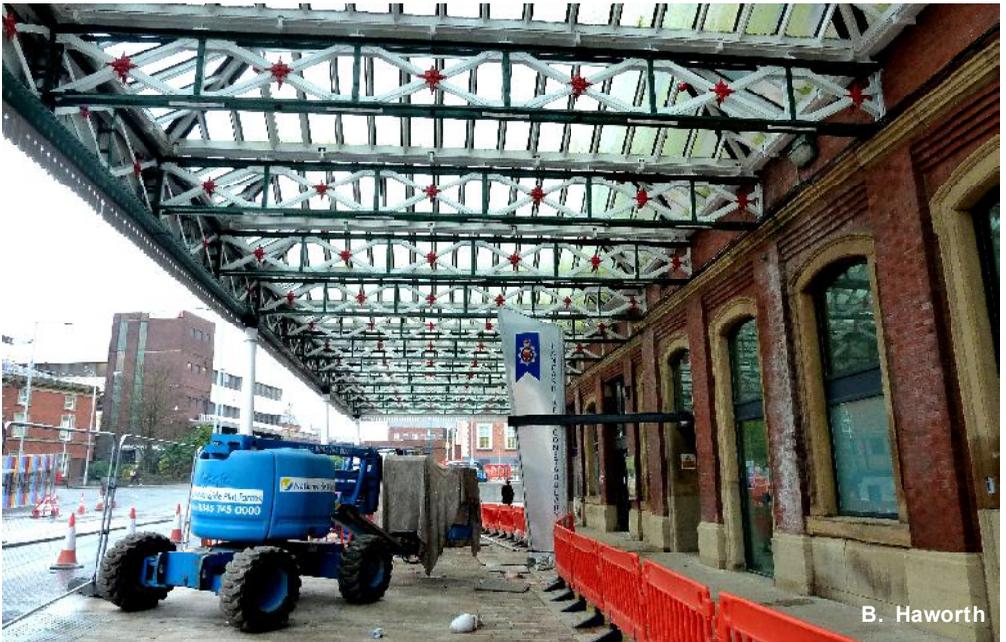


RIBBLE VALLEY RAILNews



Class 150, 150136, rolls into Darwen
with the 09-44 service from Clitheroe to Manchester
on Wednesday 3rd December 2014
with a good crowd of passengers waiting to board.



The newly-painted canopy at Blackburn looks well-built but in reality the paint has not addressed the problem of rotting beams, and the effects of the long-standing gutter leaks can be made out on the newly-laid flags.



With the horrible false ceiling having been removed, the Station Foyer Area has become a much lighter and inviting space.

From the Chair

We are at the time of the year when everyone wants to travel by train. Everyone seems to be out Christmas shopping! The weekend trains into Manchester from Clitheroe are packed with people travelling to the Christmas Markets. Thankfully this year Northern have strengthened the weekend trains to 3-car units providing more capacity.

Community Rail Lancashire has met with Arriva Rail North Ltd., Abellio Northern Ltd. and Govia Northern Ltd. to outline what we would expect from the new franchise. The aspirations of Ribble Valley Rail are included in these conversations. The need for new rolling stock, replacement of the 142s and greater capacity for our constantly growing passenger numbers are paramount in the new franchise. Improved journey time from Clitheroe to Manchester must be a priority, with improved signaling and infrastructure on the line the speed limit of 45mph must be raised.

It was interesting to read in the Chancellor's Autumn Statement:

"The government will deliver, through the new franchises and the £1 billion infrastructure investment already underway, new trains, faster journeys, more seats and more services. Invitations to tender for the next Northern and Trans-Pennine Express rail franchises will be published shortly. The new franchises, subject to business case development, will: deliver at least a 20% increase in capacity to reduce overcrowding; include new Rolling Stock fit for the 21st century; encourage bidders to replace the outdated pacer trains with modern, better quality trains; bring all the trains that remain up to modern standards; provide additional services across the network; provide faster services on some of the busiest routes; and deliver substantial upgrades of station facilities across the network."

The statement makes interesting reading and hopefully the new franchise will deliver on these promises.

2015 sees the opening of the long-awaited service from Blackburn to Manchester Victoria, via the Todmorden curve, and the start of the work on the doubling of the line north and south of Darwen. When completed this should improve journey time between Clitheroe and Manchester, and see the introduction of the half-hourly service from Blackburn to Manchester. We will keep you updated on the progress of these schemes over the coming year.

I hope that you all have a Happy Christmas and a Peaceful 2015.

Marjorie Birch

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 Rail News**, 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 **RVR News**, 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 by contacting the Membership Secretary, Mr. Bill Briggs, on 01254 854474

RVR Meeting Dates 2015

Monday	January 5 th
	February 2 nd
	March 2 rd
	April 13 th
	May 11 th
	June 1 st
	July 6 th
	August 3 rd
	September 7 th
	October 5 th
	November 2 nd
	December 7 th

Jim Dewhurst

We are sad to report the recent death of Jim Dewhurst, teacher, sportsman and local artist. It was Jim, who in the early days of RVR, designed and donated our logo. As you know the logo depicts Clitheroe Castle and Whalley Arches, two of the most identifiable structures on our line, and is now synonymous with Ribble Valley Rail.



Our thoughts are with his wife and family at this difficult time.

Other Membership News:

Unfortunately, since RVRNews 106, we have been informed of the death of Graham Firth (097), a member, who lived in West Bradford.

Bridge DJH 76

Network Rail, working in collaboration with Story Contracting (based in Carlisle and currently celebrating 10 years of experience of permanent way and rail-related building and civil engineering products), have successfully carried out the bridge reconstruction works to DJH 76, which previously consisted of a single-span steel under-bridge, with independent decks carrying both the Up and Down lines across farm occupation land between Chatburn and Gisburn.



The initial site set up started on the 29 September 2014. Two eleven-hour possessions were taken throughout late October and early November to undertake the part-removal of the existing pilasters, a cable slew and the temporary works installation.



In the run-up to the start of the project, Story Contracting and Network Rail very cleverly built up and prepared the bridge for installation, which enabled them to get ahead. Implementation works to replace the existing steel plate girder under-bridge with pre-stressed solid-box beams were carried out, re-constructed as a single-span, simply supported deck, comprising of 8 no. pre-cast pre-stressed concrete solid box beams.

Lyndsey Jones –Scheme Project Manager for Network Rail said ‘This project will contribute towards Network Rail delivering a sustainable railway for the future and will ultimately cut down on more journey times for passengers by diverting freight away from busier routes on our network’.

Core works took place within a 54-hour blockade planned by Network Rail over the weekend of 8th –10th November 2014.



In addition to the bridge works, a new walkway has been installed on the outside edge (cess side) of each deck for sole use of track maintenance staff. The bridge is subject to increased loading as a result of the diversion of the Class 6 freight trains from the West Coast Mainline. This will contribute to Network Rail’s objective for better performance.



Furthermore, works to remove all vegetation within 3 metres of the bridge have been completed plus the completion of masonry repairs to the substructure and provision of three ‘No.’ bridge number plates will be carried out as part of this authority.

GISBURN STATION

by Brian Haworth & Nigel Kirby

Gisburn Station was built as part of the Chatburn to Hellifield extension, the tender for which was awarded to John Barnes on 12th November 1873. Unfortunately Barnes did not complete the works, resigning from the contract on 28th March 1877. T J Waller took over the work, and ran it until completion in 1879.

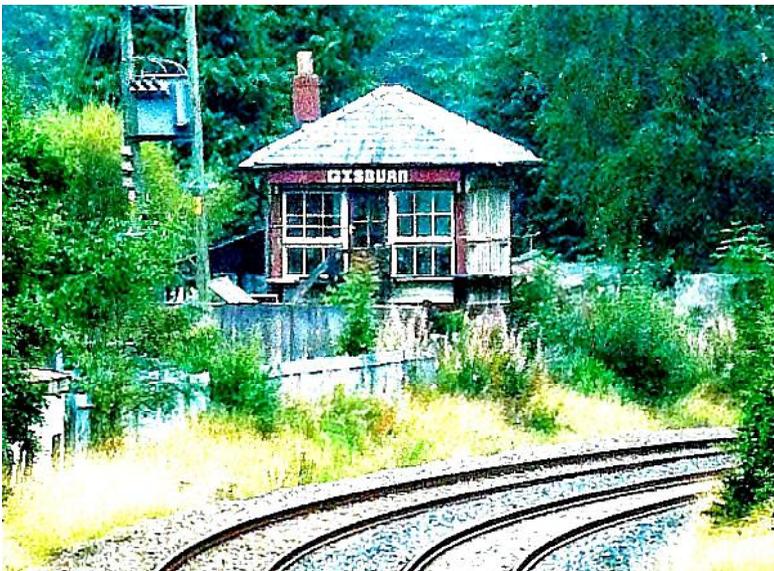
A covered tunnel 156 yards long was built to hide the railway from a local landowner, who insisted on castellated ornamental turrets being included as part of the tunnel portals.

On completion, the line was inspected prior to opening but initially was only allowed to be used as far as Newsholme. As it turned out, the railway opened as far as Gisburn, which for a short time became the terminus of the line.

Once the Midland railway opened their new station at Hellifield, the extension beyond Gisburn through to Hellifield opened on 1st June 1879.

Gisburn developed rapidly as a goods station with the adjacent cattle market becoming a heavy user of the railway. By 1901 the station catered for passenger, goods, livestock and horse boxes. The decent size goods yard also contained a five-ton crane. The station closed to passenger traffic on 10th September 1962.

The old station site has been obliterated, and the only reminder of its past glory is the Station Master's House, perched above the site of the station, adjacent to the road.



The privately-owned signal box at Gisburn still stands, but, having viewed it from the Ribble Valley Rambler services, its condition appears to be deteriorating

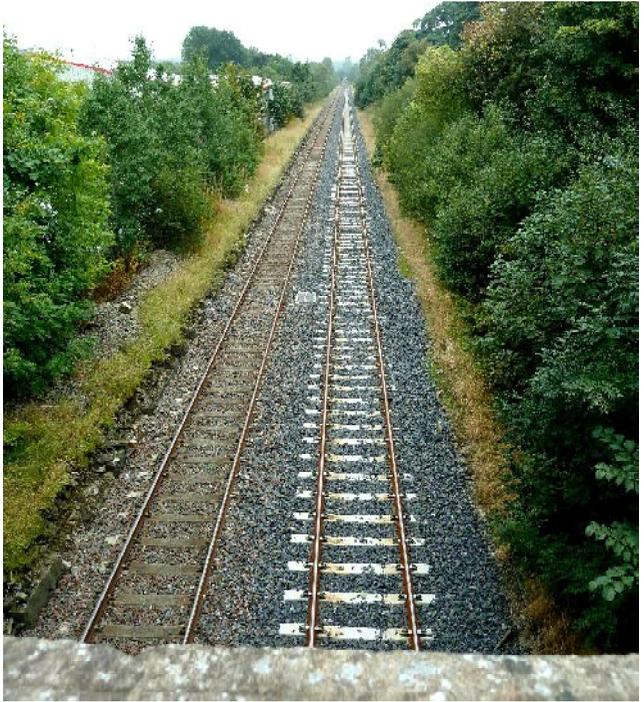
View of Gisburn Station Site
in September 2014.

This photo, taken from the
road over-bridge,
is looking towards
Chatburn,

and the Station Platforms
were immediately
below the road bridge,

but little evidence now
remains of these.

Photo: B. Haworth

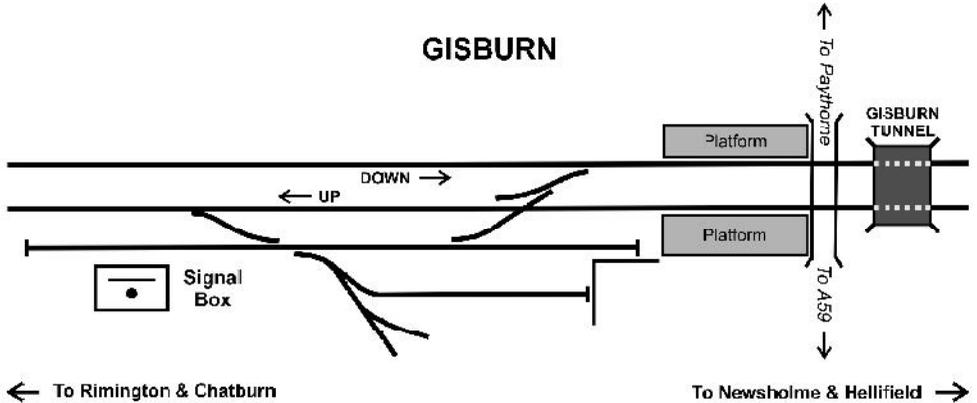


An early postcard of Gisburn Station.

The Station Master's House, which still stands,
can be seen on the top left corner of the postcard.

TRACK DIAGRAM

GISBURN



© N. Kirby

Bradshaw Timetable for July 1938 (Extract)

MANCHESTER, BOLTON, BLACKBURN, CLITHEROE, and HELLFIELD.

Stn.	WEEK DAYS - Continued													
	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45
711 CLITHEROE														
712 MANCHESTER														
713 MANCHESTER														
HELLFIELD														
Newsholme														
Chatburn														
Whalley														
Langthorpe														
Whitaker, for Ribblesdale														
Blackburn														
Blackburn 603														
Blackburn														
Lower Darwen														
Barnley														
Spring Vale														
Retwalley														
Traction and Relocating														
Bolton														
Bolton 617														
Manchester (V)														

Stn.	SUNDAYS													
	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45
711 CLITHEROE														
712 MANCHESTER														
713 MANCHESTER														
HELLFIELD														
Newsholme														
Chatburn														
Whalley														
Langthorpe														
Whitaker, for Ribblesdale														
Blackburn														
Blackburn 603														
Blackburn														
Lower Darwen														
Barnley														
Spring Vale														
Retwalley														
Traction and Relocating														
Bolton														
Bolton 617														
Manchester (V)														

A For Bolton-by-Bowland
24 min. S. Trains to
Dakings Newsholme Gate,
if required to take up-
E or E Except Sets.
N The Train to Bolton
from Ribblesdale (P. St.)
to take up the Dock-pier
and beyond only.
H The Train to Bolton
from Ribblesdale (P. St.)
to take up the Dock-pier
and beyond only.
K Arr. 8.22 a.m. on Sat.
L From 4.27 p.m.
J Change at Bolton Gate
see a table on page
M The Train from Glasgow
(P. St.)
N The Train from Glasgow
(P. St.)
O The Train from Glasgow
(P. St.)
P The Train from Glasgow
(P. St.)
Q The Train from Glasgow
(P. St.)
R The Train from Glasgow
(P. St.)
S The Train from Glasgow
(P. St.)

The complete timetable for this service, and also most of those in the UK,
is available for viewing on the RVR website.

A NOVEL APPROACH TO FARE COLLECTION

by Brian Haworth

One of the most popular complaints to RVR concerns fare collection on our services so I thought I would share with you an innovative practice used in India during the 1940s.

At this time, the incidents of ticketless travel had got so bad on the Eastern Punjab Railway that the company took drastic measures to address the problem.

Railway officials, local police and a special railway magistrate descended on an unsuspecting train at a pre-arranged spot and halted it using track detonators.

Once the terrified passengers realised that it was not an attack by bandits, they discovered that they were surrounded by a police cordon, and then invited to produce their valid travel tickets. Of the thousand or so passengers, about one hundred were ticketless and fined by the railway magistrate, who had been set up in a makeshift line side court.

I suppose if we set this up in between Darwen Station and Blackburn Station, say in the Ewood area. . . !!!

INFRASTRUCTURE NEWS

by Brian Haworth

Weekend possessions on the RVR Line have seen new points installed at Daisyfield Junction, along with new point heaters and associated works.

A summary of the installation of a new occupation bridge at Chatburn (DJH 76), kindly supplied by Network Rail's Lyndsey Jones, Project Management Assistant LNW North Civils, can be seen on page 5.

Blackburn Station Foyer Works are progressing well. Internally, the newly-painted original roof trusses can be seen, and the wall-panelling at high level is also visible.

The demolition of the wall adjacent to the disabled ramp has really opened up the area. It will be replaced with glass panelling, which will allow better light distribution in the area.

The external canopy steelwork has been cleaned and repainted. Damaged roof glass in the canopy is also set to be replaced.

Photographs of the work are shown on the inside covers

ON THE LINE

by Brian Haworth

On 1/10, 66175 was noted in charge of the Gypsum running as 6F76. Later in the day 66422 headed 6K05 and sister locos 66426/66434 were noted on the leaf busting diagram running as 3J11.

Class 66 66175 was again in charge of the Gypsum working it in both directions on 2/10 (6F76/6C38) also the Avonmouth cement service was worked in both directions by 66177 running as 6M90/6G35. On 3/10, 66849 was noted on 6V37 the logs.

The following day saw Royal Scot class 46115 head 1Z69 north and Jubilee 45699 head 1Z87 south.

On 5/10, 57316 was paired with 57314 heading 1Z72 a Fort William /Leicester excursion.



Class 66, 66165, pauses at Blackburn for a crew change on 3rd December 2014 .

The loco was in charge of 6F39, a Newbiggin / Fiddlers Ferry Gypsum service.

The following day saw 153360 paired with 142058 on 2J54. Later in the day the line became very busy for freight with some diverted services adding to traffic. Noted were 66120/66002 4M00, 66620 4S41, 66585 4S42, 66428 6K05, 66849 6J37, 66426/66434 3J11 and 66419 4S14.

On 7/10, 2N55 was cancelled at Blackburn due to a unit fault. The following day saw 142031 paired with 153317 and 2N57 cancelled at Man Vic along with its return working.

On 10/10, 153351 was paired with 142051 on 2J54. Rare haulage on 6K05 on 13/10 when 37419 was paired with 37425. The following day saw 150147 paired with 142057 on 2J54. The same diagram 2J54 saw 150268 paired with 142033 on 17/10.

The following day saw Duchess 46233 work 5Z38, a Hellifield/Crewe diagram.

On 19/10, 2N51 and its return working was cancelled due to unavailability of conductor. On 25/10 Duchess 46233 worked 1Z25 with 47786 tucked inside for insurance. Three days later on the 28/10 A4 60007 worked 5Z70 from Heywood to York with support coach 21906 in tow.

Later that evening tamper DR73942 worked over RVR metals.



Class 142, 142013, stands in the bay at Blackburn, having failed on a Colne service.

Unfortunately for RVR passengers, the incoming Clitheroe-bound service was terminated at Blackburn and transferred to the Colne service.

The service from Blackburn to Clitheroe was cancelled, and the errant class 142 worked the return Clitheroe-Man Vic starting from Blackburn.

On 30/10, 2N51 was cancelled at Blackburn. 2N52 was also cancelled along with its return working and 2J50 was cancelled at Clitheroe. Bus replacement services were put in place.

On 31/10, 2N55 was cancelled at Man Vic along with its return working. On 3/11 57308 was noted on 0C99 a route learning diagram for Virgin Trains.

The following day saw 142051 paired with 150118 on 2J54, a similar pairing were rostered for the same diagram the following day with 153378 paired with 142053.

On 6/11, 142033 was paired with 153304 on 2J54 a diagram which seems favour a 142 xxx combination. The engineers 6K05 had 66428 paired with 66846 on 7/11.

On 11/11, 153307 was paired with 142038 on 2J54 and on the 12/11 142033 was paired with 150147 on the same diagram.

Later in the day 2N57 was terminated at Blackburn due to late arrival. 2N59 and its return working were cancelled due to staff shortage.

On 14/11, 2N51 was cancelled at Blackburn due to a mechanical fault on the unit. Later 2N57 was terminated at Blackburn after arriving 31 minutes late.

On 15/11, 2N51 and its return working was cancelled at ManVic due to staff shortage. Inspection unit 950001 worked over RVR metals on 18/11 running as 2Q08 returning south the following day.

On the 19/11, 2N57 was cancelled at ManVic due to a unit defect. On 20/11 142058 was paired with 153316 on 2J54. Later in the day 2N52/2J52 were cancelled at ManVic due to staff shortage.

On 28/11, 2N59 and its return was cancelled at ManVic and the following day saw 2N53 terminated at Blackburn following a 36 minute late arrival at Blackburn.

On 1/12, an engineering train was noted with 66508 heading 6Y58. Later in the day 2N51 was cancelled at ManVic as train conductor was stranded on a failed service en route to Man Vic.

On the same day, 2N50 from Todmorden to Clitheroe left 39 late, and arrived at Blackburn 47 late where it was terminated.

On 3/12, 142011 worked 2J52 solo and was full and standing leaving Blackburn. Later in the day 47854/47804 worked over RVR metals with 1Z50 a Buxton to Edinburgh charter.

On 5/12, 142048 was paired with 153351 on 2J54. Later in the day 66425 worked 6K05 with a sparkling 37610 in the consist. On 9/12 153328 was paired with 156460 on 2J54.

Autumn Leaf Fall Season 2014

by Brian Haworth

As usual during the autumn leaf fall season Network Rail have been running rail head treatment trains over the network.

The train has run daily over the Ribble Valley Line within a tight operating schedule.

Over the nine-week period of operation eighteen different pairs of locos have been noted topping and tailing the washers.

66426 & 66434, 66423 & 66434, 66428 & 66423, 66424 & 66301, 66434 & 66424,

66426 & 66301, 66428 & 66424, 66424 & 66427 and 66427 & 66428.

FORTHCOMING EVENTS & DIARY DATES 2015

Mon 5 Jan	RVR Meeting	New Inn, Clitheroe	19:30
Mon 2 Feb	RVR Meeting	New Inn, Clitheroe	19:30
Mon 2 Mar	RVR Meeting	New Inn, Clitheroe	19:30
Mon 13 Apr	RVR Meeting	New Inn, Clitheroe	19:30

RVR WHO'S WHO & OTHER USEFUL TELEPHONE NUMBERS

Hon Life Vice-Presidents: Alan & Sheila Kay	01254 826435
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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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FoCS: Gordon Wilson	01200 426214
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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

PINK SLIPS

If your RVRNews 107 envelope contains a pink membership renewal slip, could you please ensure that this is returned to the Membership Secretary with payment as soon as possible



B. Haworth

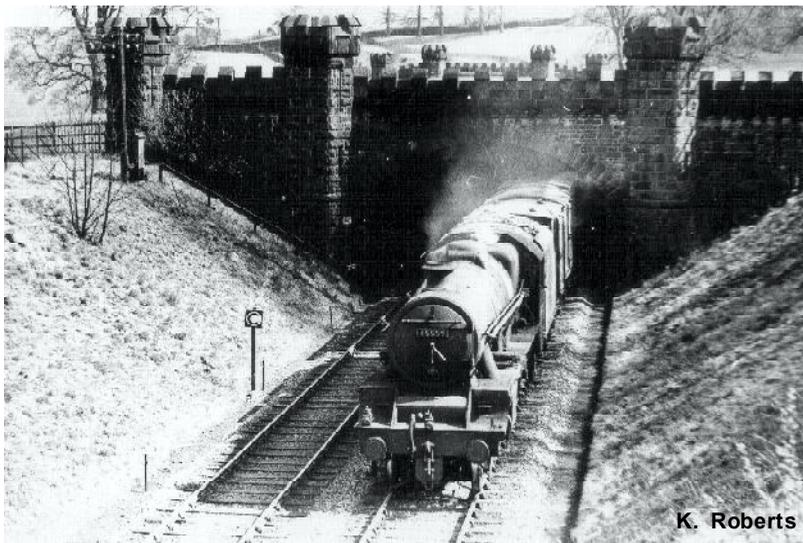
Close-up of the repainted iron work in the foyer at Blackburn.
There does appear to be a colour clash, where the heritage green and red meets the Northern corporate blue .



B. Haworth

A mirrored-surface fit in the roof apex
enhances the light and size of the foyer area.

THEN



Jubilee 45559, *British Columbia*, bursts out of Gisburn Tunnel with a freight in 1953.

Note the clear embankments and manicured ballast.

What does the letter C signify ?

NOW



Gisburn Tunnel September 2014

Vegetation hides some of the portal-stonework and the embankments have been taken over by nature.