

RIBBLE VALLEY RAILNews



Passengers de-train from the Ribble Valley Rambler service on Sunday 12th January 2014.

The class 156 had suffered a thirty minute late arrival at Hellfield due to a points failure.

Ramsgreave & Wilpshire

Gateway to the Ribble Valley

Historical Towns...

Picturesque villages...

Beautiful countryside...



This poster has been part funded by the Designated Community Rail Development Fund jointly with the Department of Transport, Network Rail and ACORP



For more information go to:
www.visitribblevalley.co.uk
www.ribblevalleyrambler.wordpress.com

From the Chair

Happy New Year! Performance wise the New Year has started well with an improvement in the performance figures for our line in January. Let's hope that this continues throughout the year.

We were hoping to welcome Craig Harrop, Northern Client and Stakeholder Manager West, to our February committee meeting, but unfortunately he was unable to attend but did provide his written responses to the questions.

These sessions follow a regular format whereby the committee decides on the questions that they would like Northern to answer. These are forwarded to Craig ahead of the meeting to ensure that as much information as possible is made available. The February questions, and answers, can be seen later in this issue.

We were sorry to hear that our colleague from Network Rail, Roy Greenhalgh, Area Customer Services Manager, has been seconded to the LNW Strategic Planning team. Roy attended our committee meetings on a six monthly basis, and kept us updated on any projects along the line. He was most helpful in ensuring that the Low Moor crossing was kept high on the agenda.

For a few RVR members, travelling on the Ribble Valley Rambler to Hellifield on a Sunday morning has become a regular activity.

The scenery between Clitheroe and Hellifield is magnificent, and on arrival at the station the refreshments in the café are very inviting. It is sad that for years we have been campaigning for a service north of Clitheroe and yet when one is provided the passenger numbers are not good. Please support us; you've got until the 11th May to enjoy this new service.

During 2014, the refranchising process will begin for the Northern area. Stakeholder consultations will be held during the summer so the time is right for RVR to look to the future and decide what improvements we would like to see in service provision, timetabling and customer information.

In light of this we have asked Richard Watts, Rail Development Team Manager, Lancashire County Council to our AGM in March to update us on the franchising process and Rail in the North.

Marjorie Birch

Ribble Valley Rail

www.ribblevalleyrail.co.uk

The User Group of the Ribble Valley Line

Hon.Secretary: Peter Eastham

ANNUAL GENERAL MEETING

The 28th Annual General Meeting of Ribble Valley Rail will be held in the

Trinity Church Hall, Parsons Lane, Clitheroe

On Saturday 15th March 2014, commencing at 14.00.

Coffee will be available from 13.30

AGENDA

1. Apologies for absence.
2. Minutes of the Annual General Meeting held 16th March 2013
3. Matters arising from the minutes.
4. Chairman's Report.
5. Treasurer's Report and adoption of accounts
6. Membership Secretary's Report.
7. Other Reports.
8. Election of Officers and Committee.
9. Any other business
10. Date and venue of 29th Annual General Meeting 2015.

Members are asked to note:

1. Any member can put forward his/her name to serve on the Committee. Please write to the Secretary at least 7 days prior to the AGM if you wish to serve as an active Committee Member. Places not filled by prior nomination will be filled at the AGM.
2. Nominations for the posts of Chairman, Vice-Chairman, Secretary and Treasurer will not be accepted on the day of the AGM. Please send nominations at least 7 days before the meeting.
3. Any Member wishing to propose a motion for discussion at the AGM should notify the Secretary in writing at least 7 days prior to the meeting. Matters for discussion not otherwise notified will be considered at the discretion of the Chairman under Any other business.

P.Eastham, Hon.Secretary

Membership of Ribble Valley Rail

Membership of **RVR** entitles you to attend the monthly meetings in the Ribble Valley, either as a Committee member or as an observer, to receive a copy of the quarterly **Ribble Valley RailNews**, and to play your part in the on-going work of the group, according to your own particular talents. The subscription, which may be paid annually or 3-yearly, is levied to cover the costs of **RVRNews**, postage and other administrative expenses.

Current subscription rates are:

	Annual	3-year
Individual	£6.00	£15.00
Family/Corporate	£9.00	£22.50

Application forms can be downloaded from the website or use the form on the leaflet enclosed with this issue of RVRNews.

The death of Mr C Oley of Ormskirk (RVR No. 198) is noted with regret.

Destination Ribble Valley

Following the introduction of CRP branded running in boards on the four stations on the Clitheroe Line. The CRP has now added information posters to support the promoted destinations and these can be seen at Ramsgreave, Langho and Whalley with Clitheroe to follow.

Ramsgreave & Wilpshire, as the 'Gateway to the Ribble Valley', will see a pictorial poster showing the delights of the valley (see page 2). At Langho the local area is being promoted as 'Jessica Lofthouse Country' and the poster has a copy of a drawing by Jessica of Old Langho Church and details about the history of the church and a description of a short walk to the church (see page 23).

Whalley sees a poster about the history of Whalley Abbey and some great images of the ruined Abbey. The Clitheroe poster concentrates on the Norman Castle with details of its history and images of the castle and its grounds.

The running in boards, notice boards and posters are part of the project to promote the new Ribble Valley Rambler service that was introduced in September 2013 and is part funded by a grant from the Designated Community Rail Development Fund.

For more details about the new service visit

<http://ribblevalleyrambler.wordpress.com>

Simon Clarke

Infrastructure News

The RVR line has seen quite a few busy weekends of infrastructure trains over the last few weeks but they have been 'passing through' on their way north.

The sand trap points and short spur, adjacent to Daisyfield Crossing, have been removed during January 2014. The last time I can recall these being used was when a class 40 hauling a freight train from Scotland ran away down Cemetery Hill and into the sand trap scattering potatoes and whiskey on to Moss Street rec!

The infrastructure drainage work carried out over the last year, in particular at Holgates cutting near Whalley and Langho cutting has obviously worked with no delays attributed to flooding occurring during the very wet weather in December and January.



Class 150, 150137, approaches Daisy field crossing, passing the now removed overgrown sand-trap siding in December 2013

Gilbraiths sold

Gilbraiths Haulage Blackburn, which is rail connected at Blackburn, has been sold to a Scottish company Pollock (Scotrans) Limited.

Chairman Henry Gilbraith said "this deal is great news for the business, our customers and our employers. Pollock shares our vision, passion and enthusiasm and will continue to develop the business".

Let's hope this new venture encourages more use of the rail terminal, which has seen little use over the last 12 months.

Letter to the Chair

Hello Marjorie

I hear you've been speaking with Harriet! I'm a regular commuter on the Clitheroe – Salford Crescent (and back) service.

For the record, when it works, it is an amazing service! I have always found the Northern Rail staff helpful and friendly (on the trains and on the platforms).

However, there are a number of issues that consistently drive me to distraction!

1. Rolling stock – is simply too old and, in my opinion, dangerous! It is not fit for purpose. They are not built to carry the numbers of passengers that are being squeezed on and they are not reliable.

2. Passenger numbers – are ridiculous! It is standing room only on the return journey (often up to Blackburn or beyond). And when they only put two carriages on instead of the standard three, it is unbearable.

3. Late running in the morning – it rarely makes it to Salford Crescent at the advertised time (for example, I catch 07.40 from Clitheroe – and it is usually into Salford by 08.55+ and not at 08.44 as timetabled).

4. If the service is late on the return, it “terminates” in Blackburn leaving you stranded. For example, last night I caught the 16.31. It left Salford Crescent at 16.36 and got progressively later and later due to signalling issues and waiting for another train to come through the single-track section. We reached Blackburn at 17.50 – and the train terminated. It was running some 30 minutes late by this stage. We then had to wait for the next (and equally late running) service – which came in at 18.20 – getting to Clitheroe at 18.45.

I have had a regular dialogue with Northern Rail via Twitter (when I do offer praise when it's great, but obviously make my views known when it's not great). I have invited their director to come and commute with me for a week (but alas, no response so far).

And I simply do not understand the franchising deal – where Northern Rail seem to be “not allowed” to put on more rolling stock let alone refresh rolling stock.

I hope this information is of use – and if I can be of any further assistance, please do not hesitate to contact me.

As I say, I am a HUGE FAN of the service when it works ... it goes through some gorgeous countryside and is the most sensible way to get from Clitheroe to Manchester. There are certainly enough passengers to make it pay – and probably add more services per hour.

Best regards

Ben

Passport to Safe Rail Travel

As part of the educational work carried out by Community Rail Lancashire (CRL) and to give continuity to the work, CRL, working in partnership with Northern Rail have introduced a child's 'Passport to Safe Rail Travel'.

Featuring the eponymous Brian the Bull, the passport will entitle the holder to travel free on Northern services between Clitheroe and Manchester and Colne to Blackpool South as long as they are accompanied with a fare paying adult.



The passport had been developed with the current 'can do' language of the National Curriculum and as well as recognising learning, includes safe aspects of rail travel, and will encourage the children to travel by rail more often in the future with a fare paying adult for a period of three months.

Funded by CRL and the Designated Community Rail Development Fund the passport was introduced in early February 2014.

For further information see

www.communityraillancashire.co.uk/passport

Brian Haworth

DalesRail 2014

The 2014 DalesRail season will start on Sunday 18th May 2014, and run through until Sunday 7th September 2014.

The Lancashire Rail Ramblers have produced their excellent Guided Walks Programme and will be providing over 90 walks on the seventeen Sundays of the 2014 season.

Full details of the walks programme, timetable and 2014 fares can be found on the DalesRail website at

www.dalesrail.com

SHORT EASY WALKS FROM CLITHEROE STATION

by Gordon Wilson

No.3 BACK COMMONS, LOW MOOR, RIVERSIDE 4 miles

Exit station off platform 2 and turn left then right along Kirkmoor Road round to the left on to Back Commons then right at Commons House down to the bottom.

Pass through the gate then half left up the field then through at least 5 gates before arriving Edisford Road. Right here passing Spar and down St Paul's Street keeping the church on the left. Walk to the bottom of the street. This is Low Moor village. Turn right then bear right on to the Ribble Way along a new metalled road between new housing which ends with hen pens and stables along an unmade lane.

At next gate don't go half Right but stay in a straight line over rough ground to the weir and the sluice gate which formerly controlled the passage of water down the mill race to the Low Moor Mill which was demolished a long number of years ago.

On the opposite bank is the rather grand Waddow Hall, now an activity centre for Girlguiding UK. Herons can often be sighted here. Take the path up the hill and away from the riverside and continue to a gate. Right here and follow the path which skirts the cemetery and finally on to Waddington Road.

Turn left here and down the road to the entrance gates of Brungerley Park. Keep to the top path where a few seats have been placed (a good place for a break).

Soon a path comes in from the left but keep on to just passed the 'dip' then turn sharp right through the gateway and go straight up the field to the top passing a children's nursery, cross over Moorland School access drive to join a permissive path to the next gate. In wet weather this path can be exceedingly muddy before reaching another gate by an old barn. Up the rise to cross the branch line to the Hanson Cement works.

Turn right on to Pimlico Road over the Clitheroe – Hellfield line, down the road and past the signal box which carries the name Horrocksford Junction on its front then the Waggon and Horses pub set back on the left before arriving once more on to Waddington Road. Right, then before the railway bridge, left and return to the railway station.

12 gates, muddy, wear boots.



S. Clarke

Start of the sculpture trail in Brungerley Park

PAST PAPERS

Blackburn Standard

9 June 1894

RAILWAY PROSECUTIONS

To borrow from the phraseology which is associated with wild prairies, wilder Indians, and the wildest West, the Lancashire and Yorkshire Railway Company have been ‘on the warpath’. Their raid on those offenders, with which railway companies have to deal, was led by Mr Higginson, the solicitor, and he first directed attention to the case of Mary Jane Cookson, 80 Fishwick Parade, Preston, who had travelled to Mill Hill on the 11:23 train from Preston. It appears that this person is the wife of a Blackburn Constable, who, because of her habits (so Mr Higginson says), cannot live with her. When questioned by the officials, she said she had payed 9d for a ticket - the real fare is 11d - and had delivered it up to a ‘middle aged man’ who seemed to be somewhat of a mystery. She was asked to stay for kindly inquiries, but stepped off when the collector turned his back, and on being overtaken and questioned as to why she had not ‘lingered longer’ she said, women like, that she had forgot! Her memory did appear rather bad, seeing that she gave her address as Mary Jane Harrison, 107 New Hall Lane. She has now to pay 20 shillings and costs.

HORROCKSFORD SIGNAL BOX



Horrocksford Signal Box may not have been as fortunate as Daisyfield, which has been listed, but it does appear to have had a reprieve regarding closure.

The box, pictured left in January 2009 by Bill Briggs, is now scheduled to close in 2026, rather than 2017 as originally planned.

THE SPIRIT OF LOWER DARWEN MPD

In an amazing piece of restoration work, probably the only former Lower Darwen engine to escape the cutters torch has been fully restored to working condition, and has recently visited The East Lancashire Railway.

The loco, 76084 was out shopped from Horwich works on 28th March 1957, and along with sister locos 76080,76081,76082,76083, was allocated to Lower Darwen MPD.

It had a short loan to Lancaster Green Ayre but quickly returned to Lower Darwen. All five were regulars on the RVR Line, and often used for banking up Langho bank.

76084 remained a Lower Darwen engine until 5th March 1966, when it was transferred to Sutton Oak MPD. On 5th March 1967, 76084 was transferred to Wigan Springs Branch, where it remained until withdrawal on 2nd December 1967, and by September 1968 the loco had arrived at Barry scrapyard to await its fate.

To see the loco back in East Lancashire is fantastic, and is due to the dedication of the volunteers, who have spent a great deal of time working to see the loco move under its own steam again. Well done!

Brian Haworth



Ex- Lower Darwen Standard, 76084, looks to be in ex-works condition, pictured at work on the East Lancashire Railway January 2014

Hellifield Refurbishment Completed



On a cold December Sunday, the blue sky highlights the white canopy of the newly painted station canopy

Photos: B. Haworth



Works at Hellifield have now been completed with a hand-over ceremony recently held.

Two sets of contractors have been at work and whilst there is a slight difference in colour schemes between the two halves of the station there is no doubt that the end result is that the station looks magnificent.

The Midland canopy metal work on the working section of the station has been sandblasted down to bare metal significantly exposing the ornate iron works and new glazing bars and new glazing has been fitted



Above: The Midland Wyvern is picked out to good effect complemented with the red roses.
Below: A view of the out of use section of the station showing the slightly different colour scheme

Photos: B. Haworth





S. Clarke

On a very damp day in January, 66111, in charge of 4M00 Mossend - Clitheroe Castle Cement empties, gets a crew change at Hellifield.



Unknown

Park Road looking towards the old tobacconist
 The answer to the question posed in 'then and now' in RVR News 103
 is clear to see... 'the Co-op'

Ribble Valley Rail Meeting 3rd February - Clitheroe

What are Northern doing to address the ongoing problem of non-collection of fares, particularly as we have three unmanned stations between Clitheroe and Blackburn?

- Fencing for the subway at Blackburn
- Darwen extra station checks
- AFCs starting on East Lancs and Blackburn
- Improved machine availability at Man Vic

With the non-collection of fares people have to queue at Victoria, which causes delay, and seem to be treated as lawbreakers through no fault of their own. Are there any plans to place ticket machines on unstaffed stations?

- None currently although this may change in the next franchise, What we are doing is refocusing resources on board trains to improve on board ticket sales and customer service

Why do guards stop taking any form of revenue protection activity or general train inspection when they do not have a working ticket machine?

- They shouldn't, they should still walk through the train as well as making announcements etc

What is the role of the guard? Is he/she responsible for passenger safety and if so should h/she not be coming out of his cab?

- As above

On the commuter trains coming out of Man.Vic it is impossible for a passenger to get to the guard to request a stop at Entwistle. At peak times could this station become a designated stop?

- I suspect every peak time train stops there anyway due to the volume of customers in the peak from ManVic. I would advise all customers using Entwistle to board at the rear of the train, where the conductor is, that way guaranteeing the request. We could consider a change to the timetable once we see the infrastructure improvements.

There are concerns about strengthened trains using non-compatible units, as there is a safety issue for passengers who have no access to the guard. What is being done to address this?

- As I have mentioned in the past we are currently carrying out a series of risk assessments with our safety team and the Traincrew union reps. I am hopeful we will agree a method of work that will allow conductors to swap between vehicles.

Are there any plans in place to increase the line speed between Clitheroe and Blackburn now that the signaling has been improved and the welded line has been put in place?

- None that I am aware of currently although I have asked Network Rail to examine the possibility.

What is being done to reduce the number of trains turned back at Blackburn, which is unacceptable? There is a turn round time of 25 minutes at Clitheroe so time can easily be made up.

- I agree and this is something that I have made our controllers aware of and asked them to ensure they do this whenever possible. However one other issue we need to bear in mind is the single line during the peak where we run a half hourly service, because of this running a delayed service through to Clitheroe would cause even more disruption than turning it at Blackburn.

Customer Service staff at stations are not seen by the travelling public. They stay in the office and only appear when a train is due. Is there any reason why they are not more accessible?

- Depends on which station you are referring some staff are there to sell tickets and provide info, some are there to announce and carry out platform duties. Outside of these areas I would expect them to keep an eye on the station and assist our customers with whatever they need. (Examples??)

A general point about how Customer Services work. There is no follow up and questions disappear into the ether. An example would be the lack of announcements for the request stop at Entwistle; another would be the lack of platform data on the on-line system.

Entwistle Announcements

I have spoken with our Communications Manager, and he has confirmed that this is something that he is aware of.

For your information the request stop stations are currently masked off in a software 'CIF file' that contains the timetable for the system to announce. There is also an issue with the speech recordings for some request stops in that the station recording is not in the database and have been missing since the systems were installed many years ago.

I am confident Adam will solve this issue soon now that the root cause has been identified

Platform Numbers

National Rail Enquiries use the same data that the CIS and PA systems use to update the timetable which is presented in a CIF file format. It's basically a huge database full of train running data and should include platform numbers. Unfortunately not all the Northern stations within the CIF file have platform data.

Looking ahead we are planning to introduce a new system called 'Darwin' and when this comes online this issue should become a thing of the past although this won't happen until the back end of the year.

We are also developing a mobile web interface that will display real-time train info direct from the CIS and PA systems in our operations control.

This will mean true real-time data on trains and station platforms as well as localised station info such as events/alternative bus replacement etc.

This is going on trial in mid to late February on the Harrogate line and if successful could be rolled out across the network.

SETTLE TO CARLISLE – OR NOT?

The saving of the Settle Carlisle railway wasn't all plain sailing as many will remember. The extract below from RVRNews 5, back in July 1988 will show that the Government of the time didn't always see the benefits of the line!

After many months of waiting, the Minister for Public Transport (dubbed by many the Minister for Roads) made a statement in the House of Commons when Bob Cryer, M.P. asked when a decision was to be made on the future of the Settle-Carlisle railway. Prior to the statement many followers of the long-running saga had become fairly optimistic that the line would be given a reprieve. All the indicators pointed to the fact that the line is now healthier than it has ever been before and in fact is said by many that it is at present one of the best performing of those lines which are classed as 'other provincial'.

Mr Mitchell proceeded to explain otherwise. Using data which is clearly out of date or otherwise irrelevant he stated that the line was a loss maker, alleging that it would pay to give each traveller a £20 gift if he/she were to find an alternative mode of transport. The line, he said, was essentially a tourist route, with only 20% of usage for local transport needs, and that it is not part of British Rail's remit to organise pleasure rides for the people who travel on the line only to enjoy the scenery. The private sector could do the job much better, he said, quoting an income of £2 million per annum by the Severn Valley Railway.

Where does one start to persuade Mr Mitchell that he is wrong? Especially when it is said that it is not Mr Mitchell's department which is responsible for the decision which, it is believed came from No. 10 itself as the result of the opinions of Mr Greg Bourne, an ex-B.P. employee and a member of the government's policy unit, who is said to be working on the details of the privatisation of British Rail.

The article then went on to give a number of points that disproved Mr Mitchell's statement.

DALESRAIL CHARITY TRAIN

Sunday 13th April 2014 sees a charity special train to celebrate the 25th anniversary of the saving of the Settle Carlisle Railway. The train is being run by the Friends of the Settle Carlisle Line (FoSCL) in partnership with Northern Rail.

The train will run between Blackpool and Carlisle with tickets priced at a flat £20 with proceeds going to the Railway Children and a charity of FoSCL's choice.

Visit the Ribble Valley Rail website

www.ribbonvalleyrail.co.uk

or

www.foscl.org.uk

for full details of this special train.

ALLERTON MPD

At the beginning of February, I was given the opportunity to visit the recently refurbished Allerton MPD run by Northern Rail. The depot maintains a fleet of twenty eight 156s, which often find themselves on RVR services. The depot is well equipped with standard fuel and wash facilities in the yard area, as well as an indoor wash plant for under chassis washing. As well as standard maintenance facilities, the spotless and well maintained depot also has a standalone wheel turning lathe with its own dedicated shunt loco. Thanks to Craig Harrop of Northern Rail for arranging this visit.

Brian Haworth



Top Left: Class 156 156421 receives attention over the inspection pit road.

Top Right: The rather odd looking dedicated wheel lathe shunter.

Bottom: 156420 keeps company with 156488 in the spotless depot.



On 13/11, class 142, 142060, worked 2J52. The same day saw numerous locos traverse the RVR Line, 66301/66421 heading 3J11, 66113 on 6F36, 66023 on 4M00 and 37667/37682 on 1Q14. The following day saw another 142 at work on the line with 142035 heading 2J52. Later in the day 66056 struggled heading 6Z35, the cement working to Avon, and expired on Langho Bank resulting in the cancellation of passenger services 2J52 and 2J54. The errant class 66 eventually struggled up Langho Bank unaided to clear the section. Class 56, 56105, was noted on the logs from Ribbleshead on 15/11, and, later in the day, 66056 was again in charge of the Avonmouth cement, but with improved rail head conditions, the loco made a far better fist of things.

A couple of infrastructure services were noted on 24/11, with 66504 heading 6X05 and 66956 in charge of 6Y06. Class 56, 56105, was again employed on the log service on 24/11. Later that evening 2N59 the 18:49 to Clitheroe and its return was cancelled due to driver unavailability. On 26/11, 2J52 was cancelled due to non-availability of conductor. Later class 142, 142055, was paired with 153307 on 2J54, also the 09:52 service to Clitheroe was terminated at Blackburn due to late running, and even later in the day 2N58, the 17:53 to Clitheroe was terminated at Blackburn due to a fault on 150203. Unusually on 27, 28/11 the washer service saw 47818 paired with 66301 instead of the booked pair of 66s.

The evening return washer had 37425/37402 in charge. On 29/11, 2N51, the 17:00 Man Vic/Clitheroe and its return, was cancelled at Vic due to absence of conductor.

On 2/12, 142033 was paired with 150276 on 2J54. Later the 09:52 to Clitheroe and its return working was cancelled due to a unit fault. On 3/12, 142033 was paired with 150201 on 2J54. That evening 2N59 the 18:00 service off Man Vic terminated at Blackburn due to the failure of 6Z35, the Avon cement working between Clitheroe and Blackburn. Later the washer service turned up another unusual combination of locos with 37402 paired with 20301.

On 5/12, 66530 traversed RVR metals heading 4Z28, a diverted Fiddlers Ferry/Hunterston service. Later that afternoon, 56094 was noted on the logs, and 47818/47810 were paired on the washers. On 6/12, 2N54, the 22:00 Man Vic/Clitheroe and return was cancelled due to unavailability of conductor, and a bus replacement service operated. The following day saw 66110 head 7L42, an engineer's service and 2N59, the 18:00 off Man Vic to Clitheroe was cancelled at Vic due to crew shortage. 6K05 the daily engineering service now in the hands of DRS returned to RVR metals after being diverted from West Coast during leaf fall with 66304 in charge. On 10/12, 142079 was paired with 153330 on 2J54. The following day saw 2N52, the 20:00, Man Vic/Clitheroe cancelled at Vic. due to crew shortage.

On 12/12, 2N57, the 16:23 Man Vic/Clitheroe was cancelled due to signalling problems and other services suffered delays. On 13/12, 142051 was paired with 150141 on 2J54. Later that morning, 2N59, the 11:00 Man Vic/Clitheroe was cancelled at Salford Crescent due to a unit failure. On 17/12, 66510 worked 6Y30, an infrastructure service but of more significance on the day was the fact that three class 142s worked RVR services, 142057 2J52, 142003/153352 2J54 and 142034 2J56.

A Northern Belle excursion worked over the RVR Line on 18/12 with 47501 paired with 47805 running as 1Z30. The 16:23 Man Vic/Clitheroe was cancelled on 19/12 due to non-availability of driver. On 20/12, 2J54 arrived at Blackburn with 142045/150142 and 153317. The 150, however, was removed, and added to a Blackpool service. On 23/12, 142034 worked 2J54 with 150204. Later 2N51 to Clitheroe arrived 31 minutes late at Blackburn and was terminated.

The following day, 142014 was paired with 150149 on 2J54. Due to problems caused by poor weather condition, Virgins 221105/221111 were diverted via the RVR Line on 27/12, running as 1T54 Preston/Carlisle.

The following day and again due to weather-related issues, 66557 in charge of 6M62, a Hunterston/Fiddlers Ferry coal working was diverted via the RVR Line, but, unfortunately, the 66 ran into problems on Langho Bank slipping to a stand, trapping 2J54 behind at Clitheroe. Classmate 66432 was heading 6C02, a Basford Hall/Carlisle service, and this loco was detached from its train, and sent to rescue the errant 66557. Several services were caught up in this incident and cancelled. Replacement buses were put in place to cover cancelled trains.

On 30/12, 6K05 was superpowered with 57004 paired with 57012. The last day of 2013 saw two freights run with 66067 on the Avonmouth Cement, and 57010 on 6K05, but unfortunately the last scheduled service from Man Vic to Clitheroe at 19:00 was cancelled, not a good end to 2013!

First service noted in 2014 on New Year's Day had 156429 in charge. On 3/1, 142013 was paired with 156459 on 2J54, and, later in the day, 66427 was noted running light engine. On 4/1, a convoy of locos were noted with 66094/66095 and 66063 working Warrington/Carlisle, an engineering working. The following day more engineering trains ran with a gleaming class 60 60019 the pick of the bunch, also noted were 66003 and 47739. On 7/1, 57012 worked 6Z15. On 10/1, 2N55 the 08:52 to Clitheroe was cancelled at Blackburn.

The following weekend on Sunday 12th Jan, several engineering trains ran with the following noted 60010 6L46, 66044 6L51, 66009 6L47, 60015 6L48, 66139/66132 6L52, 66024 6L49, 66067 0Z35, 66168/66044/ 60010 0Z42 and 66168/66044/60010 0Z42.

The following Sunday, the 19th, again saw engineering workings with 66009 6L47, 66085 6L48, 66185 6L49, 66089 6L50, 66615 6Y06, 66060 6L51 noted. The following day saw 6K05 unusually worked with 57011 and 57009.

On 21/1, 142052 worked 2J52 solo. Sister loco 142031 was rostered on the following service in the company of 153360. 6K05 was again double headed with 66303 paired with 66422. On the 23rd Jan, track circuit problems at Darwen impacted on mid-morning services, resulting in cancellations and short running.

On 25/1, steam loco Black Five 5407 was paired with B1 61264 running as 1Z49, and they were noted making a spirited ascent of Langho Bank. Later in the day, 66040, 66020, 66011 worked North through Langho light engine.

Sunday 26th Jan saw another flurry of engineering services run with 66009 6L47, 60024 6L54, 66192 6L49, 66068/60020 6L55, 60066 6L48.

On 28/1, 57007 was paired with 57011 on 6K05, a task they repeated the following day.

Later in the day, Jubilee 45699, Galatea, worked a test run, running as 5M50 Carnforth / Carnforth.



West Coast Class 57 gives the B1 a helping hand up a very greasy Langho Bank



B. Haworth

Class 150, 150141, departs Ramsgreave and Wilpshire with a late afternoon service to Manchester Victoria on 3rd February 2014



B. Haworth

A rather grimy 46112, *Scots Guardsman*, is routed through the goods loop at Blackburn hauling a six coach test train from Carnforth on 20 February 2014

FORTHCOMING EVENTS & DIARY DATES 2014

Mon 3 Mar	RVR Meeting	New Inn, Clitheroe	19:30
Sat 15 Mar	RVR AGM	Trinity Methodist Church Hall, Parsons Lane, Clitheroe	14:00
Tea & Coffee available from 13:30			
Mon 7 Apr	RVR Meeting	New Inn, Clitheroe	19:30
Mon 12 May	RVR Meeting	New Inn, Clitheroe	19:30
Mon 9 June	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&VS: Ken Roberts	01254 264772
FoL: Peter Eastham	01254 240830
FoVS: 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.communityrailancashire.co.uk

OBITUARY

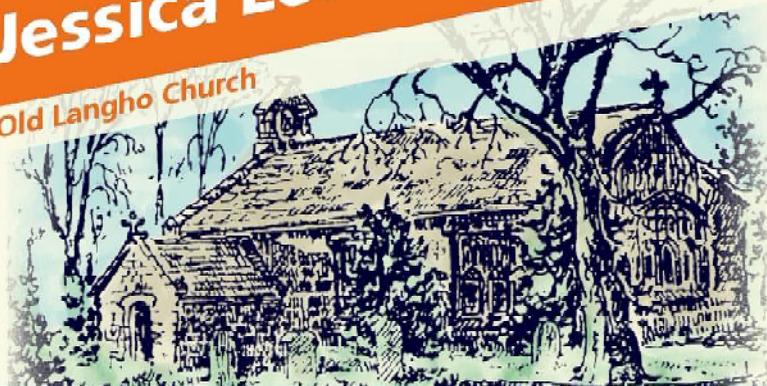
It is with great sadness that we must record the passing of Ribble Valley Rail member Brian Race on 8th February 2014.

Brian joined Ribble Valley Rail on 12th December 2004 (no. 519), and after a short time became RVR's Friend of Darwen and Entwistle stations, a task he performed with enthusiasm until health problems forced him to stand down. Brian continued as a Committee Member, and was a regular attendee at meetings until recently when health problems intervened. Brian's funeral took place at Pleasington Crematorium on Friday 21st February 2014.

Ribble Valley Rail offers sincere condolences to Brian's wife, Lynn, and son, Martyn.

Jessica Lofthouse

Old Langho Church



A short biography of Jessica Lofthouse (1906 to 1988)

Jessica Lofthouse was born in Wilson Street Clitheroe in 1906. She moved to Blackburn in 1917 and it was at this time that she had her first story printed in the Blackburn Times. She trained to become a teacher in London in 1925 and commenced her teaching career in Liverpool. In 1938 Jessica had a series of articles printed in the Blackburn Times describing areas in the North of England and illustrated with her own pen and ink sketches.

Her first book Rediscovery of the North was published in 1938.

By the time her second book Three Rivers was published on the 16th August 1946 Jessica was a teacher of Art and Local studies at Bangor Street School Blackburn.

The book sold well and later in the year she completed her first broadcast for the BBC. Leaving Bangor Street School she went on to teach at St Hildas School Blackburn. Jessica became widely known for her writing and lecturing on the Northern countryside, village life and rural pursuits and on the history, folk lore and traditions of Lancashire Jessica moved to Langho in 1956 to be nearer her beloved Clitheroe and was an active member of Langho and Billington parish Council staying in the village until her death on 31st March 1988. In a bequest in her will Jessica allocated a sum of money to be made available to the Parish Council to provide and maintain benches situated around the Parish. These backless benches are maintained to this day and are built as requested by Jessica without backs so that users will "sit up straight and admire the view". She published over two hundred books.

A short walk from Langho Station to Old Langho Church

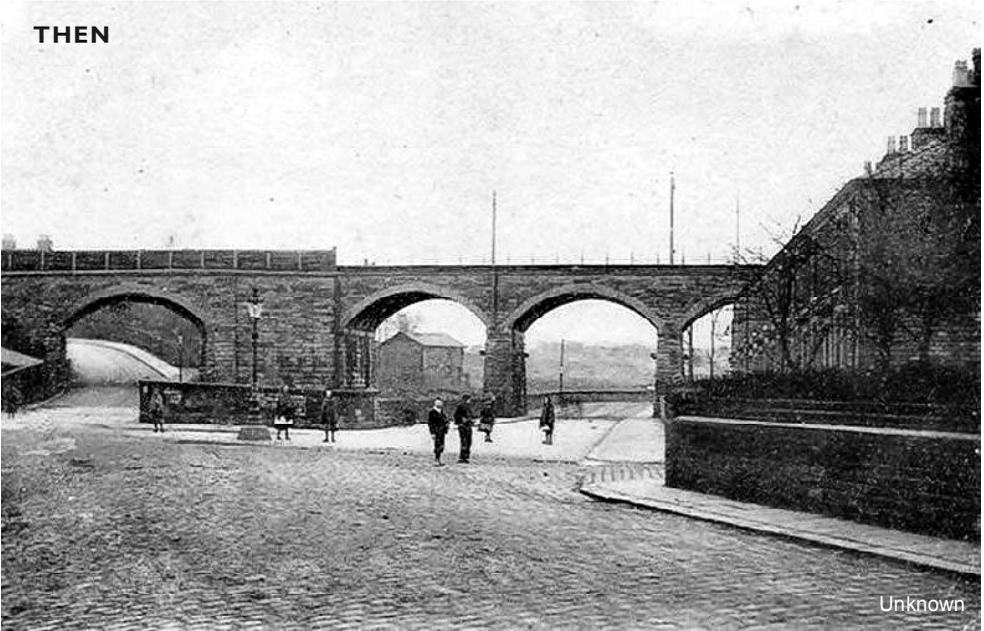


This poster has been part funded by the Designated Community Rail Development Fund jointly with the Department of Transport, Network Rail and ACoRP



For more information about Jessica Lofthouse please visit: <http://goo.gl/NUoNjc>
www.ribblevalleyrambler.wordpress.com

THEN



Unknown

Tarmac has replaced the cobbles, cars replaced the pedestrians and the old gas lamp is no more.

Cob Wall Viaduct, however, has stood the test of time although the large modern advertising hoarding spoils the aesthetic view of the structure.

NOW



B. Haworth