

RIBBLE VALLEY RAILNews



WEATHER WATCH

The Ribble Valley Line took the full force of the storm, which hit the area on Boxing Day, resulting in many of the 48 arches of Whalley Viaduct experiencing water flowing through them (normally one arch is sufficient to cope with the River Calder).

The high level of water also severely damaged the adjacent Old Sol's Footbridge, resulting in it being put out of action pending repairs.

The picture shows the extent of the flooding around the arches.



Whalley Arches 'in flood'

Photos: B. Haworth



From the Chair

2016 will see changes on the Ribble Valley Line. New waiting shelters, complete with seating, are being installed at all our stations, together with repair/replacement and painting of fencing. This work together with the previously installed Customer Information Screens will complete the updating of the stations and make them more attractive, secure and comfortable places to wait for the train.

On 1st April, Arriva North Ltd take over the Northern franchise from Northern Rail, amongst the requirements of the new franchise are:

- The introduction of over 500 new-build carriages, including 125mph intercity bi-mode trains that run on both diesel and electric) across both franchises.
- The withdrawal of Pacer units by 2020.
- 37% extra morning peak capacity on Northern into Leeds, Liverpool, Manchester, Newcastle & Sheffield by 2019 (or over 31,000 extra seats).
- Free Wi-Fi, media servers with on-demand entertainment, and real-time passenger information screens will be introduced on all trains by 2020.
- Stations will be improved, with over £30m of investment, including ticket vending machines.
- 45 currently unstaffed stations will be staffed for at least part of the day.
- More train services will run in the week, including on Sundays.
- Improved customer service and challenging targets for customer satisfaction.
- There will be increased support and funding for Community Rail.
- The new train operators will cooperate with local smart ticketing schemes, simplify fares, and improve the door-to-door journey experience for passengers.

A good start has been made with the signing on 21st January 2016 of a contract to deliver the network's new rolling stock. International train manufacturer CAF will build the 281 carriages with the first of the new trains, which will enable the outdated and unpopular Pacer trains to be replaced, delivered by October 2018. As you know, the staff from Northern Rail will transfer to the new franchise, so hopefully there will be some familiar faces to continue to work with.

Marjorie Birch

Cover Photo:

A four-car set heads a Clitheroe-Manchester service over Langho Bridge January 2016

Photo: B. Haworth

Ribble Valley Rail

www.ribblevalleyrail.co.uk

The User Group of the Ribble Valley Line

Hon. Secretary: Peter Eastham

ANNUAL GENERAL MEETING

The 30th Annual General Meeting of Ribble Valley Rail will be held in the

Trinity Church Hall, Parsons Lane, Clitheroe

On Saturday 12th March 2016, commencing at 14:00.

Coffee will be available from 13:30

Guest Speaker: Professor Paul Salveson MBE – Group Advisor Community Rail
at Arriva Trains UK

AGENDA

1. Apologies for absence.
2. Minutes of the Annual General Meeting held 14th March 2015
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 31st Annual General Meeting 2017.

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

Article from Open Door

- a Community Newsletter from Hanson Cement-Ribblesdale

Another near miss, the closest yet on the rail crossing at Ribblesdale works, shows that some drivers are still prepared to put their lives at risk. Despite highlighting the issue in a previous newsletter, supported by articles in the local media and an awareness campaign by Lancashire Police, drivers are still jumping the red lights.

Hanson Cement's Shipping Manager, David Hothersall, said: "In the latest incident, the front of the train was just three feet short of the double white lines in the centre of the road when a Land Rover Freelander decided to jump the lights. It could not have been closer, with the vehicle crossing only feet from the front of the train."

The registration of the car was reported to the police, who have appealed to motorists to adhere to the signals at the crossing.

Inspector Ian Cooper, who covers Ribble Valley said: "Why anyone would risk their lives, those of innocent others, and leave their loved ones grieving, for the sake of a few minutes' wait, astounds me. I don't want a police officer at a door somewhere in the Ribble Valley having to tell someone's loved ones that they are dead. So, please adhere to the signals."

There is only one train a day travelling in either direction, six days a week:

Mondays, Wednesdays and Fridays: arrives around noon and leaves about 3 pm.

Tuesdays and Thursdays: arrives around 1 pm and leaves around 6 pm.

Saturdays: arrives at around 2pm and leaves around 6 pm.

Work will start later this year to improve the road surface around the level crossing. Over the years, the road has sunk significantly, and part of the work will include levelling the surface.

66092 edges out from
the Cement Works
towards the
road crossing
with loaded tanks .

Photo: S. Clarke



Arriva Signs Rolling Stock Contract for New Northern Rail Franchise

Plans for the multi-million pound investment programme in the Northern rail franchise have moved a step closer today as Arriva signed the contract to deliver the network's new rolling stock.

Following a comprehensive procurement process, international train manufacturer CAF will build the 281 carriages with the first of the new trains, which will enable the outdated and unpopular Pacer trains to be replaced, delivered by October 2018. The deal will be financed by Eversholt Rail Group.

Arriva will work closely with CAF and Eversholt Rail Group throughout the build process to ensure the trains meet the high specification and delivery timescales promised by the transport operator.

In a step-change for passengers, the new 100mph trains will include:

- Air conditioning
- Audio and visual on-board passenger information systems
- Power sockets and tables
- Cycle racks
- Toilets
- Digital CCTV systems, and;
- Free Wifi for passengers (

The contract marks the latest milestone in Arriva's mobilisation for the delivery of the franchise, which was awarded by the Department for Transport in December 2015. From 1 April 2016, Arriva will begin operating the nine-year contract, which will see extensive investment in new and refurbished trains, as well as extra services, increased capacity and a variety of station and ticketing improvements. The news follows Arriva's announcement earlier this month that Alex Hynes will lead Northern's 5,500 employees as Managing Director of Arriva Rail North Ltd. His appointment, as well as today's announcement on rolling stock, are the first steps in Arriva's ambitious plans to transform the long-term future of rail throughout the North of England, and to demonstrate the company's determination to deliver its commitments under the franchise.

Chris Burchell, Managing Director of Arriva's UK Trains Division, said: "We feel hugely privileged to have been given the opportunity to transform travel for passengers across the North of England, and today's contract signing allows us to replace the outdated, unpopular Pacer trains as soon as possible.

"We are delighted to partner with CAF and Eversholt Rail Group to meet the high specification and demanding timetable for delivery of the new rolling stock. I hope that today's announcement once again makes clear our determination to deliver on our promises to passengers."

RVRNews Archive Goes On-line

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.

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.

Route Learning Aid

Modern digital technology isn't just for your personal cameras, computers and televisions, but is also being used to help Northern Rail drivers with their retained route knowledge.

Not that you would have noticed without very close inspection but the 156 unit on the Ribble Valley Rambler service on Sunday 7th February 2016 was carrying a small digital camera. The camera was being used to record the journey between Blackburn, Hellifield & Settle Junction from a driver's eye view for future route-learning courses.



B. Haworth



B. Haworth

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.

Farnworth Tunnel completed

Monday 1st February saw trains able to run more quickly through Farnworth Tunnel after Network Rail's orange army successfully completed track work.

When rail services were not running over the last two weekends, specialist equipment was brought in to the area. This was to remove the temporary layout that was installed to the track previously, which allowed train services to run through the tunnel, while the upgrade works were ongoing.

Furthermore, follow-up work has now taken place, which had no impact on rail services, and has helped return the trains to their original 75 mph speed through the tunnel.

As you are aware, the new, bigger tunnel, complete with the new track, marks the next step in our plans to electrify the line, leading to faster and more reliable trains for passengers.

Clearly, this work has been disruptive, and we would like to personally thank passengers and local residents for their patience throughout the project.

Network Rail Public Affairs Manager – London & North West Route



Inside the tunnel looking towards Bolton



B. Haworth

Tunnel Mouth looking towards Bolton



B. Haworth

View looking out of the tunnel towards Bolton

Infrastructure News

A wide variety of infrastructure work has been carried out on the RVR Line over the period under review. The massive Farnworth Tunnel works have been completed. and, as part of this project, stations at Farnworth and Moses Gate have been refurbished.

The last bit of jointed track between Blackburn and Clitheroe on the Down line to Clitheroe at Cob Wall Viaduct has been replaced with continuous welded track, which, hopefully, will remove speed restrictions in place , which are specific to class 142s.

A new steel footbridge has been installed at Primrose, on the outskirts of Clitheroe, replacing an older wooden structure (see back page).

Vegetation clearance has taken place on Langho Bank to try to improve adhesion, particularly during the leaf fall season. (The log train in particular was brought to a standstill on a couple of occasions during December 2015, causing cancellations of passenger services).

New shelters are currently being installed at all RVR stations between Blackburn and Clitheroe and Darwen.

Customer information screens are also being installed as part of the programme to any of these stations, which do not have it.



B. Haworth

New waiting shelter in place on platform 1 at Clitheroe

ON THE LINE

by Brian Haworth

As 2015 came to a close, freight traffic continued to use the RVR Line carrying gypsum, cement, logs and engineering trains, but unfortunately this autumn, coal traffic has virtually disappeared.

On 26/11, 66161 headed 6F36, the gypsum, 66016, 6M90, the Avonmouth cement, 60087 6J37 the logs. The same evening saw 66423/66422 in charge of the leaf-blasting train, running as 3J11.

On 28/11, 2N53 Man Vic/Clitheroe was cancelled at Man Vic. due to staffing issues. On the 30/11, 5J52, the 06:07 service to Clitheroe was cancelled, so 2J52, the 07:06 to Man Vic started at Blackburn. Later in the day, several services were terminated at Blackburn, including 2N57, the 09:51 to Clitheroe, 2N59 the 10:51 to Clitheroe, 2N59 the 11:51 to Clitheroe, 2N51 the 12:51 to Clitheroe, and 2N52 the 13:51 to Clitheroe. Replacement bus services were put in place during this disruption.

1/12 saw five different class 66s work over RVR metals, 66174 6M90, 66548/66595 6K05, 66174 6G35, 66007 6C38 plus 60087 on 6J37. On 4/12, 2N53, the 21:51 to Clitheroe was cancelled at Man Vic. due to staffing problems. The following day saw 2N55, the 16:59 service to Clitheroe, cancelled at Man Vic., again due to staffing issues.

On 10/12, class 142, 142038, was paired with 150150. On 2J54 leading to the inevitable slow journey due to speed restrictions on the 142. On 14/12, 2J54, the 07:05 from Clitheroe, started at Blackburn, 2N53 the 07:00 Man Vic./ Clitheroe, was terminated at Blackburn due to a unit failure. On 15/12, 2J58 was initially cancelled at Man Vic. due to staffing issues but was reinstated, and ran 30 minutes late.

On 15/12, a pair of 47s were noted, with 47804/47826 heading a special bound for Edinburgh, running as 1Z46. They also returned via the RVR Line, running as 1Z48. On the same day, 18/12, 142023 was paired with 153351 on 2J52.



66024 drops down Langho
Bank with brand-new cement
tanks

Photo: B. Haworth

Class 68 68001 with a
Freightliner class 66
in the consist
heads 6K05
"The Engineers"
south through Clitheroe
in Summer 2015.



Photo: G. Dudley

On 22/12, another 142 found itself on the route with 142062 paired with 153324 on 2J54. Later that day, 46100, the *Royal Scot*, was run over RVL metals on a test-outing, running as 5M50.

Later in the day, 2N51 the 12:03 service off Man Vic. was cancelled due to a broken cab window. Class 142, 142042, was paired with 153304 on 2J54 on 23/12.

On 29/12, 2N51, the 06:44 Man Vic. / Clitheroe was cancelled at Man Vic.

On the last day of 2015, 66415 was paired with 66425 on 6K05. Also noted heading 2J54 was RVL celebrity loco 150149, which was paired with 153315.

The New Year dawned with 142001 noted on 2J54, guaranteeing a slow start to the New Year services.

On the 2/1, 2N57 and its return working were cancelled at Man Vic. due to staff shortages.

5/1 was a good day for freight with the following noted: 66102 6M90, 66301 6K05, 60095 6J37, 66102 6G35, 66102 6G35, 66024 6C38.

On 6/1, 142038 was paired with 153332 on 2J52. The following day saw 2N57 cancelled at Man Vic. due to unit failure. Unfortunately 2J54 was becoming a favourite diagram for class 142s, and 142041 paired with 153313 was noted on 7/1.

Class 60 60095 seems to have made the log service its own, and it was noted in charge of the logs on 12/1. Also noted, heading freights on the same day, were 66148 6M90, 66303 6K05, 66148 6G35 and 66035 6C38.

On 13/1, points failure at Darwen disrupted services with several cancellations and late running occurring. 2N52, 2N54 and 2N58 were all cancelled at Blackburn after late arrival, the worst being 2N54, which arrived at Blackburn 50 minutes late.

On 14/4, 2N58, the 10:02 Man Vic. / Clitheroe was cancelled due to the failure of the level crossing at Turton. On 16/1, 2N52 and its return journey were cancelled at Man Vic. due to staffing issues.

On 21/1, 142054 was paired with 153332 on 2J54. On 23/1, black fives, 45407 and 44871, were noted working 1Z61, with 57313 on the back for insurance. On 24/1, 66120 worked 6L33 and 66005/66206 6L44, both engineering trains. The following day saw 66424 paired with 66549 on 6K05, and 66043 paired with 66087 on 6L91, another engineering service.

26/1 was very busy from a freight point of view, with the following services noted: 66424 6K05, 60095 6J37, 66510 0Z11, 66016 6C38, 66068 6M90, 66068 6G35, 66005 6L92, 66043/66087 6L93. The following day was not quite as busy, but still 66424 6K05, 60095 6J37, 66016 6F36, 66145 6C38, 66200 6L94, 66082/66043 6L95 turned up.

On 28/1, 66050 was noted on 6L97. Tamper, DR73921, was noted running as 6J47 on 29/1.

On 30/1, 46233 headed 1Z87 south, a Carlisle / London Euston special.

On 1/2, 2N59 was cancelled at Blackburn, after arriving at Blackburn 34 minutes late, but the following day, 2N51, arriving at Blackburn 32 minutes late from Man Vic., was allowed to run through to Clitheroe

On 4/2, *Flying Scotsman* brought out the crowds, working 5M50 a loaded test run over RVR metals. The following day saw 142044 paired with 153330 on 2J54.



G. Dudley

Class 70 in colourful Colas Rail livery clatters south through Clitheroe, heading 6J37, "The Logs", in Summer 2015.

FORTHCOMING EVENTS & DIARY DATES 2016

Mon 7 Mar	RVR Meeting	New Inn, Clitheroe	19:30
Sat 12 Mar	RVR AGM	Trinity Church Hall, Parsons Lane, Clitheroe	14:00
Mon 4 Apr	RVR Meeting	New Inn, Clitheroe	19:30
Mon 9 May	RVR Meeting	New Inn, Clitheroe	19:30
Mon 6 June	RVR Meeting	New Inn, Clitheroe	19:30
Mon 4 July	RVR Meeting	New Inn, Clitheroe	19:30
Mon 8 Aug	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](mailto:brian.haworth@talktalk.net) 01254 247844

* Community Rail Development Officer, Community Rail Lancashire,
 Accrington Station, Eagle Street, Accrington, Lancs BB5 1LN
 01254 386579 / 07887831129, brian.haworth@lancashire.gov.uk

FoR&WS: Ken Roberts	01254 264772
FoL: Peter Eastham	01254 240830
FoWS: Alan Bowles	01254 823331
FoCS: Gordon Wilson	01200 426214
RVR Website & RVRNews Layout: N. Kirby	
BT Police: Railwatch	Freephone 0800 40 50 40
Network Rail National Helpline	08457 11 41 41
Clitheroe Integrated Transport Facility Control Room	01200 429832
Northern Rail Customer Helpline	0845 00 00 125 (option 2)

RVR website: www.ribblevalleyrail.co.uk
Community Rail Partnership Website: www.communityraillancashire.co.uk



B. Haworth

A Class 156 on the 'Ribble Valley Rambler' service at Langho heading towards Clitheroe in the snow.

Farnworth Tunnel

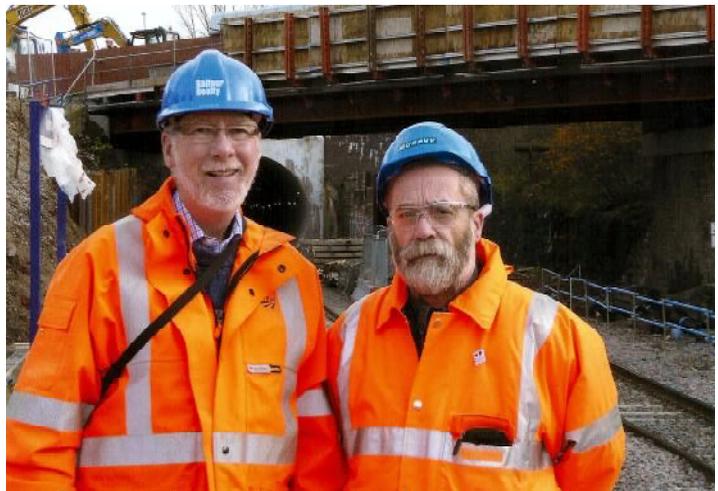
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RVR Members

David Butterworth
and Brian Haworth

pause in the fresh air

having just
walked through the
new Farnworth Tunnel
prior to its re-opening
to traffic.



THEN



Photographed in the mid 1970s, looking towards Clitheroe, Bridge 54 looks resplendent, newly re-decked and fenced.

NOW



Fast forward to January 2016, and the Old Bridge, including its original stone piers, has been demolished, re-located slightly, replaced with an All-Steel Bridge, built locally in Billington, and photographed looking towards Blackburn. In addition, the jointed track, visible in the then picture, has now been upgraded to continuous-welded rail.