpshire, Langho and Whalley and the Town Council of Clitheroe for their financial contributions towards the purchase of plants.

September 15th sees the start of a new Sunday Service from Blackpool to Hellifield calling at all the Ribble Valley stations. This service also provides two outward journeys from Blackpool/Preston and two return journeys from Hellifield. This gives passengers time to spend in the Ribble Valley, Blackburn and Preston, an opportunity not available on the Dales Rail.

Members of RVR will be travelling on the trains giving out information packs on places to visit in the area.

A full time timetable and details are available on <http://ribblevalleyrambler.wordpress.com> or from Clitheroe Interchange and Tourist Information offices.

At the September Committee Meeting of RVR, a discussion took place to decide on our priorities for the development of the service and station facilities during the next two years. Working in partnership with the Clitheroe Line Community Rail Partnership, we feel that the aims listed below are both realistic and achievable.

Marjorie Birch

Ribble Valley Rail - Aims

1. Lifting of speed restrictions between Clitheroe and Blackburn
2. Reduction of frequency of turn backs at Blackburn
3. Continued support for developing services north of Clitheroe
4. A 23:00 service from Manchester Victoria to Clitheroe
5. Improve rolling stock as standard three car units for RVR services
6. Improve waiting facilities on Clitheroe Line stations particularly at Ramsgreave and Wilpshire
7. Installation of a Ticket Vending Machine at Ramsgreave and Wilpshire
8. Extend Customer Information Screen provision to all stations on Clitheroe Line
9. Continue financial support for Community Rail Partnership

PAST PAPERS

IMPROVEMENTS AT DARWEN STREET BRIDGE

Blackburn Standard 16th May 1885

The construction of the new bridge at the junction of Darwen Street and Bolton Road is being proceeded with as expeditiously as possible. Additional workmen were engaged at the beginning of the week in order to have another set of girders constructed by Whitsuntide so that two more pairs of lines might be placed at the disposal of the railway company to facilitate increased traffic during that period. Another set of workmen were authorised to commence work on Thursday morning, but the order was countermanded as it was found that the proposed lines, if laid, could not be worked without considerable danger as the points and signals could not be properly prepared by Whit week.

During the week two basements have been built and a massive column placed upon each for the support of the new sets of girders. All the old bridge has been demolished excepting a small portion of the centre buttress which was composed of massive masonry.

WILPSHIRE TUNNEL

Blackburn Standard 16th May 1885

The alterations at this tunnel still continue, and, notwithstanding the unfavourable weather, which has of late, prevailed, the work have been pushed forward in a manner, which foretells a speedy completion. The brickwork of the arch has been thoroughly repaired, and the work of lowering the tunnel will be completed in about seven or eight days. Workmen are now busily engaged in removing large quantities of earth at the end of the tunnel and making the slopes which bound the line more safe to the passing of trains. This work is calculated to last about two months, and although the work on "lowering" will be completed shortly, the double line will not be run until the excavations have been removed. Satisfactory trials of the improvements at the tunnel have been made during the last few days, when a train of the large type of carriages belonging to the Midland Railway Company has frequently passed through along the line in both directions.

Bill Jeffries and Brian Haworth

SHORT EASY WALKS FROM CLITHEROE STATION

by Gordon Wilson

No 1: By River Ribble and Brungerley Park – 3¼ miles, approx 2 hours

This walk starts at the gate on platform 2 of Clitheroe station. Leaving the station turn left making towards Kirkmoor Rd and go right down to the far end, then straight through the gate and across the field to a muddy gateway. Carry on to the next gate then over a large field keeping the fence to the right.

From the next gate take the path which bears to the right and makes for the river where a path heads down to the riverside. Now, keeping the river to the left the large building on the opposite bank is Waddow Hall which belongs to the Girl Guides Association.

Through another gate then walk alongside the river as far as Brungerley Bridge where the path crosses a sturdy bridge before ascending steep stone steps to the road. Turn right for 50yds then left into Brungerley Park passing the blocked up toilets!

Keep your eyes open here as there is a sculpture trail in the park and there are lots of unusual carvings around. After 100yds or so the path turns away from the river. Here is a wonderful spot for a picnic as there are 2 seats by the riverside. In the early 1900's boats could be hired from here as it was a

popular venue. The path here had to be closed owing to the banks giving way so the route now goes up the rise.

Once on the top path after a short while there is quite a sudden drop but it rises quickly again and after a short time take the 2nd path which descends to the left. Don't take the 1st one as it has rather steep steps but this one is much easier. Back on



S. Clarke

the original path in a short while a lovely sculpture of an otter marks the spot where the path heads down quite steeply to the riverside. Carry on through the gate and take the riverside path all the way to Bradford Bridge. (*This track can be very muddy in wet conditions*). Another gate is encountered before reaching the road.

Climb over the wall and turn right up the road past the farm and the offices of Hanson's Cement Works as far as their car park. Right here through the gate and into the woodland, which makes a steady descent, passing the otter, then left up the gradually rising path to the top once more.

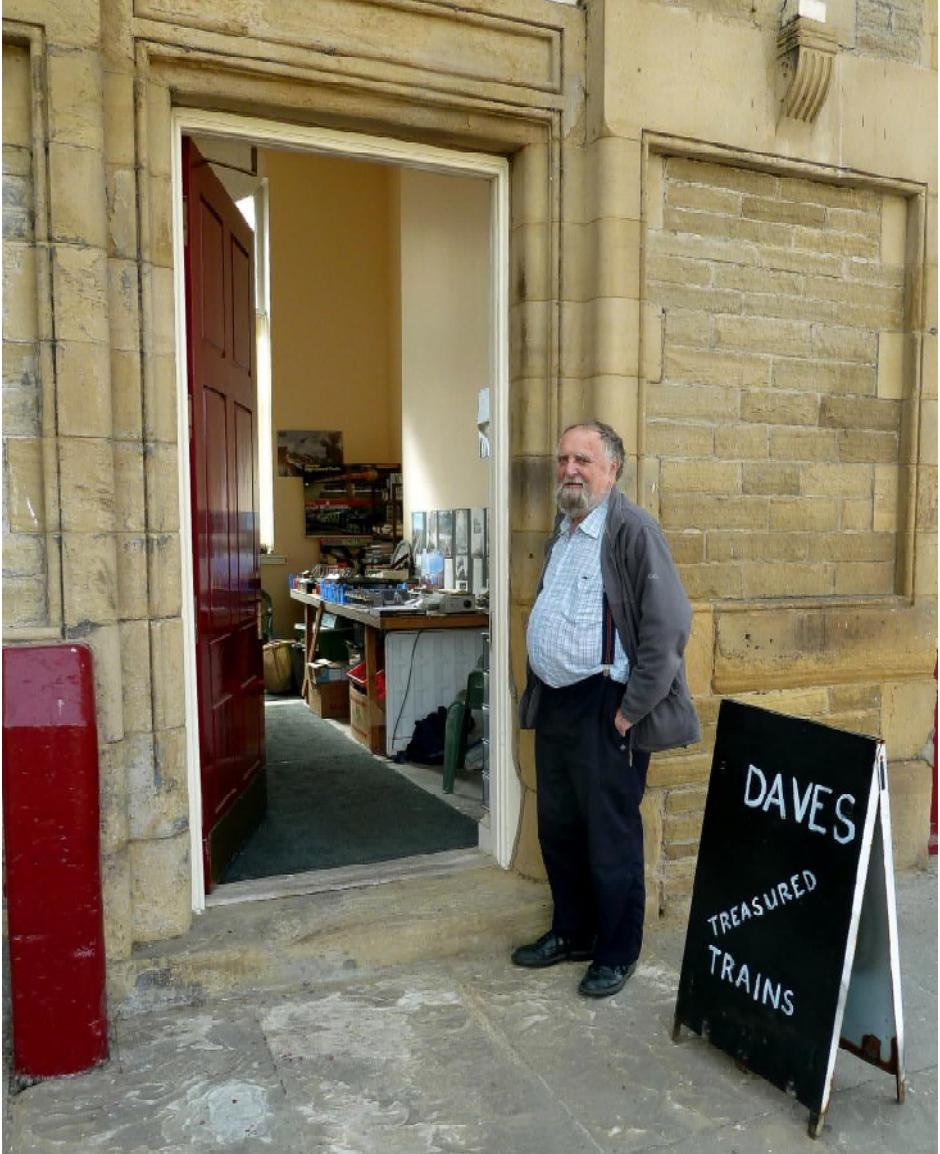
Bear right and just before the "dip" keep left through a gateway then immediately right through another and across a field approaching some housing where you pass between them and a large hedge. Go through the gate and right to the road. Left here and follow the road past the cemetery and the old Catholic graveyard, over the rise and under the railway, turn right and back to the station. 2 stiles, 11 gates, can be muddy, wear suitable footwear.

New shop on Hellifield Station

by Brian Haworth

A new shop has opened on Hellifield station bringing one of the old railway rooms back into use. Complimenting the excellent refreshment room, "Dave's Treasured Trains" buys and sells model railway equipment, and also stocks second-hand railway books.

Run by Dave Burrows the shop is open Mon, Tues, Wed and Thurs, and is well worth a visit.



Dave outside his new shop at Hellifield

Photo: B. Haworth

UK Railways, Some Thoughts From Afar

by Colin Carr



When I lived in Clitheroe, I was an active RVR Committee member for several years. I returned to the area in July 2013 on holiday from my current home in deepest rural Thailand. The trip included nearly 1400 miles of travel on English railways. Here are a few observations.

There were several infrastructure bottlenecks on the line from Bolton to Clitheroe in the late 1990s. How have things changed over the years?

First was the 15mph speed restriction on the sharp curve immediately north of Bolton. It is still there, and short of removing an awful lot of buildings not on Network Rail (NR) property and realigning the track, I see no hope of improving the line speed there.

A few hundred yards further north, there was a 15mph speed restriction on the bridge over the A666 dual carriageway. It is still there. Put it another way, NR has not strengthened the bridge in the fifteen years since I first travelled the railway between Manchester and Clitheroe.

Then there is the level crossing at Turton. This had a 10mph approach speed restriction. It still has. Yes, level crossings are dangerous places, and care is needed to avoid accidents. But in the 21st century is it not possible to devise a safe way for trains to approach the crossing at a higher speed? This would save wear and tear on brakes while reducing fuel consumption.

Approaching Blackburn from Darwen, trains used to slow almost to a stand before the signal cleared to allow access to the East Lancashire line. This is still the case. Sometimes at least, the issue is a conflict with a late running service to Colne.

In about 2000, I spent a lot of time monitoring delays to Manchester bound trains at signal DS12 between Ramsgrave & Wilpshire and the East Lancashire line. The delays have now largely been eliminated by tweaking timetables to reduce conflicts.

Jointed track has been replaced by continuous welded rail (CWR) along the RVL, but the line

speed remains unchanged at 45mph. I understand it will eventually be raised to 60mph

when the last of the CWR has been laid between and But why not increase the line speed immediately where possible and retain 45mph where necessary? Surely a couple of extra line side speed boards are not that expensive.

Since I left the area in 2005, intermediate block signals have been installed at Whalley and Langho. This has greatly improved headways and raised the line's capacity. This is excellent

Approaching Low Moor Crossing from Whalley, trains were slowed almost to a stand before the signal cleared to allow access to Clitheroe Station. This has now been resolved with a resultant saving in fuel and brake wear.

I was pleased to note that off peak RVL services are a lot busier than when I lived in the area. But peak services like the 17.21 Bolton to Clitheroe are seriously crowded, still being worked by the same 2 carriage class 150s as fifteen years ago.

Looking at the UK's railways generally, I was struck by how fragile the network seems to be. For instance, on 15th July a single rail in the London Waterloo station throat buckled due to the hot weather. This closed four of Waterloo's 19 platforms for several hours and caused chaos for thousands of travellers as trains were cancelled and delayed due to the resulting shortage of platforms. At the same time the former Eurostar platforms remain unused because NR seems unable or unwilling to connect them to the network. Weather related delays are a commonplace in the UK. I wonder if Japan, which has colder, snowier winters and hotter summers than the UK suffers similar weather related problems?

I had occasion to reserve seats on Virgin West Coast between Manchester and London during my holiday. Outbound I was allocated seats 7 and 8 in Coach B. I had asked for facing and back seats

across a table. I got two forward facing seats with a restricted view out of the window due to the relative positions of seats and window. On the return, I was allocated seats 5 and 6 in Coach B. There is no window at all for these seats. While I can see a way to slightly improve the seating layout in Coach B, perhaps it is time for Virgin (and other train operators) to copy the airlines. Many of these allow you to select your seats from a cabin seating diagram when you book online. There are even websites like www.seatguru.com which point out the good and bad seats in hundreds of different cabin layouts of all the major airlines.

Having watched the busy flow of long trains through Woking one morning between 11.00 and 11.30, I have to say that the huge amount of traffic there relative to, say, Manchester Victoria convinces me (sadly) that the majority of NR's investment needs to be in Southeast England and on the major long distance routes, ECML, MML, WCML and Great Western. However, that does not justify London getting all the best trains and their castoffs being cascaded to the rest of the country like crumbs from the high table for the peasantry.

There appears to have been a change of attitude to fares and ticketing in recent years. In 2003 a booking office clerk at Manchester Airport tried

to tick me off for buying separate tickets from the airport to Heald Green and then from Heald Green to Clitheroe. This year, I asked for tickets from the airport to Ramsgrave and Wilpshire. This resulted in the offer of a cheaper option breaking the journey at Bromley Cross. Handing me the tickets, the clerk said, "There you are sir, arriving at six o' clock, and you'll be on your second pint by quarter past." Similarly, staff at Basingstoke were quick to point out the saving from a group ticket for three of us instead of individual tickets to Portsmouth.

I don't suppose for a moment that every booking office clerk knows every combination of 'splits' to get the cheapest fare – not even Barry Doe (who has a fares column in RAIL magazine) knows that! However, if you are booking online, it's worth considering a few likely points at which to break the journey and see which combinations offer the best price.

Finally on a personal note, whilst waiting for a Stalybridge train at Manchester Victoria on 22nd July, I caught a glimpse of RVR member and Northern guard, Paul Leyland. We were unable to speak to each other, but at least we managed to exchange waves as he worked the 14.33 service to (I think) Wigan. Good to see you again Paul, even if only very briefly.

Colin Carr

NEW CYCLE STORAGE FACILITIES AT BLACKBURN *by Brian Haworth*

New secure storage for cycles is currently being installed at several Northern Rail stations including Blackburn, as part of a nationwide initiative called 'Bike and Go'. The installation at Blackburn is not fully completed as we go to press but is situated adjacent to the existing single storage bike pods on platforms 1 and 2.

On completion the 'Bike and Go' scheme will offer bikes for hire at a fixed cost per day.

For full details of the scheme go to www.bikeandgo.co.uk



B. Haworth



We featured the refurbishment of Langho Railway Bridge in RVRNews 101 and as part of the same initiative two more bridges between Clitheroe and Hellifield have received similar treatment by Network Rail. The refurbished over road bridges at Newsholme (above) and Nappa (below) are pictured looking nearly new!!



FIFTEEN GUINEA SPECIAL

Photos by Brian Eastham

RVR Member, Brian Eastham, photographed the original IT57
on 11 August 1968
and the commemorative re-run in 2013.

Herewith is a selection of his photographs.



Britannia Pacific 70013, *Oliver Cromwell*,
heads into Brownhill Cutting
with the 2013 special



Standard 70013, *Oliver Cromwell*, climbs
Cemetery Hill at Two Gates (2013)



Black Fives, 45231/44932, pass through
the remains of Chatburn Station
with the 2013 commemorative special



Close up of headboard



45231/44932 draw up for water
in the Up Goods Line at Hellfield



Black Fives, 44781/44871,
prepare to depart Blackburn Station
with the original 1T57
on 11 August 1968



70013, *Oliver Cromwell*,
storms up Cemetery Hill
on 11 August 1968



Black Fives, 44781/44871, prepare to depart
from Blackburn Station
on 11 August 1968.



Black Fives, 45231/45932,
cruise through Pleasington
on 7 August 2013



Black Fives, 45231/45932,
climb Cemetery Hill
at Two Gates
on 7 August 2013



Black Fives, 45231/45932,
stand in the Up Goods Line
at Hellfield taking water
on 11 Sept 2013

INFRASTRUCTURE WORK

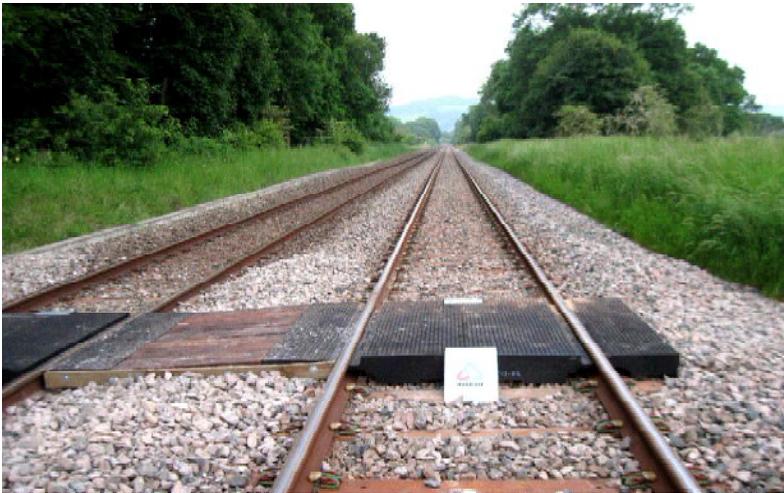
by Brian Haworth

One major scheme has taken place at Standen Hey / Holgates cutting area. Anyone travelling on the Clitheroe Line cannot help but notice the earthworks that have been going on over the last couple of months adjacent to the up line. Holgate cutting has become notorious for flooding over a number of years, surface water running off adjacent fields down the cutting sides seems to have become more problematic with cess drainage unable to cope. Murphy's, working for Network Rail, have installed crest drainage, which should intercept and divert surface runoff water, before it penetrates the cutting sides and cess. This work has recently been completed.

Network Rail has also laid modular plastic crossing planks at several footpath crossing points on the Clitheroe Line. Previous to this footpath users simply walked on the ballast, stepping over the rail to cross (not an ideal situation in these health and safety led times).

The foot crossings that have been upgraded are Standen Hey, Brookhouse, Lamb Roe and Langho.

Photos: Network Rail



Lamb Roe Foot Crossing



Langho Foot Crossing

ON THE LINEby *Brian Haworth*

Freight traffic has remained buoyant over this period. DRS has taken over the engineering service 6K05 bringing another livery into regular view. The current picture is, DRS 6K05 Engineers, EWS 6S00 Scotland / 6Z94 Avonmouth Cement traffic, COLAS RAIL Logs, GBRF 4C77 Gypsum, a colourful selection!

Class 142s seem to be infiltrating onto RVR services on a more regular basis but usually in the company of another unit. On 7/5, 142052 was paired with 150114 on 2J54.

The following day saw 66727 head 4C77 Fiddlers Ferry – Newbiggin. 142035 accompanied 153315 on 2J54 on 9/5.

As regular readers know late afternoon sees three class 66 workings pass over RVR metals in quick succession and on 9/5 noted were 66017 6K05, 66850 6J37, and 66727 4C77. The following day saw 66544 work a heavy haul coal service running as 6M11 Hunterston – Fiddlers Ferry.

Class 66, 66733 worked 0Z33 route learner on 14/5 and later in the day Jubilee 45699 Galetea worked a test train with 47760 attached for insurance.

On 20/5, 66034 was noted heading 6M75 a Margam – Carlisle working.

On 20/5, problems occurred at Darwen with 2N55 held there and eventually terminating at Blackburn 66 minutes late.

The following service to Clitheroe, 2N57 ran via Preston and then ran empty to Blackburn to form the 11.03 to Victoria. 2J54 the 10.03 to Clitheroe ran as a bus replacement operating to Clitheroe and the unit started its return diagram from Blackburn.

Problems returned again at the same location at tea time with 2N55 the 16.31 to Clitheroe cancelled at Blackburn after a 48 minute late arrival. Also 2N51 the 17.20 to Clitheroe was cancelled at Blackburn after arriving 63 minutes late. 2N58 the 17.53 to Clitheroe went forward to Clitheroe despite a 44 minute late arrival at Blackburn.

On 22/5, Black Five 44932 headed 1Z43 a Kilmarnock – Blackpool special and later Duchess 46233 headed 1Z89 a Carlisle – Euston excursion.

1Z45 returned North later in the day with 47786 and 47854 in charge. On what was a busy day, 6K05 had 66200 paired with 66168 and Network Rail's yellow peril 98912/98962 ran as 6Z07.

Class 142, 142013 worked 2J52 solo on 23/5. The following day saw 2J54 cancelled at Victoria due to staff shortage. The same problem occurred on 27/5 with 2J52 cancelled. Class 142, 142012 worked 2J52 solo on 24/5.

The following day saw 47501 & 47818 work 1Z77, a Crewe – Ravenglass excursion and 47580 & 47760 head 1Z62 Lincoln – Carlisle.

On 27/8 class 56, 56303 made a welcome change from the usual class 66 on the logs and was noted making a particular stirring run up Langho bank.

The following day saw 142011 paired with 153318 on 2J52 and later in the day Class 37s 37605 & 37607 were noted on 1Q14 Derby – Blackburn.

Class 56, 56303 enjoyed its outing on the log train so much that it returned with the same working on the 28/5. On the 29/5, 2N57, the 17.20 Man Vic – Clitheroe service was cancelled at Blackburn.

The following day saw 2N55 the 16.31 service to Clitheroe cancelled at Bolton due to a unit failure. Class 56, 56302 worked the logs on 31/5. On 1/6 66007 worked coal into Horrocksford running as 6Z16 Carlisle – Clitheroe. On 3/6 37604 & 37608 headed 1Q14, a Crewe – Falkland Yard test train.

The following day saw 142059 work 2J52 solo and also saw 66112 & 66142 on 6K05.

Royal Scot 46115, *Scots Guardsman*, headed 5Z40 on 5/6.

The following day saw 142040 work 2J52 solo. 2N52 was cancelled at Blackburn after a 29 minute late arrival due to train striking something in Farnworth tunnel.

On 7/6, 2N58 was cancelled at Bolton due to unit failure. The following day saw several cancellations due to staff shortages.

On 12/6, 142024 worked 2J52 solo and later in the day saw 61994 *The Great Marquess* make a welcome return to RVR metals heading 1Z52.

On 13/6, 2N55, the 08.00 Man Vic – Clitheroe was cancelled at Blackburn due to a fault on 156426. The following day saw 142035 paired with 153324 on 2J54. 61994 returned to Ribble Valley metals on 19/6 again in charge of 1Z52.

Later in the day 66168 was paired with 66113 on 6K05. And 37419 was also noted heading 1Z02 Carlisle – Man Pic.

On 20/6, 2N53 the 07.47 to Clitheroe was cancelled due to a trespass issue in the Stockport area. The service was then reinstated and arrived at Blackburn 59 minutes late where it terminated.

Royal Scot 46115 worked 1Z89 on 20/6. Track circuit problems at Darwen on 24/6 caused disruption to some morning services with 2N55 & 2J50 cancelled and delays continuing until lunch time. The following day saw the cancellation of 5J52 the 06.01 service to Clitheroe due to an engineering over run at Man Vic. 2J52 the 07.02 to Vic started at Blackburn.

Later in the day saw Black Five 45231 work 5Z50 a test run from Carnforth with 47760 tagged on for insurance. Class 56, 56302 worked the logs on 28/6.

On 1/7, 2N57 was cancelled at Bolton due to a broken down train at Bromley Cross, and later in the day DRS 66085 worked 7K05, the engineers train. 2N55 the 15.40 Man Vic – Clitheroe and its return working was cancelled at Vic due to train crew shortage.

On 3/7, 2J54 was cancelled at Clitheroe due to a unit fault. The errant unit was attached to the next service 2J56 which ran with 150223 & 150114. Black 5 45321 worked 1Z53 on 3/7.

Two class 56s 56087 & 56105 were noted on the logs on 5/7 and again 10/7. On 9/7 142036 worked 2J52 solo and 66155 headed 6Z35 a new cement flow to Avonmouth. Class 142, 142046 found itself in the company of 153364 on 2J54 on 10/7 and Stanier 8F 48151 was noted on 1Z53.

Later in the day saw 2N57 the 16.23 Man Vic – Clitheroe cancelled at Vic due to 156459 failing at Victoria. 2J52 the 18-09 service Man Vic – Clitheroe was also cancelled.

On 11/7, 2N57 the 09.52 service to Clitheroe was terminated at Blackburn after arriving 36 minutes late. Later that evening saw 56087 & 56105 work the logs.

On the same day surprisingly 2N59 the 18.00 Man Vic – Clitheroe ran through to Clitheroe despite arriving at Blackburn 34 minutes late. Well done to control! On the 12th the same two 56s 56087 & 56105 worked the logs.

On the 15/7, 2N53 the 07.47 to Clitheroe was terminated at Blackburn after a 43 minute late arrival. The following day saw 142012 work 2J52 solo, and later 66155 was noted on 6Z94 Avonmouth – Horrocksford cement.

Jubilee *Galatea* headed 1Z52 on 17/7. On the 18/7 142051 worked 2J52 solo and 2N55 the 16.31 to Clitheroe terminated at Blackburn due to a unit fault. 2N52 and 2J52 were also cancelled. On 19/7, 142092 worked 2J52 solo and later 2N51 Man Vic – Clitheroe was cancelled due to a signalling problem in the Marsden area.

On 21/7, 2N55 was cancelled at Blackburn due to staff unavailability. The following day saw 2N53 the 07.047 to Clitheroe and its return diagram cancelled due to unit failure on 150211. Class 70, 70010 was noted on 6C64 on 23/7, and unfortunately 2N53 the 07.47 to Clitheroe was cancelled due to a lightning strike affecting signalling in the area. Later in the day 66155 was noted on 6Z94.

On 24/7, 47580 accompanied *The Great Marquess* on 1Z52 and 57004 was noted on route learning duties running as 0Z20. On the same day 2N57 the 09.00 Man Vic – Clitheroe was cancelled due to a fault on 150116. On 27/6, 47580 again accompanied a steamer, this time Duchess 46233 running as 1Z28 Crewe – Carlisle.

On 29/7, 2J54 was cancelled due to flooding and a replacement bus was provided. The following day saw 2J52 and 2J54 starting from Blackburn due to a fatality at Pleasington, causing late arrival of stock.

On 30/7, 66155 was noted on the Avonmouth cement working. On the last day of July, 142036 worked 2J52 solo and later in the day 47580 accompanied Black Five 45231 running as 1Z52. Class 37, 37601 was on the route learning diagram on 1/8 and 142012 was in company with 153330 on 2J54. Class 142, 142001 worked 2J52 solo on 2/8, and later that afternoon 56105 headed the logs.

The following day saw 66118 work an infrastructure service 6L47. On 5/8 2N57 the 17.20 to Clitheroe was cancelled due to train crew shortage.

On 7/8, Black 5s, 45231 & 44932, headed the Fellsman running as 1Z52. Later in the day 70010 headed 6C64 Mountsorrel – Carlisle.

On the 8/8 142005 worked 2J52 solo and the following day 56105 headed the logs. Class 142, 142014 was paired with 153328 on 2J54 on the same day. Black 5, 45305 unusually worked a Keighley – Crewe diagram later in the day.

On the 11/8, 70013, *Oliver Cromwell*, worked the commemorative last day of steam special. Carrying the iconic reporting number IT57 Black 5s, 45231 & 44932, took over and replicated as near as possible the events, which had taken place 45 years ago to the day.

On 12/8, 2N51 the 19.00 Man Vic – Clitheroe was cancelled due to shortage of train crew.

The following day saw 142047 working 2J54 with 153307. Class 37s, 37404 & 37419 worked 1Q13

a Network Rail test train Carnforth – Carlisle on the same day.

On 15/8, 142042 worked 2J52 solo. Class 56, 56105 made the log train its own during this period being noted on 13, 14, 15 & 16/8.

On 20/8, 2N58 the 10.52 Blackburn – Clitheroe terminated at Blackburn due to a wagon hitting Skew Bridge spilling a load of alcopops on to the road (best place for them).

A couple of Clitheroe services suffered disruption but the line was soon given back after Network Rail's bridge examiners had checked the bridge. Time and time again, it is proved that, in the case of wagon versus rail bridge, there is only one winner!

On 21/8, 142020 was paired with 150277 on 2J54 and later in the day running rather late on its return leg Black 5, 45231 was in charge of the Fellsman.

B. Haworth

RIBBLE VALLEY RAMBLER

As reported in RVRNews 101, a new rail service is commencing on Sunday 15th September 2013. Originally to be called Ribble Valley Connect the service has now been renamed as Ribble Valley Rambler.

Community Rail Lancashire, in partnership with Northern Rail, is launching the new winter Sunday service between Blackpool North and Hellifield. The service will operate from Sunday 15th September 2013 through to Sunday 11th May 2014. The service operates two return trips between Blackpool / Preston and Hellifield via Clitheroe, and connects at Hellifield into services on the Settle to Carlisle line, and, from the second train up, into those to Leeds. The trains will also serve for connections at Preston for onward journeys both north and south.

Ribble Valley Rambler will offer the opportunity to enjoy the ever changing scenery of the Ribble Valley and Yorkshire Dales throughout the autumn and winter. Designed to give a short day out, in either direction, during daylight hours, Ribble Valley Rambler allows enough time to enjoy a short walk or to explore towns such as Blackburn, Clitheroe, Settle or Appleby.

Special events will take place on most Sundays including tours around Whalley Abbey and Ribblehead Viaduct. Other activities will include guided walks, food markets and Christmas lights.

Ribble Valley Rail, along with the Lancashire Rail Ramblers, Friends of the Settle - Carlisle Line and Friends of DalesRail have been working hard with the CRP and Northern Rail to prepare for the launch of the service.

Full details of this brand new and exciting service including the timetable, special fares and a full events programme can be found by visiting the website at

ribblevalleyrambler.wordpress.com

OBITUARY

Mrs Kathleen Sharples

It is with regret that I record the death, in July, of Mrs Kathleen Sharples of Whalley (RVR 501). Kathleen and a lady from Wilpshire had had a bad experience on 3rd September 2002 and rang RVRNews for advice.



Publication in RVRN61 of her correspondence with First North Western prompted Kathleen to join RVR in December 2002. She became a regular attender at the monthly meetings, was subsequently invited to join the Committee, and contributed in a variety of ways. She was a regular at various RVR functions, assisted on the Santa Services, and introduced two new members. Abandoning her trusty typewriter, she took to the computer and, with Nigel Kirby's help, mastered word-processing to the extent that she was able to contribute short articles to RVRNews and sub-edit *Railway Cuttings*. Deteriorating health eventually forced Kathleen to withdraw from the RVR Committee, though she never failed to send her apologies. A number of RVR Committee members were able to attend Kathleen's cremation at Skipton on 29 July. RVR extends sincere condolences to Kathleen's family.

WAB

From RVRN61, Autumn 2002

Mrs Kathleen Sharples of Whalley and Mrs Nancy Eddleston of Wilpshire had a bad experience on 3rd September 2002 and rang RVRNews for advice.

Mrs Sharples supplied copies of her correspondence with FNW. When she complained to FNW she was directed to write to Mr A Grumble! Don't laugh! Apparently, this character exists though, I must admit, I did think it was Mr F N W Kelly from the Isle of Man!

Mrs Sharples wrote on 3 September:

Dear Mr Grumble,

More than a few times when I have been travelling between Whalley and Manchester fares have not been collected. In fact, it becomes quite a talking point among the passengers. The following have been some of the reasons:- there has not been a conductor, the machine has broken, and once the conductor instructed us to wait until Salford Crescent and buy tickets there!

On Tuesday, 3rd September, I bought a single ticket at Bolton Station and travelled between there and Whalley, leaving at 14.20, *in a one-carriage train*. For the whole of my journey the conductor did not appear in the public part of the carriage and was most unpleasant when I mentioned the fact to him on the platform at Whalley. I still have my ticket intact.

Quite by coincidence, two friends of mine were travelling on the same train between Manchester and Ramsgreave & Wilpshire, their car having been left there. This is a regular twice-a-week journey for them. At Ramsgreave & Wilpshire the control button for opening the door at the front of the train failed to work and they were unable to leave the train and

were carried beyond the station. They stayed on until Whalley so that I could take them home in my car. We left the train by the door at the rear. The conductor appeared on the platform and, having heard the complaint about the control button, refused to check it, and was positively unpleasant, remarking that the control hadn't been properly operated, and had no positive help to offer.

I am sure you will give serious consideration to this letter, and hope you will acknowledge it.

Yours sincerely,

FNW's reply came, not from Mr Grumble, but from Brian Stevenson, Customer Service Advisor.

I was concerned to hear that your ticket was not checked during your journey. We expect all FNW conductors to carry out regular ticket checks, along with attending to our customer needs and ensuring the safety of the train and it's *[sic]* passengers.

There are occasions however, when there is insufficient time to complete a full inspection between stations, particularly if stations lie within a close proximity of each other (as the Senior Conductor has to lock/unlock the doors and dispatch the train). However, when we are given specific examples of inspections not being carried out on longer non stop services, we will follow it up with the Line Manager responsible. We also monitor our conductors in terms of ticket sales on rural lines to highlight those not performing as well as others.

As an added measure to improve our revenue protection, we are re-introducing tickets barriers at certain key stations on our network. This will not only act as a deterrent to those who do not pay their fare but will ensure that many of them will indeed be caught, which in itself also strengthen the deterrent factor. We are also increasing the number of random ticket checks on our trains and at stations by using our team of Security Officers.

We are well aware of the long-term consequences of a lack of ticket inspections, and are keen to maintain an efficient service, as safeguarding our revenue is paramount. Therefore please be assured that action will be taken to rectify the situation that you observed, and I thank you for bringing your experiences to our attention.

Yours sincerely,

Mrs Sharples says,

"I hope the train company is going to follow up the comments in my second paragraph with the conductor concerned. You will notice that Mr Stevenson has made no comment on the third paragraph of my letter. Mrs Eddleston wrote to Mr Grumble (I am assured that there is such a person!) about being unable to leave the train at Wilpshire. Her letter was answered by someone other than Mr Grumble or Mr Stevenson."

Not much customer satisfaction, there. Ed. (WAB)

FORTHCOMING EVENTS & DIARY DATES 2013

Mon 7 Oct	RVR Meeting	New Inn, Clitheroe	19.30
Mon 4 Nov	RVR Meeting	New Inn, Clitheroe	19.30
Mon 2 Dec	RVR Meeting	New Inn, Clitheroe	19.30
Mon 6 Jan 2014	RVR Meeting	New Inn, Clitheroe	19.30
Mon 3 Feb	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, Community Rail Lancashire,
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)

RVR website: www.ribblevalleyrail.co.uk
Community Rail Partnership Website: www.communityraillancashire.co.uk

MEMBERSHIP

New members since the AGM:

- 585 Mrs D Hackett, Sawley
- 586 Mrs A Bury, Clayton-le-Dale
- 587 Mrs A Jolly, Clitheroe
- 588 Mr S Entwistle, Clitheroe

HARRINGTON HUMPS SPREAD TO EAST LANCASHIRE

by Simon Clarke

Several local stations in East Lancashire have platforms which can cause problems for passengers alighting or boarding trains. A low cost solution to the problem is an Easy Access Area.

Originally developed as a joint initiative between Network Rail and Cumbria County Council the first one was installed at Harrington on the Cumbrian coast and EAAs will for evermore be known by their nickname - Harrington Humps!



Work has started to install humps on platforms at Burnley Barracks, Entwistle (*above*), Farnworth, Kearsley, New Lane and Pleasington (*below*), in our immediate area, but will be appearing at many stations all over the Northern Rail empire soon.



THEN

A couple of passengers and the guard carefully negotiate the snow covered platform at Blackburn Station on a cold 26th January morning in 1960 as two steam locos simmer in the bay platform awaiting their next call of duty.



NOW

Fast forward fifty three years and the scene has dramatically changed. Gone are the fine array of semaphores, the water tower, the ornate cast iron platform lamps and solid roof support pillar.

Coach no M16675M was despatched to the scrap yard many years ago along with hundreds of steam locomotives. The "Manchester" Bay has been reduced to single track, and the platform flags have long since disappeared.

(At least one roof support pillar survives from Blackburn station at Clitheroe Station supporting the Interchange Clock. It could be the one in the picture !)

