

RIBBLE VALLEY RAILNews



Marjorie Birch & Brian Haworth receiving their Joint Award
for the Community Rail Lancashire's
'Young Person's Passport to Safe Travel'
presented at the ACoRP Gala Dinner
held at the Spa, Scarborough, on 4 October 2014.

Presenting the award is Alex Hynes,
Managing Director of Northern Rail.



Blackburn Chergeman and good friend of RVR,
Craig Richardson, poses at Preston Station with Dave Myers,
one-half of the 'Hairy Bikers', *en-route* from his home-town Barrow-in-Furness.



From the Chair

September has seen the return of the Sunday Ribble Valley Rambler service to Hellifield. It has started well with an increase in numbers compared to last year.

As you will see further on in the magazine, RVR responded to the consultation on the new franchise. I make no apologies for printing our response in full, as I believe that the members of RVR should be conversant with our thoughts on this important issue.

Thanks go to David Butterworth, who spent a great deal of time drafting the response. We now know that the preferred bidders are Abellio Northern Ltd, Arriva Rail North Ltd and Govia Northern Ltd. No doubt over the next few months we will be hearing more from them.

Members will be pleased to hear that a bench has been placed on the station at Clitheroe in memory of Peter Moore, our late Chairman and a founder member of RVR.

As our secretary, Peter Eastham, said in his letter to Joan: "This memorial, together with the one on Blackburn Railway Station are testimony to Peter's now legendary efforts, both within Ribble Valley Rail, and with the external railway operating companies and authorities, to establish and enhance our group and further its aspirations for a rail service in the Ribble Valley for the benefit, convenience and enjoyment of all."

We will be welcoming Craig Harrop, Client and Stakeholder Manager and Chris Ingham, our new Station Manager, both from Northern, to our November Committee Meeting to update us on any new developments.

Issues such as performance and revenue collection will be on the agenda.

Sadly, we are unable to run a Santa Special this year, as there are no units available in December. This is partly due to the ever-growing Christmas Markets in Manchester for which there is a great demand for train travel into Manchester.

Marjorie Birch

Left:

With the original "*Clitheroe Castle*", class 60, 60029, in long term storage,

60024 was given the name during a recent Open Day
in the Cement Works at Horrocksford.

Two days later, still sparkling 60024,
found itself in charge of the bitumen tanks
pictured passing Accrington with the return empties.

Response to the DfT / Rail North Stakeholder Consultation for the Trans Pennine Express Franchise and the Northern Rail Franchise June 2014

INTRODUCTION:

RibbleValley Rail was formed in 1986 to campaign for the re-opening for regular passenger services of the line between Blackburn and Hellifield via Clitheroe. The route between Blackburn and Hellifield had lost its stopping passenger services in 1962 but remained in place as a two-track railway throughout.

During subsequent years the only traffic was occasional freight, mainly to Ribblesdale (latterly Castle) Cement, a few diverted or special trains and the Sunday DalesRail services to Carlisle.

After eight years of campaigning involving running charter services over the line, raising awareness of the potential for a renewed service and enlisting the partnership of Lancashire County Council (LCC), a regular service from Clitheroe to Manchester commenced in May 1994. LCC was the major funder of the rebuilding or relocation of the four stations between Blackburn and Clitheroe. Since its inauguration the hourly service, with extras at peak times, has gone from strength to strength, with passenger numbers exceeding all expectations. Beyond Clitheroe the popular Sundays only DalesRail service continues to link Lancashire stations with those in the Yorkshire Dales and Cumbria.

The Clitheroe Line project has proved to be an excellent example of partnership in action. Volunteer members of RibbleValley Rail spend countless hours keeping the four RibbleValley stations (Clitheroe, Whalley, Langho and Ramsgreave & Wilpshire), together with Darwen and Entwistle (south of Blackburn) in good condition, attending to the abundant flower displays in season. LCC has played its vital part by providing and staffing the well-used and respected Clitheroe Interchange, as well as the professional liaison with Northern Rail, the service operator. The third strand of the partnership is the Clitheroe Line Community Rail Partnership, which has excelled in creating projects, and which have significantly raised awareness and patronage on the local line. Their work with local schools by introducing children to rail travel, and their understanding of the need for safety at all times, has achieved national recognition. Brian the Bull, the partnership's mascot, is well-known to the area's youngsters !

Members of RibbleValley Rail are grateful for the opportunity to comment on the forthcoming refranchising of the rail network in the North of England. Our responses follow the guidelines of the consultation document. Particular attention has been paid to those aspects of the document which directly relate to services provided on the Clitheroe Line (between Clitheroe and Manchester, as defined by Community Rail designation) but, by virtue of it being part of the wider network, other matters invite comment.

SELECTIVE RESPONSES TO THE CONSULTATION DOCUMENT:

TO1: What are your views on increasing below-average fares over time to levels typical on the rest of the network in order to improve the frequency, capacity and quality of local services?

There appears to be a fairly wide disparity between the fares charged within shire county areas and those within metropolitan (PTE) areas. For social and environmental reasons, the fares within Greater Manchester are generally lower than those charged for equivalent distances within Lancashire. An added bonus for the older residents of Greater Manchester is that they are permitted to use off-peak trains within the large area at no cost, whereas this facility is not available for residents of Lancashire, Cheshire, Cumbria, etc. This inequality of provision is resented by many residents of the non-metropolitan area.

It has been demonstrated that distance equivalent fares outside the northern metropolitan areas are not significantly different from those charged in the south of England, yet the available capacity and quality of the services provided within the latter is generally much higher. It has been shown in the case of the Aire Valley (Leeds - Skipton/Ilkley) stock renewal that passengers will accept a slight increase in fare levels in return for a much improved service quality and frequency. However it is viewed as unreasonable to increase fares in advance of a proposed improvement.

TO 2: What are your views on giving priority to improving the quality of the Northern rolling stock at the expense of some reduction in lightly used services (e.g. fewer calls at low use stations) ?

In the specific case of the Clitheroe Line, there are no lightly-used stations, with the possible exception of Entwistle, which, although a request stop, still has a small but steady flow of users. Therefore, locally, there is no opportunity to reduce station calls in order to improve the rolling stock. Across the wider North West area, although there are stations, which could be classed as lightly-used, the costs saved in not calling at certain times will be insignificant compared with the capital cost of renewing time-worn and unsuitable rolling stock.

The Ribble Valley is an affluent area within the North West, and passengers on the Clitheroe Line make long distance journeys to all parts of the UK. There is a massive contrast between the Class 150/156 or Class 142 Pacer trains on the Clitheroe - Manchester service, which have to be used to connect into the sleek Pendolino trains on the Manchester-London or Preston-London routes. As a result many discerning long-distance passengers choose to add to local traffic congestion by driving to Preston, for instance.

In stark contrast to the rolling stock, now commonly used both north (Scotland) and in the southern parts of England, the trains in common use on the Clitheroe - Manchester service are around 25 years old. They are noisy (being diesel powered), poorly ventilated/heated, lack passenger information systems, and generally show their age, despite the best efforts of Northern Rail to keep them as tidy as possible. Just one example of their inadequacy is that there is no automatic closing of doors, such that, in winter, the train interior rapidly cools down whilst the train remains at a station. This alone has a marked effect on passenger comfort, and hence a willingness to travel. There are many other instances where the poor passenger provision, within the ancient units, is unacceptable in comparison with that provided in modern cars and up-to-date train stock.

As a result of the no-growth nature of the original franchise contract Northern Rail has not had the opportunity to embark on a stock renewal (as opposed to a beg and borrow) programme. It is clear that there is significant suppressed demand for train travel by would be passengers who choose not to endure travelling in the antiquated and often overcrowded stock used locally and across much of the North West area.

TO 3: What are your views on allowing some reduction in the hours ticket offices are open and staffed if this is accompanied by the ability for passengers to have widespread access to ticket buying opportunities (e.g. through new and improved approaches such as smart ticketing, increased advance purchase ticketing or via mobile phones), adequate measures to ensure vulnerable passengers are not disadvantaged and more effective customer service by both station and on train staff?

Clitheroe has the privilege of having a public transport interchange ticket/enquiry office staffed by employees of Lancashire County Council. Passengers appreciate the ticketing facility and advice offered throughout much of each day. In contrast the remaining three stations within the Ribble Valley are unstaffed and lack ticket machines. As a result, and due to the ever increasing number of passengers from these stations, on-train fare collection has become a haphazard process. With the relatively short distances between stations, the conductor is hard pressed to attend to safety-related activities (always the first priority), make announcements, and only then pass through the train.

Furthermore, a train of three carriages (the current maximum for the Clitheroe - Blackburn section) can often have no corridor connection between the double and the single unit, meaning that the conductor is unable to reach the passengers beyond. It is frequently possible for local passengers to travel free, if they join and leave the train at unstaffed stations, or even staffed stations without exit checks.

The concept of smart-ticketing and the use of mobile phone ticketing systems is fine in theory but, at the present time, it is unlikely to be workable outside the metropolitan areas. A significant proportion of passengers do not possess mobile phones advanced enough to permit phone ticketing (or even have no mobile phone at all), whilst many non-commuter journeys are made so occasionally that a stored-value card system would not be appropriate. It is noteworthy that the Clitheroe Line sees a wide cross section of ages, socio-economic groups and journey types. It would be unreasonable for the foreseeable future to deter travel by those, who cannot meet new ticketing rules.

At unstaffed Ribble Valley stations, and obviously elsewhere in the less populated shire county areas, the installation of 'intelligent' ticket machines would allow purchase prior to travel. A machine is intelligent, when, for instance, it permits the purchase of an off-peak ticket during the peak time by ensuring that the passenger is made aware of the ticket's validity.

COM 1: How can local communities, local businesses and other organisations be further stimulated to play an active part in the running of Northern and TPE services, including at stations?

Ribble Valley Rail was one of the first formally constituted fully volunteer rail user groups in the country - even though for the first eight years there was no regular service. Throughout the last 20 years, Ribble Valley Rail has worked in many ways to highlight the attractiveness of rail travel. In addition to maintaining a high standard of presentation of stations, it has achieved a high level of community awareness and effective liaison with the relevant local authorities. Likewise regular liaison with senior management of Northern Rail and Network Rail has helped to solve many local operational problems.

Ribble Valley Rail, working with the Clitheroe Line Community Rail Partnership, has been extremely successful in helping to grow the local rail market and engage with local communities across these lines through promotion, timetable changes and station investment. The adjacent table highlights the remarkable growth each station has experienced over the last six years. This is a great achievement

and is the result of some very successful partnership-working with community groups, local businesses and schools, and the input of a large number of people from local authority staff, Community Rail Partnership Officers to the many station volunteers, who give generously of their time.

RIBBLE VALLEY STATIONS			
Increase in Passengers 2006/07 to 2012/13			
	Total Entries & Exits		Percentage
	2006/7	2012/13	Increase
Clitheroe	230732	351822	52%
Whalley	61822	90048	46%
Langho	23999	49710	107%
Ramsgreave & Wilpshire	58243	109780	88%
Overall	374796	601360	60%

Data supplied by ORR

NTSR 1: Please indicate, with evidence where available, where passengers would be better served, and revenue increased, by:

- a. Increasing frequencies on busier sections of routes or at busier times?**
- b. Speeding-up the service for longer-distance passengers?**
- c. Improving connections with other services where there is evident demand?**
- d. Adjusting train services to meet seasonal changes in demand?**
- e. Adjusting the time of the first/last train?**

a. It is pleasing to note that the planned improvement to the Blackburn - Bolton section of the Clitheroe Line route will allow for a regular half-hourly service as far as Blackburn. A longer term aspiration should include the provision of the half-hourly service through to Clitheroe. The whole of the line-of-route north of Blackburn is currently experiencing a massive house-building programme, one 'selling point' of which is the presence of a direct rail link to Manchester, etc.
[See OTH1 (c) below]

b. Passengers covering the full journey between Clitheroe and Manchester would appreciate a speed increase on the new track north of Blackburn. The current 45 mph limit is no longer acceptable.

c. Efficient connectivity is a major consideration when people determine whether to travel by train. Blackburn and Bolton are major connectional interchanges on the Clitheroe Line. Passengers change at Blackburn for services to Preston (for London and Scotland) and for services to Yorkshire cities via the Roses Link. The recent timetable changes have significantly worsened the opportunity for efficient connections, especially eastwards. In the finalised timetable (post

Northern Hub) every effort must be made to provide 'Swiss style' connections at Blackburn, and, especially for connections to Manchester Airport, at Bolton.

- d. The Clitheroe Line route sees a consistently high usage of trains throughout the week, with little variation according to season. Even during school/college holiday times, the reduction in students is matched by an increase in leisure travellers. Adjustment of services would not seem to be appropriate in this case.
- e. There is expressed demand for a later service to leave Manchester for Clitheroe. Currently the 23.00 departure from Manchester Victoria goes only to Blackburn. Therefore Ribble Valley residents, who have attended evening events in Manchester (or Bolton), must take an expensive taxi onward from Blackburn (or choose not to attend the event in the first place).

OTH 1: Do you have any other views on the future of the Northern and TPE franchises that you would like to set out?

a. It is acknowledged that Driver Only Operation (DOO) can assist in reducing operational costs but, when there is only a driver on the train, those passenger expectations as expressed in Para 3.28 of the consultation document cannot be achieved. However, if the train is staffed with a driver, who has responsibility for opening and closing the doors, and with an on-train attendant, who can attend to the needs of the passengers and provide the desired support, together with more effective revenue protection, there will be less of a cost saving but much increased satisfaction and confidence of a safe journey by the passengers.

If the new Northern franchise were to go down the pure DOO route, there would be a significant initial cost in equipping every station on the chosen line(s) of route with sighting mirrors and/or monitors, and in providing ticket vending machines, all of which will require continuing servicing.

Mobility-impaired passengers should be able to use each and every station - although some are not yet fully DDA compliant. In the pure DOO scenario, disabled passengers would not be able to gain access to the train from any unstaffed station. This would not be acceptable, and contrary to DDA expectations.

b. Users of the Ribble Valley stations appreciate the cleanliness of those stations, and the attractive flower displays in season, but the lack of meaningful real time train running information (CIS screens) leaves much to be desired. The present method of pushing a call button to seek train running information is unreliable and inefficient. It is noted that there is no national consistency in CIS provision in that very lightly-used stations are equipped (e.g. on the Central Wales Line) yet more heavily-used stations (e.g. Whalley) are not. Entwistle station (together with many other rural stations in the North West) lacks mobile phone coverage, meaning that intending passengers have no means of finding out if their train is running. With modern signalling systems now being introduced, it should be possible to equip all stations at reasonable cost.

c. The boroughs/districts located along the Clitheroe Line are expected to experience population growth of between 3% and 7% over the period 2010 – 2021, continuing into the future. Alongside the increased demand for transport in and through the area, flows from north to south for employment and educational purposes are set to increase further as the scale of job growth in Bolton, Salford and Manchester will create opportunities that residents of Blackburn with Darwen will have greater chance of accessing if/when transport connectivity is enhanced between the two areas. The development of the enhanced service pattern between Blackburn and Bolton/Manchester will facilitate significant increases in use of rail along the corridor, with total flow journey increases forecast at 5% across all

journeys ranging up to 16% for local journeys. It would be hoped that the half-hourly service could extend to Clitheroe in the future, as the massive growth in housing in the Ribble Valley will put increased demand on the existing services.

d. The primary route for trains from Ribble Valley stations is to Manchester, yet the growing university city of Preston, a base for many Ribble Valley workers and students, remains unconnected by a direct service. It is known that many of Ribble Valley's professional workers choose to travel to work in Preston by car, adding to increasing peak-hour congestion, rather than endure the uncertainty and less than comfortable nature of a long connectional time at Blackburn station.

e. Surveys conducted by members of the Friends of the Settle-Carlisle Line have shown that there is an increasing need to introduce a sufficiently frequent train service between Carlisle and Manchester (Airport) via the Settle-Carlisle and the Clitheroe Lines.

f. The widening spread of electrification of routes across the North West is to be applauded. The section of the Clitheroe Line from Manchester Victoria to Bolton will be electrified in 2016. It is known that Blackburn with Darwen Borough Council supports the extension of the electrification to Blackburn, as a further step in improving connectivity between Blackburn and Manchester. Given that services on the Clitheroe Line do not all turn back at Blackburn, serious consideration should be given to the extension of the electrification to Clitheroe. In its absence, the section within the Ribble Valley would remain separated in operational terms from the main network, with a real threat to through running to Manchester.

CONCLUSION:

It has finally been realised by decision makers in London that the rail system in the north of England is in urgent need of modernisation. The Northern Hub improvements, together with the electrification programme, will help to go some way towards rebalancing the overall provision of services in the north compared with the south. The rapidly growing economic and population powerhouse of Manchester continues to have poorly-resourced feeder routes, with service frequencies and capacities, which are still reminiscent of days long past. Apart from the fairly recent introduction of new trains for the TPE operation, the short and medium distances services across the north of England are still mainly provided by Sprinters (built 1984-87), Pacers (built 1985-87) and Class 158 units (built 1989-92). Thus most Northern Rail units in the North West are around 25 years old.

As previously noted, Northern Rail has been able to increase its stock, but not improve its age, by obtaining cast-off units from elsewhere. The original 'no growth' contract has forced it to beg and borrow. The North West's daily commuters, shoppers and leisure travellers are now paying a dear price to ride in clapped-out trains. It is not surprising that passenger satisfaction ratings are low. The long-awaited high profile electrification scheme will be accompanied by the arrival of further ageing units from the south, apparently to be handed over even without major refurbishment. This is simply not good enough. The massive increase in train use on the Clitheroe Line, replicated across much of the North West, demands fair treatment, and a rebalancing of the oft-quoted 4:1 ratio of per capita funding for rail between the London region and the North West.

Ribble Valley Rail members and all users of the Clitheroe Line look forward to a much improved rail system in the very near future.

David J. Butterworth
on behalf of Ribble Valley Rail
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WORLD WAR II

by Brian Haworth

With interest in the Great War running high, I thought it would be of interest to look at one type of activity, which came about during the war, and which once again is proving to be popular.

I suppose there wasn't a railway station that didn't see soldiers leaving from to join up in the regular army, and of course the railways played a massive part carrying troops and munitions all over the country. Many stations carry plaques commemorating railway staff that made the sacrifice.

Langho Station, like many others, played its part, especially on land immediately behind the station where war time allotments were set up as part of the dig for victory campaign. Local Buddy White, who has lived alongside the station for many years, recalls the allotments were used by railway staff and locals during the hard war years. The area used for allotments can be clearly made out, and the old concrete footing for the communal water tank can still be seen.

In the course of viewing the site with Buddy, he came up with an amusing story concerning a former Station Master, who shall remain nameless.

This particular Station Master unofficially supplemented his wages by waiting on at the nearby Langho Hotel.

On the night in question, he was busily engaged serving drinks from his tray, when one of the locals commented that there was a train in his platform. Glancing at his watch, the Station Master realised it was in fact the local, so dashed out to despatch the train.

I wonder what the passengers made of the station master dressed in a white jacket with Lion Ales emblazoned on the lapels, waving the train away with a matching Lions Ales tray!!!

Site of Allotment

Allotments Picture taken with railway fence immediately behind the photographer, the flattened area up to the Hawthorn bushes clearly show the size of the allotments and the concrete slab in the foreground is part of the old water tank foundations



NO. 5 MOORLAND COPLOW AND SALTHILL - Leisurely 3 miles approx.

Leaving the station turn right then half left to pass by the Royal Mail sorting office and go on to the end of Chester Avenue. Left here and take the 2nd road on the right namely Eastham Street. Bear left then right signed to Moorland School. Keep straight on, and, at the entrance to the school grounds, take the twisting footpath on the left. When the Children's Nursery is reached, turn right along the permissive path to a gate, then over the sometimes muddy area to a gate by an old barn.

Over the branch line, then left on to Pimlico Road. Keep alongside the railway, then turn right up Moorland Road then left along Moorland Crescent to the end, and in the right corner a path goes down to the woodland, which then passes between the high bank of Coplow Quarry and the Clitheroe – Hellifield line. Take the right fork and follow the main path through to the Link road. Take extreme care here when turning right, especially with children, as this is a blind bend, and very large trucks are moving each way between Hanson's Cement and Tarmac. There is no footpath here so keep in as far as possible on the grass verge, cross the railway, and within 100 yards or so is the roundabout. Go straight over here and keep to the path, which carries on to the brow of the hill passing Deanfield.

At Lincoln Way, follow the path round, then passing Auction Mart and down the slope as far as the car park, cross over and take the small gate, which doubles back and up a steep slippery slope. At the top a fine view can be had of the former Salthill limestone quarry, which now houses the Industrial Park.

A large seat has been placed in memory of Jack Cottam, who walked by regularly. Just in front is a walled seat with 3 stone carvings depicting the geology of the area.

Carry on down from here into woodland and keep going downhill until a 5-barred gate is reached. Through here and follow the track. The large building on the right was a former Golf Driving Range. At the buildings, pass through a kissing gate and follow the path beside the brook and Twin Brooks Farm. (Worston Brook and Mearley Brook converged further back). Stay on the lane to the cross roads, then turn right to another welcome seat, then left and make for the entrance to Ultraframe but bear right at the gates, and go along a path to Salthill Road. Left here and walk down to the end by the Royal Oak pub.

This is Waterloo and the large lamp by the car park originally stood in the centre of the road. Over the roundabout and keeping the Grammar School 6th Form College to the left along Well Terrace to St Mary's Well. This was one of three wells in the town, which up until 1854, watered the townspeople!

Keep going straight over and into Waddington Road, down towards the railway bridge, and turn Left to the station.

4 gates, muddy, wear boots.

Regular travellers on the RVR Line will know that the £44 million renovation of the big station at the end of our line is continuing. Glimpses of the new sections of the station can be seen as the various hoardings are repositioned and access areas change. Currently cranes are at work lifting the massive steel roof sections into place. Once in place the new roof will be installed and by spring 2015, if all goes to plan, new ticket gates will be in place along with the new mezzanine levels.

The work at the station is scheduled to be completed by winter 2014.



The view towards Manchester City Centre
with the new Mezzanine Area to the right
and tram track to the left

Photos: B. Haworth

Below.

Class 150, 150142,
stands at rest in
Manchester Victoria

with the new roof steelwork
visible rising up in the
background



Cranes tower above the Lanca-
shire and Yorkshire Railways
impressive façade.



The new roof girder work at
Manchester Victoria

INFRASTRUCTURE NEWS

With work progressing well on the exterior of Blackburn Station approach, work has now started on a major project to improve the station foyer area.

Intending passengers have now to walk through a boarded-off area to allow works to be carried out without affecting station passenger flows.

Overhead work is on-going, revealing long-hidden steelwork ready for repainting.

Part of the redevelopment will see a Subway food outlet open.



Pictures show the temporary route into and through the foyer.



Work is also being carried out on the lift on platform four which has been out of service for a number of weeks .

A new roof is being put in place above the lift shaft to rectify water ingress which has rendered the lift inoperable.

Photos: B. Haworth

PETER'S BENCH

by Brian Haworth

A bench, paid for by RVR in memory of Peter Moore, was delivered to my house by ARK Plastics, a local company from Accrington, who specialise in products made from re-cycled plastics. The bench is very attractive and well made and is virtually indestructible.

Once the location of the bench had been decided, Gordon and Colin (the Clitheroe Station gang) removed and repositioned an older bench towards the Hellifield end of the platform to clear the way for the new bench.

On the following day, with the help of my son Nick and his van, we loaded the bench and delivered it to Clitheroe Station, unloaded and installed the bench, securing it with heavy chains to the steel platform railings.

The bench fits well with the rest of the 'platform furniture' and is already well used.

The picture shows Joan with Peter's son Andrew and grandchildren Jacob and Alex sitting on the new bench the day after installation.

Joan said; "Joan, Pam, Andy and family would like to thank RVR for this generous tribute to Peter.

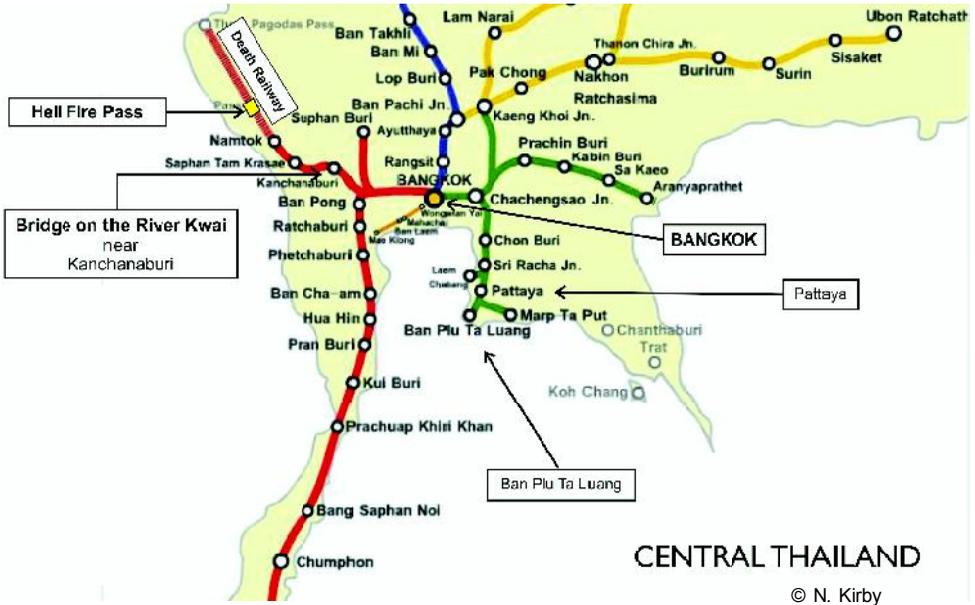
We know he would be delighted with it, and it means a lot to us to have this permanent memorial to him in a place, and from an organisation that meant so much to him and therefore to us, Thanks". *Joan Moore*



Railway Tales from Thailand

RVR Member, Colin Carr, writes:

Recently the Carr family headed for the seaside at Pattaya. Soon after arriving, my daughter Sonya, who hasn't been on a train for nearly five years, remarked that trains are nice. So we decided to go for a short rail journey the next day.



A few years ago, the government gave Thai citizens free 3rd class rail travel, and no subsequent government has dared to rescind the policy.

Given the changes to peak times, and the recently announced UK fare increases, I expect you are all jealous. The bad news is that foreigners DON'T get free tickets.

My return journey of about 40 miles cost me nearly 24p !

Somewhat to my surprise, the train arrived only five minutes late. We boarded the front carriage - the better for me to enjoy the roar and growl of the locomotive.



Sat in the nice cool breeze awaiting the train to Ban Plu Ta Luang



Walking to the front of the carriage, I could have touched the engine had I wanted to. A few minutes later, one of the many members of train crew appeared and roped off the front of the compartment so I couldn't do anything dangerous again. That left me only one option, to go to one of the many open doors from where I could hang out of the train. Being a good boy, I resisted the temptation.

We rumbled along stopping at tiny little halts, often consisting of no more than about 50 feet of low platform. It was noticeable that even at 'proper' stations, five carriages plus a loco would not all fit on the platform. For reasons I don't understand, either the engine or the last carriage usually managed to stop on a level crossing, thereby blocking the traffic. Fortunately, station stops were very brief.



Some of the State Railway of Thailand's rolling stock is in a very sorry state - but it still gives a much better ride than a 142!

continued on the next page . . .

Our journey was only about 45 minutes and so before long we arrived on time at our destination, Ban Phlu Ta Luang. From there, a freight only line continues for another few miles to the port at Sattahip. After watching the engine uncouple, and noticing the woeful state of some of the carriages; we headed into town for a bite to eat before coming back for our return journey to Pattaya a couple of hours later.



Train 283 from Bangkok Hualumphong Terminus approaches Pattaya only five minutes down.

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.

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ON THE LINE

by Brian Haworth

On 28 June, 47804/47854 worked 1Z10 an Alnmouth/Shrewsbury excursion. On 2nd July, Jubilee, 45699 *Galatea*, worked 1Z52. The following day saw 2N5, the 09:51 service to Clitheroe, cancelled at ManVic due to staff shortage. Later on the 3rd, 47237 worked 1Z28 a Carlisle/Oxford excursion. The next few days saw several cancellations on the route due to staff shortages.

On the 4th, 2N57, 2J56, 2J54, 2N54 and return diagrams were cancelled. On the 5th 2J54 and return was cancelled, and the following day, the 6th, 2J50, 2N58, 2N59, 2J58, 2J50, 2N57 and 2J56 were all cancelled. On 9/7, 8F 48151 worked 1Z52, and later that morning 37402/37603 worked a Carlisle/Taunton excursion. On 9/7, 2J59 the 18:03 ManVic /Clitheroe was cancelled at Blackburn due to a unit swap with a Blackpool south service at Blackburn. The return diagram from Clitheroe was started at Blackburn. On 10/7, 2N58, 2J54 and return workings were cancelled at Man Vic due to staff shortage.

On 12/7, A4 60009, '*Union of South Africa*' worked 1Z58. Also that day, class 66, 66097, failed at Hellifield on the Gypsum working, pictured here in the goods loop at Hellifield, awaiting rescue.

The engineer's service on 14/7 saw 66304, 66302 and 66429 in charge.

On 16/7, 8F 48151 worked 1Z52 with 37516 attached. The following day saw 142057 paired with 153363 on 2J54. The A4 60009 again worked 1Z87 on 19/7. On 21/7, 142028 was paired with 153304 on 2J54. The engineer's was worked by 66302 and 66430 on 22/7. On 23/7, 142039 worked 2J52 solo. Class 66, 66548, worked 6M11 in the afternoon. Later, 48151 worked 1Z52 with 37518 attached. Class 142 142009 worked 2J52 solo on 25/7 and 2N55 the 08:49 Man Vic to Clitheroe arrived at



Blackburn 45 minutes late due to a train failure at Salford, and was terminated. Its return journey started from Blackburn.

Later in the afternoon, the '*logs*' had 56105 in charge. A4 60009, '*Union of South Africa*', worked 1Z28 on 26/7, and later the '*logs*' was in the hands of 56105 and almost brand-new class 70 70802.

Later in the day 2N54 and 2M53 were cancelled due to staffing issues and a replacement bus service put into operation.

The following day saw 2N52 and its return working cancelled again due to train crew issues.

On 28/7, 142005 was accompanied with 153307 on 2J54. Again train crew issues affected services with 2N51, 2N58 and 2N52 and return workings cancelled. On 29/7, 142004/156424 worked 2J52. The 29th was a good day for freight watchers, with the following noted: 66528 4S41, 66172 6M94, 66172 6G35, 66425 6K05, 66206 6L92, 66151/60010 6L93, 56105 6J37. On 30/7, Stanier 8F 48151 had 47245 attached on 1Z52, and later in the day 2N57 was cancelled due to crew shortage. On 30/7, 66151/60010 headed the Gypsum train. The following day saw 142062 work 2J54 solo. That evening saw a couple of ballast workings North with 66151 on 6L96 and 66143/66206 on 6L97.

The following day saw class 31 31465/97301 work 1Q05 a test train. On 4/8, 2N52 and its return working was cancelled due to crew shortages. On both 5/8 and 6/8, 57007/57012 were noted heading 6K05. The following day saw 48151 paired with 37518 on 1Z52. Super power on 6K05 on 8/8 was noted with 66421 paired with 66304. On 11/8, 2N55 from Man Vic was terminated at Blackburn due to 'disruptive passengers'. On 12/8 66520 worked 6M11 to Fiddlers Ferry.

On 13/8, 37518 worked 1Z52 Lancaster/Carlisle via the RVR Line. The following day saw 2N53 the 14:03 Man Vic /Clitheroe service cancelled at Vic due to staff shortage. On 18/8, 2N57 the 15:56 Todmorden/Clitheroe and return was cancelled again due to staff shortage, and later in the day, 2N51, the 19:03 Man Vic/Clitheroe and return also cancelled for same reason.



Freightliner class 66, 66555, bursts out of Blackburn Tunnel
with 6M11 on 19th September 2014

A rare appearance of an HST took place later in the day when 43013/43014 worked 1Q36, a diverted Heaton/ Derby working. The following day saw 142, 142013, work 2J52 solo and sister unit 142035 worked the same diagram the following day. On 21/8 2N51 the 19:03 Man Vic/Clitheroe was cancelled at Blackburn due to a unit failure. On 23/8, A4 60009, 'Union of South Africa' had 47786 for company on 1Z90. On 24/8, 2N52 Man Oxford Rd/Clitheroe was cancelled at Blackburn with an overflowing toilet running out into the carriage.

On 25/8, 2N57 Man Vic /Clith was cancelled at Man Vic due to staff shortage. 2N52 was also cancelled for the same reason. Black Five, 45231, worked 2J54 on 27/8. On 29/8, 66513/66846 worked the 'logs' from Ribbleshead, and the following day Duchess 46233 worked 1Z21 Crewe /Carlisle over RVR metals.

On 1st September, 142018 worked 2J54 in the company of 153317. Later in the day, 57008 was paired with 57012 on 6K05, a diagram they obviously enjoyed as they worked it for the following four days! The Duchess was back on 6/9 again, working 1Z21 Crewe /Carlisle and later in the day, 56105 headed the 'log' train. On 8/9, 6K05 had 57008, 57009 and 66428 in charge. Later that evening two ballast workings were noted with 66156 on 6L90 and 66188.

Class 142 142049 was paired with 156489 on 2J54 on 9/9, and later in the afternoon 6K05 had 66422 accompanied with 57008 and 57009 in charge. Even later in the day 66188 worked a ballast north, running as 6L92. The following morning saw 142054 work 2J54 with 153352. Unfortunately later in the day, due to a serious incident at Entwistle, 2N55, the 16:03 Man Vic/Clitheroe was cancelled at Bolton, and 2N57 the 15:56 Todmorden/Clitheroe was also terminated at Bolton. Other following services were also affected and ran late.



B. Haworth

21 Class 158, 158903, sits at Hellifield, having just brought in the first Ribble Valley Rambler of the season.

This is now a booked class 158 turn.

On 11/9, engineers' trains were noted early evening with 66171 on 6L96 and 66004/66167 on 6C97.

The following day saw 153378 paired with 142055 on 2J54.

Later in the day 56096/56105 headed the 'logs'.

16/9 was a class 66 day on the RVR line with five representatives of the class being noted, 66554 6M11, 66423 6K05, 66164 6L92, 66156 6M90 and 66206 6C38.

A similar amount of freight was noted on 18th with 66206 6F36, 66164 6M90, 66554 6M11, 66303 6K05, 66164 6G35, 56105 6J37.

The following day saw 66303/66429 head 6K05 and 56105/56096 head the 'logs'.

The class 56s worked the same diagram the following day, and later that day 47786/47804 headed 1Z64 A, Carlisle/Norwich special.

On 22/9, due to a bovine incursion incident at Entwistle, all services between Bolton and Clitheroe were cancelled after 8.00pm.

On 24/9, brand-new class 68, 68007, ran light engine as 0Z37 Preston/Carlisle. The following day, 153328 had 142039 for company on 2J54.

The following day saw 2N57 Todmorden/Clitheroe cancelled at Man Vic.

On 25/9, 153317 working 2J52, with 150113, failed and was deposited in the bay at Bolton. (See Right)



B. Haworth

FORTHCOMING EVENTS & DIARY DATES 2014 / 2015

Mon 3 Nov	RVR Meeting	New Inn, Clitheroe	19:30
Mon 1 Dec	RVR Meeting	New Inn, Clitheroe	19:30
Mon 5 Jan	RVR Meeting	New Inn, Clitheroe	19:30
Mon 2 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
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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



B. Haworth

Class 142, 142039, awaits the road at Blackburn in the company of a class 150/2 early in October 2014,

Class 142s now appear more regularly on Ribble Valley Line services, and current thinking means they may be around for quite a while yet !



B. Haworth

In September, another member of the class 142, 142035, departs Man Victoria with signs of the impending electrification all round

THEN



Before the re-introduction of the Clitheroe Rail Service, the Ribble Valley Mancunian was the way to travel, pictured here outside Blackburn Station!

Who remembers the roundabouts at each end of the Boulevard?

Note the Ribble logo

NOW



The roundabout full of daffodils is long gone, and in October 2014, even the road is being re-aligned.