

RIBBLE VALLEY RAILNews



Pupils from both St. Mary's and St. Leonard's Schools, Langho, admire their Art Work, which was unveiled at Langho Station on 26 January 2017

Ribble Valley Rail

www.ribblevalleyrail.co.uk

The User Group of the Ribble Valley Line

Hon.Secretary: Peter Eastham

ANNUAL GENERAL MEETING

The 3^{1st} Annual General Meeting of Ribble Valley Rail will be held in the

Trinity Church Hall, Parsons Lane, Clitheroe

On Saturday 25th March 2017, commencing at 14.00.

Coffee will be available from 13.30

AGENDA

- Apologies for absence.
- Minutes of the Annual General Meeting held 12th March 2016
- Matters arising from the minutes.
- Chairman's Report.
- Treasurer's Report and adoption of accounts
- Membership Secretary's Report.
- Other Reports.
- Election of Officers and Committee.
- Any other business
- Date and venue of 32nd Annual General Meeting 2018.

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 7days 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

From the Chair

I am writing this article on the day that storm Doris hit the country and thankfully our line appears to have escaped the worst of the weather in comparison to other areas in the north.

A letter that we received from one of our members David Lewis, which is printed in the magazine, highlighted for me the need for better communication. At our monthly meetings we report on issues that have arisen at our stations through our station adopters, we discuss performance and report on meetings attended with outside agencies and actions taken. These are recorded in our minutes but unfortunately not to our wider membership.

We are trying in this magazine to give more information about the activities of RVR, performance on the line and news from Northern together with our usual articles. Unfortunately in this edition there is no 'On the Line' as Brian Haworth, who compiles this section, has been indisposed with cracked ribs, and for the first time ever has been unable to work. We all hope that he will soon be fit and well.

Discussions will soon be taking place regarding the May 2018 timetable and as a group we are putting pressure on Northern to extend the 23:04 ex Manchester Victoria, which terminates at Blackburn, through to Clitheroe. The opening of the new diesel depot at Blackburn later this year seems an opportune time to press for this service. We already have the support of Community Rail Lancashire, and will be seeking support from Blackburn with Darwen, Lancashire County Council and Ribble Valley Borough Council.

As you will read further on in the magazine, we now have a new Regional Community and Sustainability Manager, Vicky Cropper, who will be working with station adopters and rail user groups. She has agreed to come to our AGM on Saturday 25th March to introduce herself to Ribble Valley Rail members so I hope that we have a good attendance at the meeting.

Thank you again, David, for your letter. It's good to hear from members, who live too far away to attend our meetings. Perhaps a way forward may be to put the minutes of our monthly meetings on the website, - just a thought!

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 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.

Copy of an email sent to the Editor by David Lewis, a member from Selby

Hi Simon

As an RVR member, I just wanted to pass a couple of thoughts on re RVR, having just received issue 115.

I appreciate that as I live away from the RV area, in Selby in N Yorks, then I'm not fully up to speed with local events and campaigns etc., and can't access local papers and meetings, but from the last 3 magazines, it seems to me, from a distance, that the way in which the RV communities are being served by their rail operator(s) is pretty poor. To exemplify:

1. Repeated reports of RV services cancelled due to late running at Blackburn,
2. Refusal/inability to strengthen the service to 3 carriages to accommodate predictable pre-Xmas peaks in demand
3. Implementation of new and improved timetable by introduction of cascaded stock delayed by a further 15 months (and the fact that it's cascaded stock, not new, is another potential area of annoyance!)

Not surprisingly, patronage of services is plummeting. If my maths is right, looking at the figures given in issue 115, passenger numbers at Clitheroe are down by about 40% over 3 years. That's alarming!

Of course, I know you're aware of all this, but I wondered what RVR as a body is doing about it. I understand that the initial success of RVR was very much based on a consensual rather than confrontational basis.

I also appreciate the historic/station adoption/traffic reports in the magazine - but it would be nice to have (without turning the magazine into a political activists newsletter) some indication of how RVR are working with the service provider to improve reliability and capacity.

Or perhaps I'm looking in the wrong place - is such info is posted on the website instead?

I do appreciate I'm a single voice writing from a distance, but would be grateful if you can pass my thoughts on, and would be intrigued to hear of any response. This is in no way a criticism of RVR: I'm very much in support of what you have achieved and programmes like station improvements - but ultimately it's the train service that counts, and I wondered if you too felt you were being let down.

Thanks

David Lewis

Peter Eastham replied on behalf of RVR

Dear David,

Your letter to Simon Clarke, RVR News Co-coordinator, "RVR Thoughts" has been passed to me for a reply to you on behalf of Ribble Valley Rail.

Your letter is welcome and provides a valuable view of a member of the issues affecting the service.

To answer the points you raise:

- 1 Services cancelled due to late running at Blackburn. Late running at Blackburn can be due to a range of causes between there and Manchester and even result from delayed previous services and their transferring crews. The operating rules of Network Rail and Northern mean that delays are costed with financial implications for the causer. It is in Northern Rail's both operational and financial interests that delayed trains do not cause further disruption or cancellation to later services and thus Train Control tries to get them running back on time as soon as possible to prevent such disruption. Turning a train back at Blackburn can mean that the train resumes its correct timing and path on the route. Sometimes the delay can be unavoidable such as those caused by bridge strikes by road vehicles or flooding but other causes are identified in detail by member Ian Tingle, our train performance recorder, reported at our monthly committee meetings and discussed at our joint meetings with the infrastructure manager and train operator with a view to reducing their frequency. Many of the delays and cancellations are recorded in the "On the Line" report in the magazine as you are probably aware.

- 2 Refusal/inability to strengthen pre-Xmas trains was more of the latter than the former, and this affected all local services into Manchester at the time. Northern have no spare units on weekdays and Saturdays available for strengthening. Fortunately most RV services are now either three or four car on these days and usually four on Sundays – a big improvement on the former one and two coach trains. Northern are only too well-aware of the popularity of the Christmas Market and other shopping demand and their inability to provide additional capacity at this time.

3 The set-back to the introduction of a revised enhanced timetable and introduction of additional stock is a direct result of the Government decision to delay the Great Western electrification scheme, which means the required additional diesel units cannot be released to Northern. The new stock for the Northern Connect services, now beginning construction in Spain, whilst it will not be used on local services, but rather between northern cities, should release some units for local services.

The decrease in passenger figures (detailed on page 3 of RVR News) together with more recent ones has been analysed by the Community Rail Partnership. During this period the service had suffered massive disruption due to three major engineering projects; the Farnworth tunnel widening, the re-doubling of the track at Darwen and the still on-going work between Manchester and Bolton. The Darwen works resulted in 5 weeks of closure, Farnworth tunnel produced 19 weeks of delays and reduced services due to single-line operation and there have been numerous (and continuing) weekend closures because of the Ordsall Chord construction and electrification work between Victoria and Bolton. Perhaps it is not surprising that passengers have found and used alternative transport during this time of disruption. Hopefully there will be gain from this pain in the longer term and passenger numbers will recover.

As you say, RVR has always worked in a consensual rather than a confrontational basis. Working within the Community Rail Partnership with the Local Authorities, British Transport Police, Lancashire County Council, Northern Rail, Network Rail, the Association of Community Rail Partnerships and East Lancashire line representatives gives strength in numbers and allows input in decision-making, and opens doors for access to grant funding. An official from the Department of Transport from London regularly attends these meetings, which means that a Government representative is made aware of our problems, issues and opportunities. It also means that RVR is well-informed of what developments are planned and in progress in rail transport with the ability to report, criticise, make suggestions and influence decisions.

Hopefully, the new train depot, presently being built at Blackburn for completion this year may improve train availability and service improvement at the Blackburn/Clitheroe end of the route.

I hope this is helpful, and thank you for your interest, membership of Ribble Valley Rail and continued membership.

Regards

Peter Eastham

Hon. Secretary, Ribble Valley Rail

Performance on the Clitheroe Line

5 weeks from Monday 3rd October to Sunday 6th November

A much better period when compared to recent shorter four week periods.

There were no full cancellations in the period and for 19 days from Sunday 9th October to Thursday 27th October no incidents to report at all. Four trains were terminated, turned and restarted at Blackburn. Three of these incidents involved the same service – 1803 Man Vic to Clitheroe – which departed 22/12/14 minutes late from Man Vic and arrived at Blackburn 31/32/26 minutes late after losing its path on the single line section. The fourth train to be turned at Blackburn was delayed awaiting the single line at Bromley Cross and arrived 36 minutes late at Blackburn. So a vast improvement, bearing in mind that this was achieved in a period, which coincided with the leaf fall season. Sunday services will be disrupted for some time.

Four weeks from Monday 7th November to Sunday 4th December 2016

After a better period in October, this period was as bad as September again. There were seventeen cancellations. 13 trains were terminated, turned and re-started at Blackburn and one at Bolton. 2 early morning trains started from Blackburn instead of Clitheroe. Reasons for cancellations were: 8 late starts from Man Vic and loss of path on single line. 3 due to an overnight de-railment at Newton Heath Depot. 3 due to passenger illness in Bromley Cross area. 1 engineering possession over-run. 1 due to point's failure. 1 due to signal failure. Other items: There has been some short forming of three car sets and the single car 153s have suffered badly from wheel flats. Saturday services currently 3 or 4 car formations and Sunday services 4 cars. On Sunday 1st January and Monday 2nd January trains run to Bolton only. Time keeping and general standards of Sunday rail replacement buses leave much to be desired.

Five weeks from Monday 5th December 2016 to Sunday 8th January 2017

There were 30 cancelled trains – 25 full and 5 part cancellations. Reasons were: 20 issues with train crew, 1 planning error; 3 late starts from Man (Vic) awaiting crew (all turned at Blackburn) 1 unit failure, 2 early trains (0645 & 0705 ex Clitheroe started Blackburn due to late arrival of empty stock) 1 vandalism, 2 points failure. Ribble Valley Rambler Sunday Service: 12 of the above full cancellations were on this service on Sundays 11/12, 18/12 and 01/01. This service is nothing more than a joke this year! The service commenced on Sunday 18th September 2016 and up to Sunday 8th January 2017 there have been 17 Sundays – one of which was Christmas Day – so 16 Sundays on which the Ranger was due to operate. Of these 16 – 6 were cancelled by engineering work and 3 by Northern 'issues with crew' – so only 7 Sundays out of 16 of normal operation. Sunday 1st January 2017: This was a truly appalling start to the New Year. 18 trains were scheduled to depart from Clitheroe on this day – 14 Clitheroe to Bolton services with buses from Bolton to Man Vic, plus 4 departures of the Ribble Valley Rambler. Of these 18 Northern only managed to operate 10 with one evening Bolton departure terminated short at Blackburn due to 'issues with train crew'

Ian Tingle

The Ribble Valley Line - Welcome to 1938

The availability of historic train timetables, many wonderfully presented by Nigel Kirby on the Ribble Valley Rail website, has provided an opportunity to compare train service performance over the last 136 years. The line from Manchester to Clitheroe and onwards to Hellifield opened progressively from 1838 to 1880. The timetable of 1881 set the scene for many years to come, in that the service provision was haphazard - operated perhaps more to suit the convenience of the railway company rather than its customers. The 1961 timetable clearly shows that there was a determined plan to close the route by depriving would-be users of trains at sensible times. Only after the re-opening of the Blackburn-Clitheroe section was a mainly hourly, 'clockface' timetable introduced.

Over recent years many improvements have been made to the infrastructure of the Blackburn-Clitheroe-Hellifield route, in the form of modern, continuously welded track, improved signalling, bridge maintenance and other minor tweaks to make the line fit for purpose. As a result one would obviously expect that journey times would also show an improvement. Far from it!

In 1881 a typical journey from Blackburn to Clitheroe took 29 minutes. By 1938 that had improved to 25 minutes. Despite all those improvements, believe or not a Blackburn-Clitheroe trip takes as long now as it did just prior to the Second World War! Progress - what progress? 25 minutes for 11 miles!

Ribble Valley has a goodly share of executive, senior-manager types, who will quite often need to make the journey to/from London. Driving is a real chore so - let the train take the strain. But what a strain it turns out to be!

A passenger returning from London to Clitheroe has the choice of going via Preston or Manchester, with the former being the recommended route in journey planners. In each case the onward journey from those cities to Ribble Valley stations can be a bitter disappointment in contrast to the 100 to 125 mph journey prior to the change. Furthermore at present an additional change is required from either direction.

From an arrival at Preston, using the recommended route and having spent 2 hr 8 min on the smooth Pendolino journey from London, the subsequent section involves a 22 minute connectional wait at Preston, a journey of 26 minutes on the all stations Colne service, followed by another connectional wait of 25 minutes at Blackburn prior to the final journey of 26 minutes to arrive in Clitheroe 3 hours 47 minutes after leaving London. This journey of 230 miles has an average speed of 61 mph (of which the first 208 miles is at an average of 98 mph and the last 10 miles has an average speed of only 23 mph).

There is a significant and unwelcome contrast between the modern, high speed ride provided by the Pendolino and the subsequent connectional journeys after either Preston or Manchester. Currently the train from Preston is invariably the all-stations Colne 'Pacer'. Usually cold and draughty in winter, and correctly described as a 'nodding donkey' when it rides over jointed track, the Pacer experience is enough to persuade the long distance Ribble Valley resident to drive to and from Preston (although coping with the increasing city traffic and the £12 per day station parking charge). The final leg from Blackburn is not much better, in a train which is at least 30 years old.

Furthermore the line speed (45 mph) between Blackburn and Clitheroe makes the last leg tedious in the extreme, especially in contrast to the 200 or so miles earlier on. As well as enduring a pedestrian last leg the enforced connectional waits at Preston and Blackburn create an even greater disincentive to travel by train between Preston and the Ribble Valley stations.

A typical ex London journey shows the massive differences in the individual journey legs:

Station	Timetable time		Journey time % of total	Connection time % of total	Distance Speed
	dep	arr			
London Euston	dep	10.30	2 h 8 m 56%		208 ml 98 mph
Preston	arr	12.38			
		dep	13.00	26 m 11%	22 m 10%
Blackburn	arr	13.26			
		dep	13.51	26 m 11%	25 m 11%
Clitheroe	arr	14.17			

All values have been rounded to the nearest whole number for simplicity

The planned creation of Blackburn station as a genuine interchange provides an opportunity to greatly improve journey opportunities in the whole East Lancashire area, not least Ribble Valley to Preston and further afield.

A copy of the **full report** is available on the RVR website at www.ribbonvalleyrail.co.uk

- Visit **RVR Home Page > Website Updates** for its location

*David J. Butterworth
February 2017*

MEMBERSHIP

The death of the following RVR Member is noted with regret;

Mr Raymond Duxbury (RVR Member 163), who died on 4 December 2016.

Mr Duxbury of Eccleston, Chorley, joined RVR in 1987.

Our sincere condolences go to his daughter, who lives in Leeds.

BLACKBURN STATION

Community Rail Lancashire has recently been successful in procuring a grant from Arriva Rail North, s“Seedcorn Grant”, which will enable work to commence to produce a master plan for the redundant areas of Blackburn Station which have fallen into disrepair over a long period of time.



Above: Porters Mess Room

Below: Subway



BLACKBURN STATION

The attached photographs highlight the appalling condition of the areas under review.



B. Haworth

Above: Admin Office
Below: Parcels Office



B. Haworth

Staff Changes at Arriva Trains North

Alex Hynes, Northern Managing Director is leaving Northern for a new role with the ScotRail Alliance. The following interim management arrangements that will be put in place in advance of Alex's departure. Alan Chaplin, currently Programme Director at Northern, will step up as interim Managing Director. Alan will be supported by Richard Allan, Customer & People Experience Director, who will act as deputy Managing Director. These changes will take effect from Monday 20th February 2017 and will continue until a permanent appointment is made.

The process of recruiting a new permanent Managing Director is already underway. In the meantime, Alex will continue to support a number of key projects for both Northern and Arriva.

Vicky Cropper has moved to Arriva Rail North as their Regional Community & Sustainability Manager from Great Western Railways. Vicky was Community & Events Manager for GWR, planning and organising a wide range of promotional and stakeholder events for the company and the principal contact point for all kinds of community organisations.



Vicky Cropper

Her new role at Northern, as Regional Community and Sustainability Manager for the Central Region, will again see Vicky working very closely with the Community Rail Partnerships in the region as well as the Local Community Groups and the Station Adoption Groups.

Theo McLauchlan has been appointed Station Manager for stations north of Manchester with effect from 6 February. These include Entwistle to Clitheroe, Blackburn to Colne, Burnley

Questions for the Client & Stakeholder Manager

At a meeting held on 6th December 2016 at Manchester Victoria with Matthew Worman, Stakeholder Manager Central Region, the following items were presented and discussed. We are awaiting a written response to the questions from Northern.

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

What is the role of the guard? Is he/she responsible for passenger safety and if so should h/she not be coming out of his cab? Wide variation in efficiency of on-board staff re customer care and fare collection.

There are concerns about strengthened trains using non-compatible units, as there is a safety issue for passengers who have no access to the guard. What is being done to address this? Access to the conductor to give notice re Entwistle stop. Is further training or communication required?

Are there any plans in place to increase the line speed between Clitheroe and Blackburn now that the signaling has been improved and the welded line has been put in place? A request has been sent to Martin Frobisher of Network Rail over 6 months ago but no progress has been made. Overall journey time extended since service introduction in 1994.

What is being done to reduce the number of trains turned back at Blackburn, which is unacceptable? There is a turn round time of 25 minutes at Clitheroe so time can easily be made up. (Copy given of train performance April-September)

One of our greatest issues is the unreliability of the service. Passengers are finding other forms of travel to work because of the poor performance on the line. What can Northern do to improve this?

What is the communication system between Northern and Carillion in relation to fault reporting by Station Adopters and passengers? Reports go direct to Carillion.

Timeline for provision of ticket machines at unstaffed stations.
Update 22.02.17 Phase 1 completed by December 17, phase 2 March 18

Delay repay. - Delay repay not mentioned on folded timetable.

With a more “attractive” timetable being planned for December 2017 what plans are being made regarding connectivity for passengers at Blackburn Station?



Gordon Turner

A pair of Black Fives await departure from Blackburn on 4th August 1968 heading 1Z78, a SLS special. Note class 08 on turntable in background.



Gordon Turner

Another angle of the same train showing Black Five 44871 with Blackburn West signal box in the picture.

A WELL-TRAVELLED ENGINE (with a local link)

When Class 17 Clayton diesel electric loco type I was built in the mid-1960s and allocated new to Polmadie Motive Power Depot in Scotland, no one foresaw that this loco would be the one loco out of a class total of 117 , which would survive to the present day.

The Bo-Bo locomotives, powered with two Paxman six cylinder horizontal engines, were probably the most unsuccessful diesel type built in this country and some of the class were withdrawn after only five years' service, and, by 1971, all had been scrapped or sold into industry.

It was at this time that D8568 started its travels and forged a link with our own RVR Line.

The loco was sold from Polmadie depot in the summer of 1972 to a rail connected cement company close to Harpenden called Hemelite, where it arrived under its own power on the 11 September 1972. The loco worked on the site for around five years before products were transferred from rail to road, rendering the loco surplus to requirement.

Its next move gave the loco its Ribble Valley connection.

Departing Harpenden on 16 June 1977 D8568 started its journey to Ribble Cement at Horrocksford Clitheroe. Moved as consist in goods services, D8568 first made its way to Cricklewood MPD, where some maintenance issues were addressed prior to its long journey 'Up North'. Once these issues had been sorted D8568 made its way in goods trains, eventually arriving at Blackburn on 24 June 1977. A Class 40 then dragged the loco on the last leg of its journey over RVR metals to Horrocksford for use in the Ribble Cement works.



Clayton diesel D8568 stands at Horrocksford
the day after arrival on 25 June 1977.

There was no room for the loco in the small maintenance shed at Horrocksford so a scaffold was erected over the loco in an adjacent siding and sheeted over to allow the loco to be checked and overhauled prior to commencing work at Ribble Cement. Once this work had been completed the loco was re painted in the corporate Ribble Cement livery.

The loco was not a great success at Horrocksford, and by the early 1980s was stored out of use. D8568's luck changed again when the Diesel Traction Group purchased the loco in January 1983, and the engine departed the site on 9 February 1983, this time by road on a low loader, bound for a new home on the North Yorkshire Moors Railway.

It was first started up at its new home on the 1 April 1983, and ran there until 29 June 1985 when it was withdrawn from service awaiting overhaul.



Clayton diesel D8568 at work on the North Yorkshire Moors Railway, still sporting its Castle Cement livery in 1983

On the 2 August 1991, D8568 was off in its travels yet again.

This time via Old Oak Common and Willesden for mechanical attention and wheel turning before arriving at The Chinnor and Princess Risborough Railway on the 25 April 1992 where it still resides today.



The day after playing a part in the first direct freight service from China, immaculately turned out DB class 66 66136 was rostered on the cement pictured here rolling into Blackburn on 24 Jan 2017.

Book Review: THE RIBBLE VALLEY LINE by John Matthews

RVR Member John Matthew's fine book on the Ribble Valley Line traces the history of line from Blackburn to Hellifield. A wide range of photographs chart the line's rise, fall and rise again.

Many of RVR member Ken Robert's photographs are featured in what is a very informative book and a must read for anyone with an interest in the line.

The book is published Middleton Press ISBN978 908174 95 6 www.middletonpress.co.uk

Brian Haworth

"Stunning scenery. Beautiful rolling landscapes are a constant companion as this railway follows the course of the River Ribble. The stunning scenery necessitated vast viaducts.

Extensive limestone resulted in much cement traffic and dwindling passenger numbers meant prolonged closure. Thus this album contains a wide range of fascinating photographs."

Whilst sorting through some early Manchester South Junction and Altringham Railway Board Minutes, I came across this list of prices for Lancashire and Yorkshire contract tickets (season tickets) to Manchester from LYR stations to Manchester. As an RVR Stations feature, I thought it may be of interest to some of our readers.

Brian Haworth

CONTRACT TICKETS.

BETWEEN		1st Class.		2nd Class.		BETWEEN		1st Class.		2nd Class.	
MANCHESTER		Six Months	Three Months	Six Months	Three Months	MANCHESTER		Six Months	Three Months	Six Months	Three Months
AND		£ s.	£ s.	£ s.	£ s.	AND		£ s.	£ s.	£ s.	£ s.
Accrington	14 10	8 15	11 15	6 5	5 10	Lower Darwen.....	14 10	8 15	11 15	6 5	5 10
Adlington.....	13 0	7 15	10 10	5 10	5 10	Luddendenfoot	16 10	10 0	13 10	7 0	4 0
Appley Bridge.....	15 10	9 5	12 10	6 10	6 10	Middleton	5 5	3 0	4 0	2 0	2 0
Ashton	5 15	3 5	4 10	2 10	2 10	Middleton Junction.....	5 5	3 0	4 0	2 0	1 0
Bacup	14 10	8 15	11 15	6 5	6 5	Miles Platting.....	2 10	1 10	2 0	1 0	1 0
Baxenden	13 10	8 5	11 0	5 15	5 15	Milnrow.....	8 5	4 15	6 10	3 10	2 10
Blackburn.....	15 10	9 5	12 10	6 10	6 10	Molyneux.....	5 5	3 0	4 0	2 0	1 0
Blue Fids	7 0	4 0	5 10	3 0	3 0	Moses Gate	7 0	4 0	5 10	3 0	2 0
Bolton	8 5	4 15	6 10	3 10	3 10	Moston	4 0	2 5	3 0	1 10	1 10
Bradford	24 10	14 15	19 15	10 5	10 5	Mytholmroyd	15 10	9 5	12 10	6 10	6 10
Brierfield	19 0	11 10	15 10	8 0	8 0	Nelson	19 10	11 15	15 15	8 5	7 5
Brighouse	22 15	13 15	18 5	9 10	9 10	Newburgh.....	15 10	10 5	13 15	7 5	7 5
Brinscall	15 10	9 5	12 10	6 10	6 10	Newchurch	13 10	8 5	11 0	5 15	5 15
Broadfield.....	8 0	£4 12/6	6 5	£3 7/6	£3 7/6	New Hey	8 5	4 15	6 10	3 10	3 10
Broadley	10 10	6 5	8 10	4 10	4 10	Newton Heath.....	3 0	2 0	2 5	1 10	1 10
Bromley Cross.....	17 0	6 0	8 0	4 5	4 5	Normanton	26 5	16 0	21 10	11 0	11 0
Burnley.....	10 0	10 5	13 15	7 5	7 5	Oldham (Werneth).....	6 10	3 15	5 0	2 15	2 15
Burscough Bridge..	18 10	11 5	15 0	7 15	7 15	Do. (Central).....	6 10	3 15	5 0	2 15	2 15
Bury	8 5	4 15	6 10	3 10	3 10	Do. (Mumps).....	6 10	3 15	5 0	2 15	2 15
Chapel Town	10 10	6 5	8 10	4 10	4 10	Orrell	15 0	9 0	12 5	6 10	6 10
Chatburn	22 0	13 5	17 15	9 5	9 5	Over Darwen	13 10	8 5	11 0	5 15	5 15
Cherry Tree	16 10	10 0	13 10	7 0	7 0	Park	3 0	2 0	2 5	1 10	1 10
Chorley	14 10	8 15	11 15	6 5	6 5	Pemberton	14 10	8 15	11 15	6 5	6 5
Church	15 0	9 0	12 5	6 10	6 10	Pendleton.....	2 15	2 0	2 5	1 10	1 10
Clayton Bridge	3 10	2 5	2 10	1 15	1 15	Pimbo Lane	16 0	9 15	13 0	6 15	6 15
Clifford Junction.....	4 10	2 10	3 10	2 0	2 0	Pleasington	17 0	10 5	13 15	7 5	7 5
Clitheroe	21 0	12 15	17 0	8 15	8 15	Portsmouth	14 10	8 15	11 15	6 5	6 5
Clough Fold.....	13 0	7 15	10 10	5 10	5 10	Preston	17 10	10 10	15 0	7 15	7 15
Cole	20 10	12 5	16 10	8 10	8 10	Radcliffe	6 10	3 15	5 0	2 15	2 15
Dixon Fold	5 15	3 5	4 10	2 10	2 10	Ramsbottom.....	10 10	6 5	8 10	4 10	4 10
Droylsden	4 10	2 10	3 10	2 0	2 0	Rawtenstall.....	12 10	7 10	10 5	5 10	5 10
Eastwood	14 0	8 10	11 10	6 0	6 0	Ribchester.....	17 0	10 5	13 15	7 5	7 5
Entwistle	11 10	7 0	9 10	5 0	5 0	Ringley Road	5 15	3 5	4 10	2 10	2 10
Eraxton Junction.....	16 0	9 15	13 0	6 15	6 15	Rishton	15 10	9 5	12 10	6 10	6 10
Flwood Bridge.....	12 0	7 5	9 15	5 5	5 5	Rochdale	8 5	4 15	6 10	3 10	3 10
Facit	11 10	7 0	9 10	5 0	5 0	Do. (Yorkshire-st.).....	8 15	5 5	7 0	3 15	3 15
Farnworth (H.M.).....	7 0	4 0	5 10	3 0	3 0	Rose Grove	17 0	10 5	13 15	7 5	7 5
Feniscowles	15 10	9 5	12 10	6 10	6 10	Royton	8 5	4 15	6 10	3 10	3 10
Gathurst	14 10	8 15	11 15	6 5	6 5	Royton Junction	8 5	4 15	6 10	3 10	3 10
Halifax	22 15	13 15	18 5	9 10	9 10	Shaw	8 5	4 15	6 10	3 10	3 10
Hapton	16 0	9 15	13 0	6 15	6 15	Shawclough	10 0	6 0	8 0	4 5	4 5
Haslingden	13 0	7 15	10 10	5 10	5 10	Smithy Bridge.....	9 10	5 10	7 10	4 0	4 0
Heapey	15 10	9 5	12 10	6 10	6 10	Sough	13 0	7 15	10 10	5 10	5 10
Hebden Bridge.....	15 0	9 0	12 5	6 10	6 10	Sowerby Bridge	17 10	10 10	14 5	7 10	7 10
Helmshore	12 0	7 5	9 15	5 5	5 5	Stacksteads	14 0	8 10	11 10	6 0	6 0
Heywood	7 10	4 10	6 0	3 5	3 5	Stalybridge	6 10	3 15	5 0	2 15	2 15
Hindley	11 10	7 0	9 10	5 0	5 0	Stoneclough	6 10	3 15	5 0	2 15	2 15
Holme	15 10	9 5	12 10	6 10	6 10	Stubbins	11 0	6 15	9 0	4 15	4 15
Horwich	12 10	7 10	10 5	5 10	5 10	Summerseat.....	10 0	6 0	8 0	4 5	4 5
Korwich Junction.....	12 0	7 5	9 15	5 5	5 5	The Oaks	9 10	5 10	7 10	4 0	4 0
Huddersfield	24 10	14 15	19 15	10 5	10 5	Todmorden	13 0	7 15	10 10	5 10	5 10
Huncoat	15 10	9 5	12 10	6 10	6 10	Wakefield.....	25 0	15 0	20 5	10 10	10 10
Kirkby	19 10	11 15	15 15	8 5	8 5	Walsden	12 0	7 5	9 15	5 5	5 5
Langho	18 0	10 15	14 10	7 10	7 10	Waterloo	25 0	15 0
Leyland	16 10	10 0	13 10	7 0	7 0	Westhoughton.....	10 10	6 5	6 10	4 10	4 10
Littleborough	10 0	6 0	8 0	4 5	4 5	Whalley.....	19 0	11 10	15 10	8 0	8 0
Liverpool	19 0	11 10	15 10	8 0	8 0	Whitworth	11 0	6 15	9 0	4 15	4 15
Lostock Junction.....	10 0	6 0	8 0	4 5	4 5	Wigan	12 10	7 10	10 5	5 10	5 10
Lostock Lane	11 0	6 15	9 0	4 15	4 15	Withnell	15 10	9 5	12 10	6 10	6 10

FORTHCOMING EVENTS & DIARY DATES 2017

Mon 6 Mar	RVR Meeting	New Inn, Clitheroe	19:30
Sat 25 Mar	RVR AGM Trinity Church Hall , Parsons Lane, Clitheroe		14:00
Mon 3 Apr	RVR Meeting	New Inn, Clitheroe	19:30
Mon 8 May	RVR Meeting	New Inn, Clitheroe	19:30
Mon 5 June	RVR Meeting	New Inn, Clitheroe	19:30
Mon 3 July	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

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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

Community Rail Partnership Website: www.communityraillancashire.co.uk

CLITHEROE STATION

THEN



Photo: B. Haworth collection

NOW



B. Haworth

The footbridge, horses and traps are long gone.
The long station chimneys have been removed or shortened
and a mini-roundabout stands where cobbles once sat.

Modern cars dominate the scene but thankfully
the original station still stands
although it now houses
an Art Gallery and Tourist Information Centre