

# RIBBLE VALLEY RAILNews



**153378 in November 13 mood at Blackburn station**

**Number 103**



**Autumn  
2013**

# MOVEMBER

158795 & 150205  
stand in Accrington Station

Photo: B Haworth



If you were out and about travelling around the area by train during November then you couldn't help but see a number of Northern Rail's fleet sporting moustaches!

Northern Rail has been actively supporting men's health charity, Movember. They are helping them raise awareness of men's health issues such as prostate and testicular cancer, mental health issues, as well as reinforcing the importance of men's wellbeing - such as checking blood pressure and cholesterol.

Movember raises millions of pounds every year and enlists the help of both men and women around the world.

The concept is simple - Mo Bros grow a moustache throughout November and Mo Sisters support them all the way.

After starting out in Australia and making a big impression down South, Movember is marching northwards.

We want to help spread the word, show Movember what real Northerners are made of and raise much needed funds for this great cause.

Northern Rail and Community Rail Lancashire want to help our men take care of themselves; our passengers, our employees, our friends and our family.



150270 departs Giggleswick

Photo: S. Clarke

## From the Chair

Leaves on the tracks and engineering works are signs that autumn is here.

Work is currently underway replacing the points at Daisyfield Junction, and the long awaited improvements to the level crossing surface at Low Moor are nearing completion. This raises the question why do we have such a low line speed between Clitheroe and Blackburn? We've had new track, new points and new signalling so surely there is a case for a higher speed.

The journey from Clitheroe to Manchester currently takes one hour thirteen minutes. We should be aiming for a journey time closer to an hour.

Buses are replacing trains on the Sundays from Bolton to Clitheroe and Blackpool North to Hellifield. Sadly the first week of engineering works saw the work run on into Monday and disruption of our services until late morning. Members put up notices on the Sunday evening, and were at the stations along the line from Blackburn keeping passengers informed and monitoring the bus replacements. These are **the** times when RVR can be of great assistance to passengers, as we **are** based locally and can respond quickly.

Passengers on the Sunday Ribble Valley Rambler have also benefitted from the support of some RVR members, who have been present on every train. We produced a pack of information about places to visit on the line, which have been well received.

Sadly, we are unable to run our usual Santa Service train this December due to the engineering work, but are hopeful for a service in 2014.

With electrification on the horizon, and the cascading of surplus diesel units, we are working with the Community Rail Partnership to press for more units on our line.

Our passenger numbers are growing, and with young people using the train to travel to university and college, our early trains are full leaving Blackburn.

We have to work to improve the travel experience for our passengers, otherwise they could resort to changing their mode of travel.

On behalf of the Committee of RVR, I wish you all a very Happy Christmas.

*Marjorie Birch*

## A LETTER TO THE CLITHEROE ADVERTISER

A previous correspondent questions the value and usage of the winter Sundays' Ribble Valley Rambler rail service between Preston, Blackburn, Clitheroe and Hellifield, including intermediate Ribble Valley, and suggests a service to and from Skipton would be more desirable.

The Rambler service was designed to reflect the shorter winter days to enable short trips on the Settle-Carlisle line - hence good connections at Hellifield.

It is possible, for example, to have Sunday lunch in Appleby, with plenty of time to walk round the town as well.

This train is operated under Dales Rail provision, and the DalesRail fares have been extended into May next year and will not go up until the summer DalesRail service is introduced.

The statement that he is not even sure if anyone ventured north of Hellifield can be answered with the fact that I witnessed families and couples travelling to the various Settle to Carlisle stations, including as far as Carlisle, as well as organised parties on the various Sundays.

An added, and perhaps unforeseen bonus, has been the use of the service in the other direction with passengers with suitcases using the trains direct journey to Preston to catch other long-distance trains north and south from there.

There are good connections, for example xx58 London and xx17 Birmingham services at Preston. This removes the need to change trains and perhaps platforms at Blackburn.

The suggested alternative of a Skipton service from Clitheroe is not on for a variety of reasons.

The Rambler service is part of the franchise agreement under which the DalesRail (Blackpool-Preston-Clitheroe-Carlisle) service is operated under Government rules.

The service and the trains provided for it cannot simply be transferred to a new service.

A Skipton rail service could not compete with the four 280 and X80 Sunday services, which operate between Clitheroe and Skipton either in journey time or fares.

The bus takes only 33 minutes, and a train via Hellifield would take much longer - not only because the train would have to reverse at Hellifield to change direction but because such a reversal there is not possible with the existing trackwork infrastructure.

Rambler service trains travel empty to Settle Junction to cross-over to the return track for the return journey. This also increases journey time considerably.

Fares would also be higher than on the bus when mileage is considered, and, as a significant proportion of travellers between Clitheroe and Skipton, like myself, are over 60 years of age - I am sure that they would (as I do) use their NOW cards for free travel on the bus rather than pay-on-train.

Necessary renewal and improvement work at Daisyfield Junction, Low Moor level crossing Clitheroe and other locations along the Ribble Valley railway necessitate the use of a replacement

bus service to Hellifield at present the trains recommencing the Sunday before Christmas. Valley Rail looks forward to welcoming you on the trains for a short winter or early spring day out in the Dales in the New Year.

Peter Eastham  
Hon. Secretary

Ribble Valley Rail

The User Group for the Ribble Valley Line, Blackburn, and Entwistle

## DALES RAILCARD

As a spin off following the introduction of the Ribble Valley Rambler, residents in the BB7 postcode area, are now able to purchase a Dales Railcard, which will enable you to receive discounts on the price of tickets to travel on the Settle-Carlisle and Leeds-Morecambe lines, includes travel to/from Brampton and Wetheral on the Tyne Valley line and (Sundays only) from Hellifield to/from Clitheroe and Whalley.

This is a great scheme as the Dales Railcard only costs £12.00 per person, is valid for 12 months and provides savings of 1/3 on the cost of tickets within the specified area.

Up to four children accompanying each Dales Railcard Holder are eligible for discounts of 81% on the full adult fare. You can use a Dales Railcard to save money on single; day return and saver return tickets. To find out more and details of the Winter Offer go to [www.scdc.co.uk](http://www.scdc.co.uk)

## COMMEMORATIVE PLATES

Recently a number of commemorative plates celebrating the re-opening of the Ribble Valley Line in May 1994 have been acquired by Simon Clarke. There are eight plates available and are for sale priced at £7.50 with £5.00 pounds going towards Ribble Valley Rail.

The sale of the plates is on a first come, first served, basis, and are for collection or local delivery in East Lancs only.

If you are interested, please contact Simon on

[simon.clarke57@talktalk.net](mailto:simon.clarke57@talktalk.net)

or

07788 924232



## SIGNAL BOX LISTED

Daisyfield Signal Box has been given Grade II listing. Due to be decommissioned in 2017, the following principal reasons for listing were given as:

- Representative – a rare surviving example of the once numerous Saxby and Farmer type 6 Signal Box.
- Date – built in 1873 to a design developed in the 1860s the Signal Box is a good rare surviving example of an early form of Signal Box, the simple utilitarian design with the shallow pitched hipped roof and the relatively small windows being particularly characteristic.

A recent picture (below) taken inside the box shows the reconditioned L&Y frame installed in the box in 1943 highlighted by the sun.

The sun catches the levers in Daisyfield signal box.

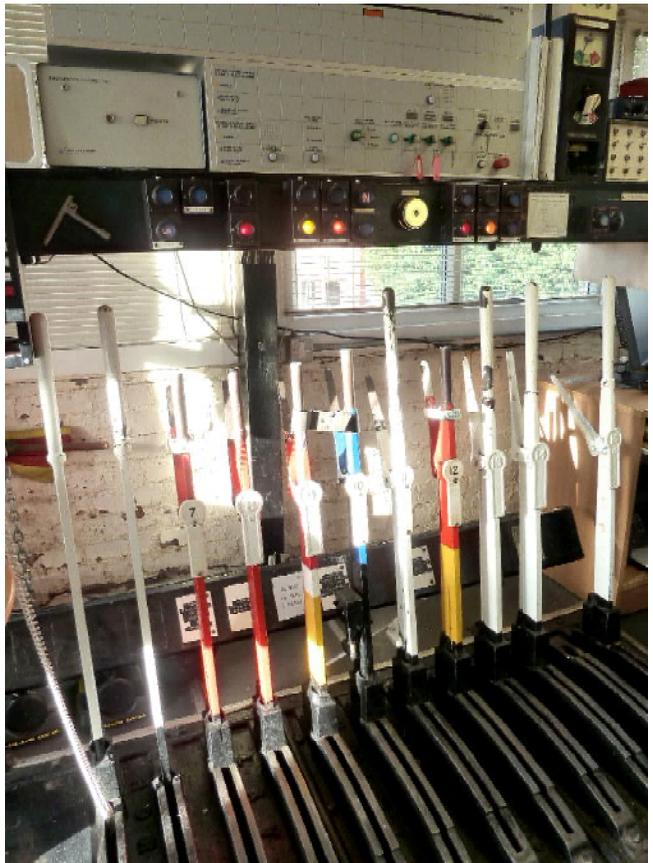


Photo: B Haworth

## No. 2 SALTHILL AND BRUNGERLEY

Turn right on leaving station, right under bridge then left passing the bus station.

At T-junction, turn right and up to a small roundabout, then left on to Pimlico Road passing Waggon and Horses pub, then at Horrocksford Jct signal box, turn right into Bridge Court and down to a tennis court and over Mearley Brook.

Left here and follow path between cricket nets and a well kept bowling green.

Left again to pass the clubhouse on to Chatburn Road. Take the lane opposite up to the top part of Salthill Road, and left on the unmade *cul-de-sac* passing Salthill Villa and Salthill Barn.

Take the right fork to 24 steep steps down to Lincoln Way, cross over where there is a plaque then up 13 more.

Continue in a straight line over what used to be called Salthill Moor to a welcome seat, which is capable of holding 5 bodies. It is in memory of Jack Cottam, who spent his entire working life at Dugdales, the animal food manufacturer, whose site is just beyond at Bellman Mill.

Now round to the left to follow the path down steeply to a gate. Right here and cross Lincoln Way to the footpath, and carry on up to the Link road passing the Auction Mart.

Turn left but do take great care as this road is very busy on weekdays as HGV's are constantly travelling in both directions.

Go straight down to the roundabout and cross over. Much more care must now be taken especially with children as there is no pathway until Pimlico is reached. There is only a wide grass verge provided on both sides of the road, and this can be slippery in wet weather.

There is an alternative path to the left behind the hedge and in the woodland skirting Coplow Quarry but this tends to be an even muddier route, so not to be attempted.

Cross over the branch line, which serves Hanson's Cement works, then sharp left, up the rise and skirting Johnson Mathey Chemical works keep to this top path until Waddington Road.

Good views can be had to the right, of the Ribble below and Waddington Fell on the skyline.

The track carries on downhill for a short way, and, just before a small metal kissing gate, one of the many sculptures can be seen to the right in the form of two deer.

Straight on over the dip in the path, then take the left fork by a tall fir tree on to a large grass area, where there are a number of seats making this another good spot for a break.

A great view can be had here of the river looking downstream. Now, just before the gates look out for Pan Boiling Over.

Left here and stay on the road passing the cemetery on the right, followed by the old Catholic burial ground on the left.

Up to the top of the rise then down to the railway bridge, pass underneath then turn right and return once more to the station.

***Two gates, muddy, wear boots.***

## BROOKSIDE JOURNEY

Community Rail Lancashire have continued to work with East Lancashire schools during 2013 through the Brian the Bull initiative, and it was the turn of Brookside School, Clitheroe, to visit the 'Bunker' at Accrington recently.

Over 5,000 children have now visited the Bunker since the start of the project.

Brookside school *en-route* to Accrington

Photo: B Haworth



## RIBBLE VALLEY RAMBLER

The new Ribble Valley Rambler service, introduced by Community Rail Lancashire in partnership with Northern Rail that started in September, has been actively supported by RVR members. The members have travelled on the train to Hellifield handing out information packs to passengers, answering questions about the line, and promoting things to do along the route.

The service has been affected by engineering works for six weeks, and has been operating as a rail replacement bus from Blackpool North for the six Sundays.

The service will revert to a train from Sunday 22 December 2013, and run through until Sunday 17 May 2014, when the normal summer DalesRail service will commence.



RVR members at Hellifield about to board the Ribble Valley Rambler service to Preston

Photo: B Haworth

## **RAILWAY FATALITIES**

Of all the incidents that occur on the railway the one that has the potential to cause the largest amount of operational delay is a fatality. Fatalities on the railway can be accidental and a number of track workers are killed each year, but unfortunately the number of suicides and attempted suicides is on the increase. (It is not a new phenomenon as can be seen by the article below).

Network Rail and the British Transport Police are currently involved in a campaign called Operation Avert to try and reduce the number of trespass incidents and fatalities on the rail network across the North West.

Inspector Derek McCutcheon is the North Western Area's co-ordinator for Operation Avert, which is targeting 64 locations across England, Scotland and Wales on the National Rail network.

Inspector McCutcheon says, "In the north west, we have target locations at Oxenholme in Cumbria and Leyland in Lancashire. Our main thrust will be around increasing visible patrols, but we will also be conducting crime reduction surveys to help mitigate risk."

Although the main thrust of the operation is on the main line, fatalities can and do occur on the smaller branch lines, and there has been around seven that have affected the services on the Preston to Colne and Clitheroe to Manchester routes in the last twelve months.

Ribble Valley Rail and Community Rail Lancashire are helping with distribution of publicity produced by the Samaritans in partnership with Network Rail. The posters can be seen in the CRP branded notice boards at stations throughout East Lancashire.

## **AN OBSERVANT CHERRY TREE PORTER**

### **Attempt at Suicide Foiled**

John William Green, a porter in the employ of the Lancashire and Yorkshire Railway Company, was on Friday night instrumental in preventing an old man from committing suicide.

On the night named, James Rhodes (68), Chapel-street (sic), Blackburn, entered Cherry Tree railway station and booked for Blackburn. Green had seen him on the platform, and missing him shortly before the arrival of the train due at six minutes past ten, went in search of him.

On reaching the end of the platform he found the old man lying across the rails, and had not the train been overdue Rhodes would undoubtedly have been killed. When picked up he exclaimed, "Oh, let me be."

He was handed over to the police and on Saturday morning he was charged at the County Police Court, Blackburn, with attempted suicide. On his family promising to take care of him, Rhodes was discharged by the bench.

**The Weekly Standard and Express (Blackburn, England) 3rd March, 1900**

## ART ON THE TRACKS

'Art on the Tracks' was the name of the 2013 Community Rail Art Exhibition that was displayed in the Platform Gallery in Clitheroe over the October half term week.

Two local schools; Brookside Primary School, Clitheroe & Whalley Primary School were involved this year and the two groups of children produced two very different themed pieces of art work for the gallery.

Funding for the 2013 project came from Ribbles Valley Borough Council via the Platform Gallery.

### Labyrinth to Hellifield:

A new winter rail service between Blackpool North and Hellifield via Clitheroe, called Ribbles Valley Rambler, commenced operation on Sunday 15th September 2013. To highlight this new service, pupils from Mrs. Clark's class at Brookside Primary School in Clitheroe have produced a colourful Finger Labyrinth.

Working with local artist, Alastair Nicholson, Brian Haworth from Community Rail Lancashire, and Marjorie Birch from Ribbles Valley Rail, the children have produced colourful paintings depicting scenes, which can be seen from the train window on the journey between Blackburn and Hellifield, and have displayed them in the form of an eye catching labyrinth.



Photo: B Haworth

## Whalley arches through the eyes of young artists:

Pupils from Mrs Hall's class at Whalley Primary School worked with local artist, Alastair Nicholson, Brian Haworth from Community Rail Lancashire and Marjorie Birch from Ribble Valley Rail, to produce water-colour paintings and charcoal drawings of the famous Whalley arches.

As part of the project, the children learned about the history of the arches, how they were built and how they are maintained to this day.

Time was spent sketching the arches on site then producing water colour paintings in the class room.

The colourful paintings show each child's interpretation of what they saw through an individual arch on the day of their visit.

The individual drawings were collected together to make a striking and colourful display in the Platform Gallery as part of the 'Art on the Tracks' exhibition.

The children's work was also copied and converted into a huge jigsaw puzzle by Alastair and this was displayed in the gallery and visitors were able to try their hand at completing the puzzle!



Photos:  
Left & Right  
S. Clarke  
  
Bottom  
B. Haworth



## INFRASTRUCTURE

A busy time on the RVR Line with buses replacing trains for six Sundays to allow major infrastructure work to be carried out.

Points have been replaced at Daisyfield Junction but unfortunately due to problems with a rail mounted crane this particular works overran causing disruption for a few hours on the following Monday morning.



Major works have been carried out at Low Moor level crossing at Clitheroe and bridge works have been carried out to an occupation bridge in Billington.

*Left:*

The errant Kirow crane dumped in a siding at Blackburn after failing during infrastructure work at Daisyfield Junction.

Photo: B Haworth

### Low Moor Crossing, Clitheroe



Photo: D. Butterworth



Photo: D. Butterworth

Work has continued at Hellfield with the Northern area of the station roof being glazed and steelwork shot blasted and painted.



B. Haworth

Hellfield Station shrouded in scaffolding and protective sheeting Nov 2013

## LETTERS TO THE EDITOR

Hello, Brian

With Christmas approaching, you might like this gift idea as a space filler in the next RVRN. I've had the game for over a year, and spend most of my time with it building fantasy routes.

An Australian company, N3V Games sells an excellent railway sim called Trainz Simulator 12 in versions for Windows and Mac operating systems. You need a fairly fast computer with a separate graphics card to get the best from it, see the website for details.

One main feature of the game allows you to drive trains. It comes with a number of routes featuring southern China, central Europe, the USA, and our very own ECML from Kings Cross to Newcastle. One route they sell separately, but which you can integrate into the current version of Trainz, is the Settle and Carlisle railway from Skipton north.

It is set in the 1960s, and has a selection of steam and diesel engines. It also features the branch from Garsdale to Hawes. Anachronisms and geographical errors are allowed, so you could operate a Southern Pacific 'Big Boy' from Hawes, though it might struggle to fit under some of the bridges!

The other main feature of the game is that it lets you build your own routes. These can be real or imaginary. The game comes with a wide variety of scenery objects from buildings to roads to trees

Your imaginary routes can be utterly fantastic, with, for example, a Russian church and an Australian superstore in an English village, where TGVs pass every few minutes. Or you could be more 'sensible' and build the route south from Hellifield to Blackburn if you have the time to research it.

You can buy Trainz Simulator 12 online at [www.trainzportal.com](http://www.trainzportal.com). It costs \$39.90.

Once your credit card details have been processed, you can download the game and install it on your computer. After registering your simulator, you can access the 'download station' where there are something like 200,000 free assets for use with your game.

And, if that is not enough, the simulator is now a multi-player game. So persuade a friend to buy it as well, and you can link up online to run two (or more!) trains on the same route.

Just one word of warning, this game is addictive!

*Colin Carr  
Thailand*

Hello, Bill

Many thanks for the latest edition of RVRN, as you know it is much appreciated.

I am more than pleased to have read about the new service to Hellifield on Sundays, Hellifield change for Carlisle brings back some memories.

It seems a long time ago when you were about to start the new service to/from Clitheroe, and I was the District Operations Manager at Regional Railways.

I well remember having to advertise for signal(wo)men for Daisyfield and Horrocksford Jcn, then train them and also provide inspectors for the station building and reconstruction.

But what a success story it has been, you and your committee must be so proud of your achievements.

*Kind regards*

*Ron Herbert*

## **ON THE LINE**

by B. Haworth

A reduction of freight movements has occurred over the period under review due to the seasonal leaf fall. The leaf buster train works both ways over the RVR Line as part of a huge diagram but the engineers service 6K05, and the logs 6C37 have transferred to the West Coast Main line to avoid adhesion problems particularly on Langho Bank!

The additional cement working to the Avonmouth has run on a regular basis including Saturdays with a ubiquitous class 66 in charge. Running as 6Z94/6Z35 66039 was noted in charge on 22/8.

Just before the logs were transferred to the WCML, Colas class 56s were becoming the regular traction for the diagram with both 56302 and 56087 noted during August. Class 66 66951 was noted heading 6M11 a Hunterston/Fiddlers Ferry coal working on 24/8. Later in the day 2N51 the 19.52 service to Clitheroe was cancelled to staff shortage.

Tamper DR73904 worked over RVR metals running as 6T42. On 27/8, two Clitheroe and return services were cancelled due to staff shortage. The following day saw Mogul *The Great Marquess* work 1Z52 Lancaster/Carlisle. Class 57, 57008, was noted on route learning duties later in the day running as 0Z20. On the same day, 2N59, the 18.49 service to Clitheroe, was cancelled at Blackburn due to gearbox failure on 153317. In the evening, 2J52, the 20-52 to Clitheroe and return, was cancelled at Man Vic due to staff shortages.

On 29/8 2N58 was terminated at Blackburn with engine problems on the 153.

On 30/8, 2N54 terminated at Blackburn with problems with a class 153 which was in tandem with a class 150.

On 31/8, A4 6009, *Union of South Africa*, headed 1Z21 Crewe/Carlisle. Later in the day 2N55 the 16.31 to Clitheroe was cancelled at Blackburn due to unit problems and the 17.09 to Rochdale started at Blackburn instead of Clitheroe. 2N51 to Clitheroe and return was also cancelled due to staff shortages.



Class 66, 66250, rolls over the gleaming, refurbished bridge at Langho, heading cement empties from Avonmouth Hanson's Sidings to Horrocksford in October 2013

Photo: B. Haworth

On 2/9, 2N53 the 07-47 to Clitheroe from Buxton was cancelled at Manchester Oxford Road due to conductor reporting sick.

On 3/10, 66424/66430 were noted on the leaf blasting train a duty they were paired on for quite some time.

On 9/10, 2N57 the 09.52 service to Clitheroe was terminated at Blackburn. The following day saw 142 142079 paired with 150206 on 2J54.

On 11/10, the *Duchess* was noted working 5Z30, a Butterley/Hellifield stock movement.

On 12/9, the logs ran from Ribbleshead, running as 6Z70, with 56087 in charge.

On 13/10, 2N58 and its return diagram was cancelled at Man Vic due to staff shortages.

On 14/10, 2N53 the 07.47 to Clitheroe was cancelled at Salford Crescent due to unit failure.

On 14/10 the 21.03 from Manchester was cancelled at Victoria due to staff shortages.

On 15/10, 2N53 the 21.00 from Man Vic was cancelled due to staff shortage. The following day saw 46115 Scots Guardsman head 1Z89 a Carlisle/Euston special.

On 19/9, 57313/57314 worked 1Z65, a Carnforth/Carlisle working. Later 2N51, Man Vic / Clitheroe. was cancelled due to staff shortage.

On 21/10, 47786/47826 cut a fine sight heading 1Z38, an Inverness/Hereford excursion.

On 23/10, 45699 *Galatea* headed 1Z89, a Carlisle/Euston special. After running continuously since the start of the leaf busting season, 66430 and 66424 were split with sister loco 66425 replacing 66430.

The leaf-blasting train runs over the RVR in both direction in darkness, but the external condition of the locos on this working has to be seen to be believed. After a few weeks on the roster, the locomotives livery is coated in grime, making identification almost impossible

On 28/10, 2N55, the 16.31 to Clitheroe, was in trouble after leaving Blackburn for Clitheroe when its lights, both internal and external failed. The unit made it to Clitheroe, but its return service to Rochdale was cancelled. The driver of 2N57, the 17.20 to Clitheroe, was given a lamp to pass to driver of 2N55 on route to Clitheroe.

On 30/10, the first two services to Clitheroe were cancelled, and started return to Man Vic from Blackburn due to late empty stock arrival at Blackburn. Later in the day the 12.00 from Man Vic was terminated at Blackburn due to signalling problems at Salford Crescent. Again on the 30th the 17.00 Man Vic/Clitheroe was cancelled at Bolton due to a unit fault.

On 31/10, one of the leaf busting locos changed with 66301, replacing 66424, but it didn't stay in harness long when it was replaced by 66421 the following day.

On 1/11, 142061 worked 2J52 and return solo, and later 142058 was paired with 153316. Also on 1/11, 56105 worked the logs from Ribbleshead.

On 3/11, 2N59, the 11.50 to Clitheroe and return, was cancelled at Man Vic due to staff shortages.

On 4/11, 66185 was noted on the gypsum working running as 6Z76.

On 6/11, 66230/66170 were in charge of 6Y25, an engineering/infrastructure train.

On 8/11, 56105 passed on the logs from Ribbleshead.

On 11/11, the first service to reach Clitheroe was 2N58, the 10.00 from Man Vic, due to over-running engineering works. The work replacing point work at Daisyfield was disrupted when a rail mounted crane jib failed. Later in the day, 66021 was noted on 6Z76 Newbiggin/Fiddlers Ferry, as was 66113 on the 12/11.

A Network Rail test train ran on 13/11, running as 1Q14, with 37667/37682 in charge.

The following day saw 142035 work 2J52 solo. Later on the 14th, 66056 heading 6Z35, the Clitheroe/Bescot yard cement working, failed on departure from Clitheroe, resulting in 2N18, 2J52 and 2J54 being cancelled. The ailing class 66 eventually arrived at Blackburn at 19.02. Class 56, 56105, was noted on the logs on 15/11.

Test units 999600/999601 were noted on 19/11, running as 2Q08.

## **OBITUARY**

It is with great sadness that we must record the passing of Ribble Valley Rail member David Hewitt on Monday 26<sup>th</sup> 2013.

He was a regular attendee and contributor at Committee Meetings, as well as being a very willing and helpful volunteer.

As part of his great interest in railways, particular local railways, David was also a long-standing member of the Keighley and Worth Valley Railway, where, for many years, he worked in the station shops, and on the platforms, where his naturally helpful nature made him very well-respected.

David's funeral took place at The English Martyrs Church in Whalley on Thursday 5<sup>th</sup> 2013, and was attended by several fellow RVR Members.

## **MEMBERSHIP NEWS**

New Member since RVRN102:

Mr Paul White (Whalley), RVR No. 589

In memoriam:

Mr D Newington (Blackburn), RVR No. 231, died January 2013

Mr David Howitt (Whalley), RVR No. 107, a member for nearly 25 years, and a regular attendee at RVR meetings up to his death in August 2013.

## **SUBSCRIPTIONS:**

It's that time of the year, again! If you have received a pink Membership Renewal Form with this RVRN, your subscription for 2014 (or 2016) is due.

The subscriptions remain the same, at least until 31 March 2014.

Please make cheques/POs out to either "RVR" or "Ribble Valley Rail"

and send to me, at the address at the foot of the form,

no later than 31 January 2014.

*Bill Briggs,  
Membership Secretary*

## FORTHCOMING EVENTS & DIARY DATES 2014

<b>Mon 6 Jan</b>	<b>RVR Meeting</b>	<b>New Inn, Clitheroe</b>	<b>19:30</b>
<b>Mon 3 Feb</b>	<b>RVR Meeting</b>	<b>New Inn, Clitheroe</b>	<b>19:30</b>
<b>Mon 3 Mar</b>	<b>RVR Meeting</b>	<b>New Inn, Clitheroe</b>	<b>19:30</b>
<b>Sat 15 Mar</b>	<b>RVRAGM</b>	<b>Trinity Methodist Church Hall, Parsons Lane, Clitheroe</b>	<b>14:30</b>
<b>Mon 7 Apr</b>	<b>RVR Meeting</b>	<b>New Inn, Clitheroe</b>	<b>19:30</b>

### 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](mailto:simon.clarke57@talktalk.net)  
07788 924232 / 01254 885996

FoS Co-ordinator: Brian Haworth\* e-mail [brian.haworth@talktalk.net](mailto: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](mailto: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.ribbonvalleyrail.co.uk](http://www.ribbonvalleyrail.co.uk)

**Community Rail Partnership Website:** [www.communityrailancashire.co.uk](http://www.communityrailancashire.co.uk)

**Mr Peter R. Worden**, retired Blackburn optician and local historian, died suddenly in Royal Blackburn Hospital on 19 September 2013.

Peter came to national attention following the discovery of reels of 35mm ciné film in a Blackburn cellar, which led to the BBC TV series "The Lost World of Mitchell and Kenyon".

Peter took an interest in the Ribble Valley Line, having, in days gone by, travelled the line to visit his aunt in Chatburn.

Although he was never a member of RVR, he contributed information and copies of old photographs of the line, and of Blackburn station.

## WORDS FROM THE PAST

As a young train spotter, I was always interested to see where goods wagons were going to and from, and what was in them. Time spent pursuing the more unglamorous types of steam engines, which lurked in goods yards up and down the country, often gave the opportunity to read the numerous wagon labels, which always seemed to be blowing around in the wind after being removed by the yard shunters.

A few of us started to collect the labels, and, looking through some recently, made me realise that they recorded places such as mills, collieries, factories and private sidings that have long since disappeared.

Picture 1 shows that on the 8<sup>th</sup> October 1957, wagon, number 216713, was despatched from Glass Houghton Colliery, carrying 13ton 7cwt of washed double coal to Wilpshire private siding Cemetery Hill. The order to the colliery had been placed by Crook and Thompson, a well established Blackburn Coal Merchant.

The private siding was owned by J Duckworth and Sons, the proprietors of Roe Lee Mill.

The mill was located adjacent to the Blackburn to Hellifield line at Roe Lee on Cemetery Hill, and the mill's private siding ran from a small reception siding adjacent to the main line across a street and into the mill yard, where coal was unloaded directly into the boiler house coal store to feed the Lancashire boilers.

The sidings were controlled by Cemetery Hill Sidings Signal Box, the location of which can be still made out today.

The second label tells us that wagon no 79342 was loaded with 12 ton 16 cwt of Briquettes at Cossall Colliery on 25<sup>th</sup> April 1952 and despatched to Wilpshire via New Mills and Ancoats.

8 OCT 1957

Date

Sender  
NATIONAL COAL BOARD  
North Eastern Division, No. 8 Area  
From Glass Houghton Colliery

A/c. CROOK & THOMPSON

To WILPSHIRE  
CEMETERY HILL  
dms Rly. LY. Secn.

Via

Weight 13. 7  
T. Cwt.

Owner and No. of Wagon 216713

Description: Washed Doubles

Consignee DUCKWORTH & SONS  
(BLACKBURN)

Date 25 APR 1952

Sender-National Coal Board  
From Cossall Colliery  
BRIQUETTES  
WITH CARE

A/c

To WILPSHIRE  
LMS Rly. L & Y Sec'n

Via New Mills and Ancoats

Weight 12. 16  
T. Cwt.

Owner and No. of Wagon 79342

Description

Consignee J. H. H. H.

From Brian Haworth collection

## THEN



Unknown

At this location today, only the bridge and the traffic remain, the semaphores, wooden-bodied goods wagons and advertising boards have long since disappeared.

The bridge now hosts a height restriction sign along with a brighter colour scheme, and trees have appeared on the scene.

Who can remember what was advertised on the large board affixed to the far side of the bridge?

## NOW



B. Haworth