

RIBBLE VALLEY RAILNews



Northern unit, 156444, stands in Clitheroe resplendent in its new livery.

Photo: G. Dudley



D. Butterworth

Above:

1Z58, an Enthusiast's Special,
is captured entering the Horrocksford Branch

Below:

Crossing the road prior
to traversing Castle Cement's private sidings



D. Butterworth

From the Chair

The events of Monday 22nd May at the Manchester Arena bring the horror of terrorism to our region. Our thoughts are with the families of the bereaved and injured, and our thanks must go to the members of the Emergency Services and staff from Northern and the British Transport Police and the local hospitals that responded so quickly to the incident. March 25th was the date of our AGM at Trinity Methodist Church in Clitheroe. The event was well attended, and it was an opportunity for our members to meet our new Regional Community and Sustainability Manager, Vicky Cropper. Vicky gave a short presentation on the future plans for Northern including the electrification programme, the introduction of a new timetable in May 2018, and the introduction of new units in 2020, with the cascading of fully refurbished units. Let's hope that the commitment to replace the Pacers is met, and we see these newly refurbished units on our line.

RVR has been asked to respond to the draft timetable alterations for May 2018, and as this is still at the consultation stage, it would be inappropriate to speculate on the outcome. Needless to say we are still pushing for the 23:04 ex-Manchester Victoria to come through to Clitheroe even if it means returning express to Blackburn.

As you will learn in detail later in the magazine, we now have to fund the printing of our magazine. For many years this has been printed by Northern at no cost to RVR, and I would like to thank them for providing this service to us for a great number of years. With a new franchise there are changes and we are now have to fund the printing.

If you've travelled on the line recently, you will have noticed that all are stations have new bedding plants in the tubs so we are looking forward to a colourful summer. Thanks must go to our volunteers at the stations, who not only undertake the planting but also maintain and water the plants throughout the summer.

Marjorie Birch



RVR Member, 556,
on the footplate
of the
Flying Scotsman

Photo: C. Hall

See article on Page 8

THE TIMES - THEY ARE A CHANGING

For quite a number of years Ribble Valley Rail members and friends have enjoyed the delights of their copies of RVR News printed in glorious Technicolor, usually with at least 20 pages. This was all possible because the printing has been generously sponsored by an outside organisation. It is therefore not surprising that as a result of the difficult economic climate across the country this valued support has regrettably now ceased. The RVR committee must now try to work out the best course of action to allow us to move forward. There is little doubt that each copy of RVR News is welcomed by members. It is a labour of love for the small team who put each edition together, always hoping that there will be a goodly variety of items of interest. From the early days (remember 1986?) of home produced monochrome to the present days of eye-catching colour we've come a long way but now it's decision time.



RIBBLE VALLEY RAIL News



Peter Moore
(1936 - 2012)

Number 97



Winter
2012

To cut to the quick . . . if the committee chooses to have each of the quarterly editions printed commercially the annual printing cost will be in the region of £1000. And then there is the ever increasing cost of postage (in 2016 it was £380). Whilst every pound of membership income and generous donations is welcome and wisely spent, the annual income from members will not in future cover the cost of producing RVR News.

Therefore a choice will need to be made, with the following three options for consideration:

1. We bite the bullet, pay the print costs + postage, run down the reserves (which are currently quite healthy) and face the inevitable consequences when we run out of money in a few years time. This assumes that membership fees will remain more or less the same.

2. Do the above but increase membership fees by an appropriate amount in order to cover the shortfall. There is always the possibility that some members will 'vote with their feet'. That's the last thing we want!

3. Why not make full use of modern technology and circulate each RVR News via e-mail in PDF form? Production costs will be more or less zero, as will the manual effort of packing, labelling and posting, and the end product will retain the opportunity to utilise full colour even more than at present. Membership fees will not need to rise, nor will we run out of money. More and more organisations are using this method as a sensible means of saving money. The downside of course is that there is not 100% ownership/ access to computers, although that figure is getting closer month by month. Each option obviously has its pros and cons. The committee could make its own decision but committee members agree that input/ideas from the membership at large should be invited - hence this missive.

Please let us know what you think by sending an email to rvrnews@talktalk.net

or, if you can't find a computer, send your message by snail-mail to

RVRNews, 72 Fairfield Drive, Clitheroe, BB7 2PS.

We would love to hear from you fairly soon.

*David Butterworth
Hon. Treasurer*

RVRNews Archive Online

You can find back copies of RVRNews on line by visiting the resources section on the website or directly by using the following address:

www.communityrail Lancashire.co.uk/rvr

Performance from Monday 3rd April to Sunday 4th June

Five weeks Monday 3rd April to Sunday 7th May 2017

There were 6 cancellations in the period, of which 4 were cancelled and restarted at Blackburn.

Reasons:

- (a) Animals on the line between Whalley and Clitheroe
- (b) Issues with train-crew
- (c) Late-running from Man Vic
- (d) Traction problems
- (e) Signalling problems at Bromley Cross.

Saturday services continue to be poorly-strengthened. The previous Saturday was 2-car only. Class 153 units seem to disappear at weekends.

In contrast all Sunday services are almost entirely 4-car.

Spring Bank holiday would see more disruption – Saturday 27th May, hourly to Blackburn only with a choice then of Man Vic via Todmorden or bus to Darwen, Bolton and Manchester. Sunday May 28th and Monday 29th hourly direct to Manchester via Todmorden or bus Blackburn to Darwen, Bolton and Manchester.

Four weeks Monday 8th May to Sunday 4th June 2017

(excluding the period from late evening Monday 22nd May to Tuesday 30th May)

There were 17 cancellations during this period. 9 were cancelled and restarted at Blackburn

Reasons:

- (a) Signal failure (x2)
- (b) Track circuit failure (Darwen to Bromley Cross) (x4)
- (c) Unit traction problems (x1)
- (d) Trespass between Whalley and Clitheroe (x1)
- (e) Heat-related speed restrictions (x2)
- (f) Late arrival of stock to form early trains (x2)
- (g) Issues with train crew (x3)
- (h) Planning errors (x2)

This has been a very poor period for reliability bearing in mind that the previous periods saw 8, 9 and 6 cancellations.

Ian Tingle

New Managing Director Appointed

NORTHERN is delighted to announce that David Brown, currently Chief Executive at Transport for the North, will be joining the business as its new Managing Director in September.



David has a wealth of rail and transport experience, built in the North over the last 25-plus years. Through David's leadership of Transport for the North, he has an in-depth understanding of Northern's vision to transform rail travel for customers and the operator's role in the region's transport infrastructure.

Before joining Transport for the North, many of you may have known David as Chief Executive of Mersey Travel, and as Director General of the South Yorkshire Passenger Executive. David also spent over 10 years at North West Trains. Many of those North West routes are now part of Northern's Central and West regions.

David will be completing his Transport for the North responsibilities over the summer. He is already focused on continuing Northern's momentum towards the successful delivery of the next phase of the transformation programme; from the 2018 timetable improvements, to the new and refurbished trains rollout and ongoing investment in the franchise.

Once a handover is completed, Alan Chaplin (currently interim MD) will return to his role as Programme Director to lead the ongoing delivery of the many transformation projects.

The business looks forward to welcoming David into the Northern family in a few weeks' time. He has an excellent perspective on the business and the future of transport in the North and is therefore very well placed to lead Northern through this exciting period of transformation and investment for both customers and employees alike.

The FLYING SCOTSMAN visits the Keighley & Worth Valley Railway

Sunday 9th April 2017 saw the Chairman and her family travel from Chatburn to Haworth to join the 11:25 service to Keighley and back. The special event was the opportunity to travel behind the *Flying Scotsman* up to Oxenhope, and on the return journey from Keighley back to Haworth.

The event was organised by members of the Keighley & Worth Valley Railway and was excellent value for money.

The £20 Flying Scotsman ticket also allowed unlimited travel on the other steam trains and vintage bus services running on the same day. Every passenger was given a souvenir booklet, which included a brief history of the Flying Scotsman, details of the Keighley & Worth Valley Railway, and the special timetables for the period of the train's visit 3rd to 9th April.

On arrival at the station, a member of staff indicated where your coach would be when the train pulled in. As all the seats were reserved, there was an orderly queue to board.

The steward, on our coach Chris, pointed out interesting features *en route* to Oxenhope.

On arrival, there was an opportunity to leave the train to inspect the engine, an opportunity my granddaughter and her dad seized, and she quickly found herself in the driver's cab, whilst her mum and I enjoyed our picnic.

The day was so well-organised from the moment that you arrived at the station to departing the train at Oxenhope, and was a credit to the many volunteers, who were helping on the day.

Marjorie Birch



Flying Scotsman heads up Langho Bank photographed from the foot crossing

Photo: Brian Eastham

New Storage Bench for Whalley Station

Ribble Valley Rail has been successful in securing a grant, from the Arriva North Station Adoption Fund, for Whalley Station. The grant was used to purchase a storage bench for use by the Friends of Whalley Station to store their gardening and cleaning materials as well as providing additional seating for the station.

The bench, manufactured from recycled plastic bottles by a local company ARK, was installed with the help of Brian Haworth and Paul White.

This form of storage is ideal for use on unstaffed stations, or stations without any suitable buildings, and is now being used at many stations within the Arriva North area.



Sheila and Alan Bowles admire the new bench/storage facility recently installed at Whalley Station.



THE CHANGING SCENE



Class 156, 156471, resplendent in the new Northern livery stands awaiting departure from Clitheroe with a Manchester service on 25 May 2017



The first visit of a class 88 electric loco, 88002, over RVR metals is pictured accompanied by class 68, 68025, heading south through Clitheroe on 20 May 2017 in charge of an enthusiast's special working.



Since the re-opening of the through S & C route, class 68s seem to have taken over from class 66s on 6K05 .

One of the class 68s, 68025, *Superb*, is pictured heading 6K05, "The Engineers", through Clitheroe on 22 May 2017



Steam specials have now returned to RVR metals with the re-opening of the S & C and pictured here is Royal Scot Class, 46115 *Scots Guardsman*, heading the "Cumbrian Mountain Express south through Clitheroe on 20 May 2017

Ribble Valley Rail's Response to the Arriva Rail North Journey Time Improvement Study

In response to the Improvement Study letter the following suggestions are made: Every effort must be made to significantly shorten the overall journey times between Manchester and Clitheroe as noted above. ?

1. Since the re-opening of the service in 1994 residents of Ribble Valley have had the opportunity to access Blackburn, Bolton, Salford and Manchester by using just one train. Since 1994 Preston has become a city and a major employment hub, as well as the connection onto the WCML, yet it is not possible to reach the city without changing at Blackburn. Present commuters are faced with the uncertain connections at Blackburn, with the obvious result that most choose to drive instead. An ideal situation would be to have a half-hourly service between Clitheroe and Blackburn with one train going to Manchester (as at present) and the other to Preston. The Preston train would offer an onward connection to Manchester at Blackburn, using the newly introduced half-hourly service from there.

2. There is such a massive house building programme in the Ribble Valley that a half-hourly service as described above would not be out of the question.

3. There is already a car parking demand which exceeds the space available throughout the valley. Ramsgreave & Wilshire and Langho have very limited provision (the latter as a result of a concession with the adjoining restaurant owner - which may not last), Whalley station car park was fine in 1994 but inadequate now, as is the one at Clitheroe Interchange.

4. It has been suggested that a massive housing development proposed for the land between Barrow village and the railway should include the provision of a station as a planning obligation, together with a very large car park which could offer a railhead facility. This would certainly help.

5. In the continued absence of increased car parking provision people will choose to make their journey by car, hence depriving the railway company of income and progressively adding to increasing traffic congestion within built-up areas.

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7. It is pleasing to read that the Arriva Rail North improvement programme includes new trains and a refurbishment of existing stock. Currently there is much suppressed demand in that many potential commuters (professionals, managerial, etc) will not put up with travelling on clapped out stock which is well past its sell-by date. It will be a miracle if the Clitheroe Line ever sees new trains and will instead have to put up, as has always been the case, with castoffs from elsewhere or refurbished existing stock. ?

8. Assuming that existing trains will be refurbished, rather than replaced, it is vital that such refurbishment is of high quality and appropriate for the present age. People have moved to the Ribble Valley from areas in the South East, for example, and they are appalled at the poor standard of train provision in the area. They also compare local trains with the comfort of their own car. This is a probable reason why station footfall has dropped at Ribble Valley stations in recent years.

9. Improvement can already be made to existing trains, which are mainly Class 150 and Class 156. In winter in particular there is no justification for each set of doors to remain open after someone has boarded the train whilst it stands for some time at Clitheroe or elsewhere. Some will manually close them but most will not, with the result that the train becomes progressively colder and less comfortable. Modern train doors auto-close after a short period. This provision must be incorporated in the refurbished trains, or even earlier.

10. The May 2018 timetable indicates that the train will stand at Clitheroe for around 25 minutes prior to returning to Manchester. Present trains stand for long periods with the engines running continuously. The accompanying noise is annoying to passengers and local residents but, of even greater concern, atmospheric pollution is increased. The ongoing concern about diesel engines highlights this problem.

11. The replacement of 'dump on the track' by pump-out toilets is long overdue. The present method is a throwback to the days of Elizabeth I rather than Elizabeth II. The residual mess at Clitheroe station, for instance, is appalling.

12. We understand that TVMs will be installed at most unstaffed stations in the near future. It is important that provision is made for passengers who do not have access to a debit/credit card are able to obtain some form of permit to travel in order to avoid the possibility later in the journey of being accused of fraudulent travel. ?

13. The railway industry must accept responsibility for the ever increasing amount of litter and other detritus on tracksides and at stations. Whilst it is not the only example by far the accompanying photo shows bags of ballast which have remained in full sight of passengers on Clitheroe's departure platform for around four years. This area used to be a nice lawn. Now it's an eyesore which no-one cares about. Throughout the journey to Manchester passengers see rubbish of all sorts (including railway industry materials) which no-one ever removes. It's a real mess.



Each of the above points responds to the request within the letter for suggestions on journey time improvements, changes to infrastructure, and rolling stock.

David Butterworth,

on behalf of Ribble Valley Rail May 2017

Recent vegetation clearance
has revealed
a well-built & brick-lined LYR culvert



Photos: B. Haworth

adjacent to one of the
Doctors Rake Bridges
at Langho

Asylum Bridge



ON THE LINE

by *Brian Haworth*

The highlight of the period under review has been the return of regular goods services, which all but ceased with the temporary closure of the S and C.

Strikes have also hit services during this period.

On 29/4, 2N51, the 19-52 to Clitheroe was terminated at Blackburn after a 27-minute late arrival from Man Vic.

On 2/5, 66092 worked the Avonmouth cement. Later in the day 2N59, the 18-03 Man Vic/ Clitheroe, arrived at Blackburn 32 minutes late but amazingly was allowed to run through to Clitheroe. Later in the evening 37611 worked 3Q38, a test train over RVR metals.

On 4/5, 66001 was noted on the Avonmouth cement. On 5/5, 2N51, the 12-51 Man Vic/ Clitheroe was cancelled at Man Vic due to no driver being available. The following day saw 66129 on the Avonmouth cement.

On 8/5, 68001 was in charge of 6C18, the engineers service, and, later in the day, 66108 headed the Mossend cement. Sister loco 66065 worked the Avonmouth cement on 9/5 .

66108 worked the Mossend cement on 10/5 . In the evening 2N57 the 15-20 Blackburn / Clitheroe via Todmorden was cancelled at Blackburn, after arriving at Blackburn 29 minutes late. 2N54, the 15-03 Man Vic /Clitheroe started at Bolton but was terminated at Blackburn, after arriving 54 minutes late due to track circuit problems at Hall 'ith Wood.



Side-on view of class 88, 88002, (leading) and 68025
as they head up Langho Bank on 20 May 2017

Photo: Brian Haworth

On 11/5, 156464 worked the first service out of Clitheroe solo, and later 66169 was noted on the Avonmouth service.

On 15/5, 2N53, the 14-03 Man Vic /Clitheroe was cancelled at Blackburn due to a door fault on the unit, and later 66431 was noted on the engineers working from Carlisle.

On 16/5, 156421 worked the first train out of Clitheroe (2B30) solo, and the next service 2B31 was worked by 142030/153363.

Class 68 68026 headed the engineers 6K05 on 16/5, a task it repeated for the following two days. 66057 worked the Avonmouth on 16/5. Class 66, 66133, was in charge of the Avonmouth on 18/5.

On 19/5, 37116/37219 cut a fine sight roaring up Langho Bank with the track measurement train. On 20/5, 66037 headed the Avonmouth cement, and later Royal Scot class 46115, *Scots Guardsman*, worked 1Z87 Carlisle / Euston.

Following this excursion was a first appearance over RVR metals for a class 88, when 88002 was paired with 68025 on a Appleby / Didcot special working running as 1Z40.

On 22/5, 68025 was in charge of the afternoon engineers. Later 2N52, the 15-31 service was cancelled at Blackburn, due to a fatality between Whalley and Clitheroe.

As a result of this incident, 2B37 the 14-09 Clitheroe /Man Vic service ran 30 minutes late out of Whalley, and was terminated at Bolton.

68025 worked the engineers on 22/5. On 23/5, 142052 was paired with 142043, which would guarantee a slow journey over RVR metals! Later trains were disrupted due to the awful events at Manchester arena. This disruption continued for a number of days. RVR has nothing but praise for the railway workers and BTP officers on duty that night, who were first on the scene to deal with the incident.

Class 66 66302 worked the engineers on 26/5. The following day saw Duchess class 46233 work 5Z42 a test run.

On 30/5, 68009/66431 and 66432 worked the 'engineers'. Later in the evening, 37669/37516 headed the Network Rail Test Train. The following day saw 2N55, the 17-00 to Clitheroe cancelled at Blackburn after a 20-minute late arrival.

The following service 2N57 was also cancelled at Blackburn after a 35-minute late arrival.

Later in the day, the 'Log Train' made a welcome return to RVR metals, with 60002 in charge. Class 66, 66105, headed the Avonmouth on 1/6. The following day saw 156427 work 2B30 solo.

On 6/6, 2B30 had 156468 paired with 142034. and the following service 2B31 had 142052 paired with 153315. Another similar pairing occurred on the 8/6 with 142052 paired with 153332 on 2B31.

Later that day, 66096 worked the Avonmouth cement. Sister loco 66432 worked the engineers on 8&9 /6. and 60002 was noted on the logs on 8/6.

On the 10/6, 66057 was paired with 66176 on 1Z58, an enthusiast excursion, which took in a run up the Horrocksford branch.

On 12/6, 66430 worked 6C18, an engineer's working, which seems to be a regular runner via the Ribble Valley Line on a Mondays only basis. Later in the day, 66303 worked the engineers quickly followed by the logs with 60026 in charge.

13/6 was a good day for freight with 66175 on the Avonmouth, 66423 on the engineers, 60026 on the logs, and 47245/47760 on 1Z46 a Carlisle /Chester excursion.

66423 worked the engineers on 14/6, with 60026 following behind with the logs.

Class 150/2 150225 heads up Langho Bank
with a Clitheroe /Manchester service
on 20 May 2017.

Photo: Brian 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.

Membership

After a number of years of sponsorship, the cost of printing RVRNews has fallen back on RVR. Using the current printer, covering the printing costs would have necessitated a very sharp (even painful!) rise in the subscriptions. However, we have obtained the services of a more local printer at a cost only a little above what the production cost was when we printed the magazine ourselves. Unfortunately, the same cannot be said for the inexorable rise in the cost of postage, which has more than doubled over the same period. Therefore, I'm giving members almost twelve months notice that will most probably be rising at the 2018 AGM but by such a modest amount as will stretch neither loyalty nor pocket.

Bill Briggs
RVR Membership Secretary

Obituary

Lord Waddington of Read

Born in Burnley in 1929, David Charles Waddington, who will be remembered by many as Chief Whip and Home Secretary in the latter stages of the Thatcher Government, died on 24 February 2017, aged 87.

He was MP for Clitheroe from 1979 to 1990, in which capacity he was an unwavering supporter of Ribble Valley Rail, successfully focussing our cause on the attention of "the great and the good" .

Our sincere condolences go to his widow, Gill, and family.

FORTHCOMING EVENTS & DIARY DATES 2017

Mon 3 July	RVR Meeting,	New Inn,	Clitheroe	19:30
Mon 7 Aug	RVR Meeting	New Inn,	Clitheroe	19:30
Mon 4 Sep	RVR Meeting	New Inn,	Clitheroe	19:30
Mon 2 Oct	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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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.ribbonvalleyrail.co.uk

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

“ATALE OF TWO BRIDGES”

The Old Steel Bridge, carrying the double-track formation over Galligreaves Street into the old East Lancashire Railways Coal Yard at the Wrangling, has been replaced by a new Concrete Bridge structure, as part of the development of the Coal Yard to create a new Diesel Depot.

As can be seen from the photographs, the height of the new bridge is slightly higher, and additional concrete wing-walls have been added.

The Tower of the old Fire Station can be seen in both pictures, and on the older picture, the building, seen through the bridge, is the old Cattle Market pub.

THEN



NOW

