

# RIBBLE VALLEY RAILNews





**Above: Clitheroe**

**Below: Whalley**



## From the Chair

Wednesday 4<sup>th</sup> November saw my first journey on the Clitheroe – Manchester line after a six months absence due to a back operation. Sadly very little had changed. I'd forgotten how slow the journey was, with the usual hold up at DSI 2. The only improvement was at Darwen, where the recent improvements ensured that there were no longer delays at this point. It was interesting to see the developments around the Farnworth Tunnel, including the major works at the station. Some of the delays are unavoidable, and will deliver a better service reducing the current journey time of one hour twenty-five minutes. Good news is that the new timetable will come into place on December 14<sup>th</sup> on the completion of the work at Farnworth.

Ribble Valley Rail was represented by three members, Joan Moore, Ken Geddes and myself, at the Remembrance Day Service and Parade in Clitheroe. As I was unable to walk in the parade, the wreath was laid by Joan, who is the widow of our late Chairman Peter.

It has been good to see strengthened trains on the line, and these will continue throughout December. It is unfortunate that some of our platforms are not long enough to accommodate 4-car units. As the platforms were lengthened not too long ago, a bit of forward thinking would have prevented this problem. This issue was raised by RVR at the time but not addressed.

Sometime in December the successful bidder will be announced for the Northern franchise from the shortlist of Abellio Northern Ltd, Arriva Rail North Ltd and Govia Northern Ltd. We will endeavour to have a representative from the successful TOC and at our AGM in March to outline their plans for our line.

I would also like to take this opportunity, on behalf of the committee of RVR, to wish everyone a very Happy Christmas and a peaceful New Year.

*Marjorie*

## Rail User Group Awards

The Editorial Committee are pleased to announce that RVRNews received a commendation in the Best Newsletter Category in the 2015 Annual Rail User Group Awards.

The awards were announced at Railfuture's Autumn Conference in Bristol at the beginning of November.

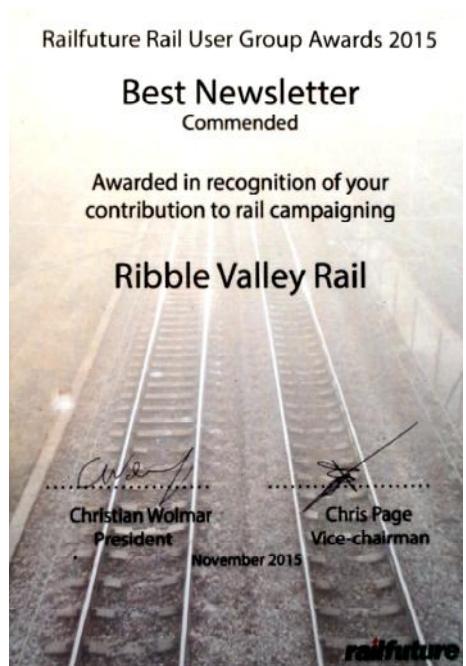
We would like to thank all the contributors for articles and photographs over the last few years that have made this commendation possible.

*Simon Clarke*

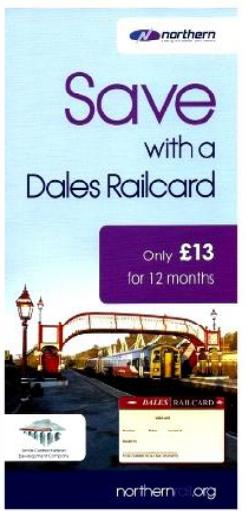
### Cover:

Autumn colours are showing as a class 150 unit heads down Langho Bank on a late November afternoon service from Manchester.

*Photo B. Haworth*



## Dales RailCard



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### DALES RAILCARD WINTER OFFER 2015/16

Now includes BB7 postcode area

Great savings for Dales Railcard Holders with a £7 flat fare day return ticket on the Bentham Line and a £9 ticket on the Settle-Carlisle Line. Up to four children can accompany the card holder for £3.50 / £4.50 each.

Available during the following period;  
Sunday, 1st November 2015 to Saturday, 19th March 2016

Excluding: Saturday 5th/12th/19th and Sunday 6th/13th/20th December 2015 and 13th to 20th February 2016

Valid on the Bentham and Settle-Carlisle Lines, also includes travel to/from Brampton and Wetheral on the Tyne Valley Line and to/from Clitheroe and Whalley on the Hellfield - Blackburn Line.

Valid on any train **except 05.50 Carlisle to Leeds service Monday to Friday. Normal Dales Railcard conditions apply.**

Pick up a Dales Railcard leaflet at Carnforth, Bentham, Hellfield, Skipton, or Settle Station.

You can purchase a Dales Railcard at Carnforth, Settle or Skipton Station, by post, or via the Settle-Carlisle Railway Development Company on-line shop, [www.scrdc.co.uk](http://www.scrdc.co.uk)

## Save a 1/3rd on tickets: only £13 per person per year

If you live in postcode areas bounding the Settle-Carlisle line or between Skipton & Carnforth and between Carlisle & Brampton or in the Clitheroe/Whalley area, you can purchase a Dales Railcard, which will enable you to receive discounts on the price of tickets to travel on the line.

This is a great scheme as the Dales Railcard is valid for 12 months and provides savings of 1/3 on the cost of tickets within a specified area. Up to four children accompanying each Dales Railcard holder are eligible for discounts of 81% on the full adult fare.

Dales Railcard holders can also take advantage of the annual winter offer, which usually takes the form of a day return ticket at a special price. In addition to this, the **Dales Railcard Benefit Scheme** provides a whole range of special offers and deals in local shops, cafés, hotels and more.

For full details of eligible postcode areas and details of how to apply for a railcard visit the Settle-Carlisle Railway's website at

<http://www.settle-carlisle.co.uk/tickets-times-travel/dales-railcard/>

## Northern Stakeholder Day Out - Bradford Saturday 17<sup>th</sup> October 2015

Colin Rushton, Pam Corlett and Bill Briggs travelled from Clitheroe, meeting Keith Lakeland at Bradford. The day began with uncertainty about the departure time of the 08.26 from Clitheroe. Due to engineering work, the time was changed to 08.44 but Clitheroe Interchange had not been sent the amended temporary timetable for the three weekends affected. We had a 15 minute wait at both Blackburn and Todmorden, arriving at Bradford Interchange at 10:45.

Buses took us to Bradford Industrial Museum where we spent an hour or so looking round at industrial machinery, vintage Jowett cars, tram shed, print works and textile exhibits. We were then taken by bus to the Abundant Life Centre, where we met up with Jack Ayrton, for an excellent buffet lunch.

Alex Hynes gave a very upbeat and confident presentation which included a film detailing the present and future improvements and increasing passenger numbers. He also expressed Northern's appreciation of the support of volunteers, Rail User Groups and others throughout the franchise.

After lunch, buses took us to a choice of two venues – Cartwright Hall Art Gallery in Lister Park or the Media Museum. We chose the Media Museum and spent two hours looking at the interesting exhibits, particularly the Kodak Gallery.



Alex Hynes presents

We were given a voucher for refreshments in the cafe, which we used just before leaving for our 10-15 minute walk to the station. We caught the train back to Blackburn and on to Clitheroe.

While waiting for the connection to Clitheroe, we were treated to the sight of steam locomotive 'Galatea' pulling a dining train.

*Pam Corlett*



Jubilee 45699, GALATEA  
prepares to depart from  
Blackburn in charge of 1Z87  
Carlisle/Euston 17/10/14

Photo: W. Briggs

## Letter: Whalley in Bloom

Good Morning,

We have very recently heard the results of everyone's hard work on behalf of Whalley in Bloom 2015, and I am delighted to tell you that we won Silver Gilt in the National UK Finals and Gold in the Regional Finals!!

These results are a tremendous achievement as we were up against the whole of GB in the Nationals - won by a small town in Northern Ireland - and some very keen opposition in the Regionals. There were only two Regional gold medals awarded in our category (small town, which is a wide category) and we were fortunate to secure one!!

So well done everyone and a special thanks to Ribble Valley Rail and Friends of Whalley Railway Station for all your help and support. The judges were most impressed! I haven't seen their reports as yet but will come back to you once we have feedback. I just thought I'd give you a quick update.

So, this encourages us all to move forward and prepare to do it all over again next year ???!

Warmest regards.

Carol Hyde



Whalley Flowers

## Quarry Connection

by Brian Haworth

Whilst not on the RVR Line, further up on the Settle and Carlisle work is taking place to reconnect Arcow and Dry Rigg quarries to the Settle and Carlisle Line to allow stone to once again be taken out by Rail! Once the £5m project is completed it is expected to remove up to 16,000 lorry journeys from the local road network.

Trains will leave the quarry sidings and travel north to Blea Moor signal box. Here the loco will run round via the loop to gain its correct direction of travel. The loop will have new signalling installed controlled from Blea Moor Signal Box. It is hoped that the branch will be ready to accept trains from early in the New Year.

*Brian Haworth*

## RVRNews Archive Goes Online

In a recent move, it has been decided to add some of the latest editions of RVRNews to the newsletter pages on the Community Rail Lancashire website. Editions from 101 to 110 have been uploaded to the site and can be viewed by visiting the resources section on the website or directly by using [www.communityraillancashire.co.uk/rvr](http://www.communityraillancashire.co.uk/rvr).

A number of other rail user groups including the Lancaster & Skipton RUG and the Aire Valley RUG publish their newsletters online, and it was decided that RVR should follow suit and try to get out to a wider audience.

## STATION IMPROVEMENT WORKS

RVR stations have recently had a repaint, and, as part of this programme, platform edge white lines have been repainted. It is amazing how much better a station looks with platform edge lines painted and it is one of the more frequent complaints I get from station friends groups in our area.

Ramsgreave and Wilpshire station has had Customer Information Screens (CIS) fitted to the waiting shelters, and Clitheroe and Whalley are both undergoing the same works as part of Northern Rail's commitments during the remainder of the Direct Award element of the franchise.

Other works are being carried out as part of another scheme, due for completion before the end of the year, which will see new shelters installed on the stations on the Clitheroe Line including additional capacity at Darwen. Langho station will also benefit from a CIS installation as part of the same scheme.

*Brian Haworth*

## INFRASTRUCTURE NEWS

A couple of major infrastructure works are currently under way on the RVR line.

Bridge no 54, the wooden footbridge with stone piers beyond Primrose Viaduct, is being completely rebuilt with the exception of the stone piers. The wooden infrastructure has been demolished and will shortly be replaced.



Major drainage works are also being carried out on the embankment between Bridge 61 at Horrocksford and Bridge 63a Pimlico.

The fields at the foot of the embankment have flooded on regular occasions over recent years.

A major works site has been established close to Clitheroe hospital which can be clearly seen from the main Clitheroe to Chatburn road.

Another interesting development for the RVR Line is the proposal to construct a new engine maintenance depot on the site of the old King Street coal depot at Blackburn. The original track work to the coal yard is still in situ and the area has recently been cleared of vegetation and rubbish.



Old King Street  
Coal Yard Nov 2014

*Photo: B. Haworth*

LYR Boundary Stone  
King Street Coal Depot  
Nov 2014

*Photo: B. Haworth*



## **Farnworth Tunnel to reopen in December**

Network Rail has announced that services on the route between Manchester and Bolton will return to a full timetable from Monday 14 December.

As part of Network Rail's Electrification Project, Farnworth Tunnel, near Bolton, has been enlarged to house two electrified lines. A weekend closure of the route, over the weekend of 12<sup>th</sup> & 13<sup>th</sup> December 2015, will see the new tracks brought in to use through the newly-bored out tunnel. An additional closure of the railway will be needed in January to remove temporary speed restrictions.

Alex Hynes, Managing Director for Northern Rail:

“Returning a fully functional railway to our customers is the most important element of this complex engineering project. Train services running on two lines with increased capacity are great news and we would like to thank our customers for their patience.”

Over 30,000 tonnes of material have been removed from the 270m long tunnel, with 1,940 concrete sections put in place.



A full unedited version of the press release can be seen on the news pages of the Community Rail Lancashire website [www.communityraillancashire.co.uk/news](http://www.communityraillancashire.co.uk/news).

## 'Tod' Curve - Official Launch

The new Blackburn to Manchester Victoria service via Burnley, and the recently restored Todmorden Curve, was officially launched on Tuesday the 27th October 2015. The breakfast event, hosted by Burnley Borough Council, was held in Manchester at Urbis, the home of the Museum of Football, where invited guests were addressed by the various partners involved in the project.

Following the formalities, around 25 guests boarded the 09:56 service train back to Blackburn via the Todmorden West Curve.

It is hoped that this new direct service from Burnley to Manchester will see a boost to Burnley's economy.

An ongoing marketing campaign has seen leaflets and posters produced to promote East Lancashire as a destination, and it is anticipated that this will encourage a reverse flow of passengers into this part of Lancashire.

*Brian Haworth*



Class 156/153 combination prepare to depart Man Vic  
with a Blackburn service via Todmorden  
following the official launch of the service  
on 27 October 2015

*Photo: B. Haworth*

## ON THE LINE

by Brian Haworth

Freight traffic remains buoyant on the RVR line with class 66s and class 60s being regular performers. Colas class 60s have made the log service their own with the same locomotive working the service for weeks on end. On 12/8, 60087 was in charge of the logs a duty it continued on until the 17/8 when 60 085 took over working the diagram up to the 4/9 when 60087 returned to the fray. On 15/8, 46233, *Duchess of Sutherland*, worked 1Z62 a Crewe /Carlisle excursion.

On 18/8, 68002 was in charge of the engineers service instead of the usual class 66. The following day saw 46115 Scot's Guardsman work the Fellsman service. On 24 /8, 142011 was paired with 150111 on 2J52. 46115 worked the Fellsman again on the 26/8. On 27/8, 2N55 the 08:55 service to Clitheroe was cancelled at Blackburn due a 34 minute late arrival at Blackburn. On 28/8, 37401 was noted heading 5Z42 Barrow /Carlisle Kingmoor. Engineering specials ran on 30/8 & 31/8 with 66106 heading 6L44 on 30<sup>th</sup> and 66015 heading 6L45 on 31<sup>st</sup>.

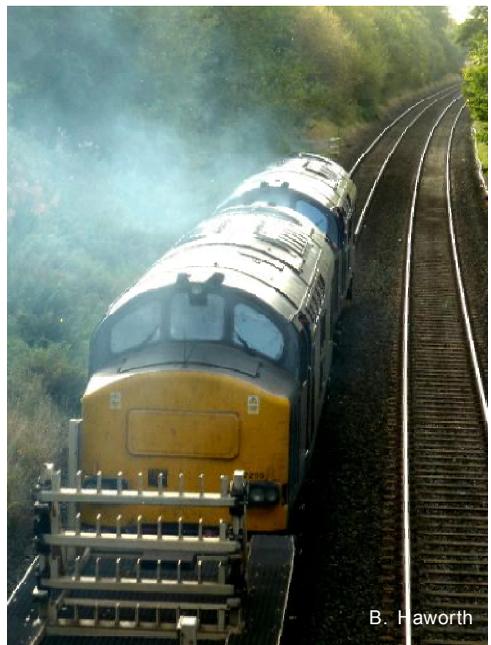
On 4/9, class 57s 57301/57305 worked 1Z88 North over the RVR Line. On 6/9, 66549 worked 6Y24 an engineer's service and sister loco 66124 worked a similar service on the 7/9. On 7/9, 2J52 had 142004 paired with 150224. Later in the day 2N52 was cancelled at Blackburn due to route-setting issues around Darwen, 2N52 eventually arrived at Blackburn 41 minutes late and the following service 2N53 arrived 30 minutes late Both services were terminated at Blackburn.

On 10/9, 2N51 was terminated at Blackburn due to issues at Farnworth Tunnel 2J50, 2J52 were both affected, and both services started at Blackburn for their return journey instead of Clitheroe. On 14/9, Clitheroe services suffered major delays and cancellations due to a power failure around Darwen.

On 16/9, 66597 was noted heading 6M11 a Hunterston/Fiddlers Ferry coal service and class 68 68004 worked 6K05. Class 68 68004 enjoyed itself so much on RVR metals that it worked the same duty again on the 17<sup>th</sup>. Later on the 17<sup>th</sup>, 2N54 the 15:51 to Clitheroe was terminated at Blackburn due to track circuit problems. Class 66 66085 worked 6L44 an infrastructure service on 19/9, quickly followed by 66085 on 6L45.

Infrastructure workings also were noted on the 21/9, with 66304 on 6L90 and 66177/66144 on 6L91. Super power on 2J54 on 22/9 with 156404 paired with 156468, later in the day 66041 worked 6L92 and 66119 was paired with 66133 on 6L93. On 24/9, 66080 was on 6L96 and 66088/66133 on 6L97. Tamper DR73904 ran as 6T42 Hellfield/Blackpool North on 25/9.

Later in the day, 2N57 the 16:35 service to Clitheroe was terminated at Blackburn due to late running. Tamper DR73906 worked south on 28/9, and later 2N58 was terminated at Blackburn due to a disruptive passenger. On 30/9, 70805 worked 6J37 the 'logs', a diagram it repeated the following day 1/10. On 3/10, 2N50 the 06:16 service to Clitheroe was cancelled due to a unit failure.



Unusually, a pair of 37s were pictured on 6K05 during late October

On 4/10, 66169 worked an engineer's special south. Class 142 142005 was paired with 156425 on 2J52 on 5/10. The engineer's 6K05 had 68002 in charge on 6/10, and 70805 headed the 'logs'. Class 67' 67029/82146, worked a special South on 7/10 running as 1Z06 Carlisle /Rugby. Later in the day, 66548/66426 worked 3J11, the leaf buster. The same pair operated the same diagram on 8/10.

On 10/10, 2J70 the 08:12 to Clitheroe was terminated at Blackburn.

Class 47, 47245, worked 1Z44, a Leicester/Carlisle excursion, and later in the day, 57601 worked 0Z46. Engineer's trains ran in the early hours, with 66132 and 66094 recorded. On 12/10, 68001 was in charge of 6K05 and 70805 on the 'logs'. On 13/10, 68001 was paired with 66539 on 6K05. On 14/10, 47802 was paired with 47851 heading 1Z25, a Carlisle/Kidderminster excursion. On 15/10, 68004 was on 6K05 and 70805 on the 'logs'. The following day saw Royal Scot, 46115,, Scots Guardsman head 5M50. Jubilee 45699 worked 1Z87 on 17/10. On 21/10, 66422/66548 were recorded on the leaf buster 3J11. Later in the day, 2N55 the 08:58 Manchester/Clitheroe

was terminated at Blackburn due to late arrival. On 22/10, 66181 headed the Avonmouth Cement, 66429 was on 6K05 and 60095 was in charge of 6J37, the 'logs'.

On 24/10, Jubilee 45699 worked 1Z27, a charter running to Chester. On 29/10, 66213 worked the Gypsum running as 6C38.

On 2/11, 66596 worked an infrastructure train South (6Y50). Later in the day, 66113 worked 6L90 and 66162 worked 6L91 both running Basford Hall to Garsdale. Both 66596, 66535 & 66162 worked similar diagrams the following day an additional train being worked by 66113.

66596 again worked 6Y50 on 4/11. On 5/11, class 66s were in the ascendency on the RVR Line with the following noted, 66422/66303 3J11, 66156 6M90, 66077 6F36, 66421 6K05, 66535 6Y50, 66077 6C38 and 60002 on 6J37.

On 6/11, 66421 worked 6K05 and 60002 was in charge of 6J37. 66422 was paired with 66303 on 3J11, the leaf blaster on 9/11, and later that afternoon, 66421 had 66596 for company on 6K05.



A Manchester/Clitheroe service  
departs Langho Oct 2015

On the same day, 2N57 the 17:29 Blackburn/Clitheroe was terminated at Blackburn after arriving 24 minutes late. 2N59, the 18:52 to Clitheroe, was also cancelled at Blackburn after arriving 48 minutes late!

On 10/11, 66080 was noted on 6M90, the Avonmouth Cement and 66201 worked 6C38, the Gypsum. Later, 2N51, the 19:52 service Blackburn/Clitheroe was terminated at Blackburn due to railhead conditions. On 11/11, there had been a change of loco on the leaf blaster, with 66429 paired with 66422. Class 156 units seem to be appearing more on RVR services with 156455/150276 on 2J52, 156486/150115 on 2J54 on 11/11. On 12/11, 66201 headed 6F36, 66009 6M90 and 66595 6K05.

On 16/11, a track circuit failure at Bromley Cross disrupted services for several hours in the afternoon. The following day saw class 37 37604 work 1Q03 Blackpool North/Carnforth. Later, 2N55 was cancelled at Blackburn after arriving 11 minutes late. 2J50 was cancelled at Man Vic due a fault on 150205, and 2N53 was terminated at Bolton after unit 156471 struck a tree at Kearsley.

On 18/11, 2N55 the 16:59 to Clitheroe was cancelled at Blackburn due to signalling problems, eventually arriving at Blackburn 26 minutes late where it was terminated.

A couple of freight trains have had problems with adhesion due to the leaf fall with both the cement and logs causing delays. The logs on the 23/11 caused the most significant delays when 60002 expired on Langho Bank at around 16:00. All trains were cancelled from this time until around 19:30, replacement buses were provided. The errant class 60 and its train of 'logs' were rescued by the Preston Thunderbird, 57309, which duly arrived at Blackburn 235 minutes late!

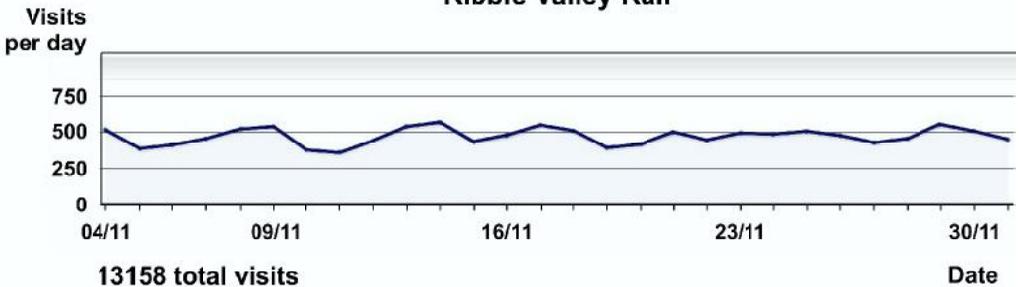
## RVR Website

RVR was required to change website hosts at the beginning of November, and therefore for the period **3 - 30 November 2015**, a few statistics are now available, and it is interesting to note that the website was now being accessed by various **Phones (1918)** and **Tablets (533)**, in the face of competition from numerous 'apps' that are now available.

The fact that RVRNews had some success in the Rail User Awards (see Page 3) may well have increased the number of new visitors to the RVR website, and therefore it is to be hoped they will continue to visit us, and all good publicity for RVR.

Nigel Kirby

### Ribble Valley Rail



### Total Visits & Most frequently accessed pages

<b>TOTAL VISITS</b>	<b>13158</b>	<b>Thailand</b>	<b>116</b>
<i>Daily Average (28 day period)</i>	<b>469.9</b>	<b>Current Rail Timetables</b>	<b>114</b>
<b>Live Departures</b>	<b>580</b>	<b>Gallery 14</b>	<b>108</b>
<b>Track Diagrams</b>	<b>323</b>	<b>UK Rail Tours</b>	<b>105</b>
<b>Delph Donkey</b>	<b>266</b>	<b>Gallery 16</b>	<b>100</b>
<b>Irish Bog Railways</b>	<b>255</b>	<b>Clitheroe (Gallery 10)</b>	<b>100</b>
<b>RVR History</b>	<b>210</b>	<b>News from RVR</b>	<b>99</b>
<b>Old Bradshaw Timetables</b>	<b>199</b>	<b>Friends of Stations</b>	<b>98</b>
<b>Rail Map Devon &amp; Cornwall</b>	<b>171</b>	<b>Hellifield (Gallery 6)</b>	<b>98</b>
<b>Trailer Gallery (RVR Archives)</b>	<b>164</b>	<b>Nuneaton New Chord</b>	<b>97</b>
<b>RVRNews Sample Issue</b>	<b>155</b>	<b>Gallery 7</b>	<b>97</b>
<b>Gallery 2 (Santa Services)</b>	<b>149</b>	<b>Horrocksford Branch</b>	<b>94</b>
<b>Community Rail</b>	<b>131</b>	<b>Leyland Bus</b>	<b>92</b>
<b>Historical Maps</b>	<b>125</b>	<b>Gallery 12</b>	<b>91</b>
<b>Bridges</b>	<b>118</b>	<b>Others (94.9 %)</b>	<b>12487</b>

## FORTHCOMING EVENTS & DIARY DATES 2015

<b>Mon 4 Jan</b>	<b>RVR Meeting</b>	<b>New Inn, Clitheroe</b>	<b>19:30</b>
<b>Mon 1 Feb</b>	<b>RVR Meeting</b>	<b>New Inn, Clitheroe</b>	<b>19:30</b>
<b>Mon 7 Mar</b>	<b>RVR Meeting</b>	<b>New Inn, Clitheroe</b>	<b>19:30</b>
<b>Mon 4 Apr</b>	<b>RVR Meeting</b>	<b>New Inn, Clitheroe</b>	<b>19:30</b>

### RVR WHO'S WHO & OTHER USEFUL TELEPHONE NUMBERS

Hon Life Vice-Presidents: Alan & Sheila Kay	01254 826435
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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
RVR Membership Sec: Bill Briggs, 55 Bank Head Lane, Hoghton, PRESTON, PR5 0AB	01254 854474

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FoL: Peter Eastham

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FoWS: Alan Bowles

01254 823331

FoCS: Gordon Wilson

01200 426214

RVR Website & RVRNews Layout: N. Kirby

BT Police: Railwatch

Freephone 0800 40 50 40

Network Rail National Helpline

08457 11 41 41

Clitheroe Integrated Transport Facility Control Room

01200 429832

Northern Rail Customer Helpline

0845 00 00 125 (option 2)

**RVR website:**

**[www.ribblevalleyrail.co.uk](http://www.ribblevalleyrail.co.uk)**

**Community Rail Partnership Website:**

**[www.communityrail.lancashire.co.uk](http://www.communityrail.lancashire.co.uk)**

### Membership of Ribble Valley Rail

For Membership Details and Application Forms,  
please visit the RVR website,

[www.ribblevalleyrail.co.uk](http://www.ribblevalleyrail.co.uk)

## Summer 2014



**Above: Langho**

*Photo: P. Eastham*

**Below: Ramsgreave & Wilpshire**

*Photo: S. Clarke*



**THEN**



**Bolton Road Goods**

Flat caps, Shunting Horses, an Iron Bridge and Cobbles feature in the then photograph.

**NOW**



Now almost everything has changed, gone are the horses, flat caps and the iron Freckleton Street Bridge.

A new bridge carry's the renamed road "Barbara Castle Way" over the main line and remains of the goods yard.

The surviving features are the cobbles and the main line.