



RIBBLE VALLEY RAILNews



CLITHEROE INTEGRATED TRANSPORT FACILITY CLOSES

On the final day of operation, 5 February 2020, RVR presents Sue, the last surviving employee, with a bouquet of flowers.

L-R: Pamela Corlett (Minutes Sec), Paul White (FOWS), Sue, Marjorie Birch (Chmn), David Butterworth (Treasurer)

Photo: Lauren Hall



Clitheroe Integrated Transport Facility

Ribble Valley RailNews (No. 47) dated spring 1999 reported a high profile event at which the great and the good in the world of local politics and public transport fought for a piece of a celebratory cake. It was a good year for the valley's railway as it celebrated 5 years of growing patronage - remembering that it was originally opened on a three-year trial basis, under the terms of the Speller Amendment. Added to that was the start of the project to construct a purpose built interchange information centre.

It was proudly declared that *'staff will have the power to help people get to their destinations by arranging emergency transport if necessary, monitor bus and rail services, sell tickets and give information'*. The capital cost of the facility was met by funding of £165,000 from the government's Rural Bus Challenge, £95,000 from LCC, £45,000 from RVBC and £30,000 from Railtrack (the predecessor of Network Rail). RVR also donated £1,000 towards a clock in memory of one of our founder members, Bob Greenwood. The expected annual running cost of the facility would be around £60,000.

When the facility was opened by Keith Hill MP, the Parliamentary Under Secretary of State for Transport, on 21st September 2000 it joined the ranks of the few towns which could boast that positive steps had been taken to facilitate integrated transport. Trains and buses available from the same place, allowing inter-connected travel. Whether timetables actually 'connected' was a different matter, even though it was standard practice in most European towns and cities. Our English privatised bus regulations did not permit that unless the operators chose to do so. Few bothered.

In its early days the facility's staff only provided advice but subsequently they were trained up in the intricacies of ticket selling. Only then was the real purpose of the interchange building achieved. Arriving passengers could seek personalised advice on how to reach the villages of Bowland using the Bowland Transit bus. It was even equipped to carry bikes! And none less than Prince Charles became a passenger on that award winning bus. He also admired the enthusiasm of the staff at the Interchange Office.

Over the years intending passengers have used the acquired knowledge of the staff to book train tickets to far off places like Blackburn, Manchester, Chichester, Penzance, Thurso – who knows, perhaps even Paris. These people were confident that the staff would give the best route at the best price, and explain the possible pitfalls on the way – like negotiating Birmingham New Street Station at rush hour. They might have planned their journey on their own computer but still wanted the human touch before parting with any money.

Fast forward to recent years. The Bowland Transit concept died a death – so it is no longer possible to reach the wonderful settlements of the Hodder Valley by bus. Now it's car or nothing. How un-green. Other bus services have been trimmed back but, good news, the train service still carries its passengers to distant parts – assuming it turns up!

Despite investing multi-billions in Crossrail down in London, the governments of the day have, since early 2010, chosen to strangle local authorities of funding, across the board. As a result, in order to maintain certain statutory functions, LCC has had to withdraw funding from many non-statutory areas, including public transport. Bus subsidies were cut, with many routes withdrawn as a result, and interchange facilities in places like Burscough Bridge, Carnforth and Nelson were closed down as LCC was unwilling to cover running costs. Public anger caused a delay to the closure of the Clitheroe Interchange office, and every effort was made to find an alternative operator, but sad to say the centre closed its doors on 5th February 2020. Clitheroe Interchange was the first of its type in Lancashire and the last to close.

The centre has had a number of welcoming faces over the years but a special thanks needs to be given to Sue who has worked so hard to keep her customers happy over the last 16 years. We will miss you, Sue.

The real losers in all this are the passengers who need personal guidance. Ticket machines (TVM's in the trade) serve the regular passengers who need to travel locally, or they use their phones to book and hold their electronic ticket. What however can be done for the lady who visits her family in Chichester and does not feel confident enough to book online? She says she will now have to go to Blackburn or Preston to book her ticket. How crazy is that?

The Interchange building now looks forlorn – a shadow of its former self. Yes, we know it was costing LCC around £70,000 per year to cover running costs but doesn't LCC also realise that, out of the £335,000 capital cost of providing the building, a quarter of a million pounds was other people's money? Money effectively wasted. Whatever happened to that proud declaration of 1999?

David Butterworth

Government Statement on Northern

Transport Secretary Grant Shapps has announced that, from 1 March 2020, the government will take over running services on the Northern network. The government recognises that the rail network in the North has fallen far short of delivering the service passengers need and deserve. This comes after the Transport Secretary announced on 9 January that the Northern franchise was no longer financially sustainable and would only be able to continue for a small number of months.

Transport Secretary Grant Shapps said: This is a new beginning for Northern, but it is only a beginning. Northern's network is huge and complex and some of the things which are wrong are not going to be quick or easy to put right. But I am determined that Northern passengers see real and tangible improvements across the network as soon as possible. The railways were invented in the North. Last year the PM promised that we would give the railway back to the places it was born, giving more power over services, fares, and stations to local leaders. Today (29 January 2020) marks the first small step towards the north taking back control of its railways and its people taking back control of their travelling lives. There will be no more leaving behind. This government is committed to levelling-up. The government is committed to delivering real and tangible improvements across the network as quickly as possible, and will introduce a series of measures including;

- introducing a number of electric trains from elsewhere on the network, boosting capacity for commuters into Manchester and Leeds
- lengthening platforms at 30 stations by the spring, in addition to the 30 already completed, to allow longer trains to run
- all existing trains will be deep-cleaned and the approach to cleaning reviewed to ensure passengers experience the service they deserve from the first train to the last
- we will build on the recent agreement with ASLEF and improve the reliability of Sunday services

The government also recognises the scale of the challenge ahead. The Northern network is huge and complex, serving over 108 million passenger journeys a year on 2800 daily services, calling at 528 stations. To ensure a new vision for the railway is put in place the Transport Secretary has asked Robin Gisby and Richard George, who lead the public-sector operator, to prepare a plan in their first 100 days. This will be a top to bottom review of everything from operational management, to rostering patterns and, most critically, customer experience, to make sure we leave no stone unturned in improving this franchise for passengers. It will also include setting up a cross-industry task force to deliver recommendations for improving capacity and performance.

Many of Northern's problems are infrastructure-related. The Transport Secretary has instructed the leadership of the public-sector operator to sit down with Network Rail and build a comprehensive new masterplan to review congestion around Manchester. Continuing to assess the Castlefield Corridor, as well as key junctions and interactions across the wider network to develop a series of interventions which will actually deliver the improvements required. Further interventions around Leeds will also be considered.

The government is also reiterating that today's decision in no way reflects on the staff of Northern. They are dedicated, hard-working and committed to their customers. The government wants to provide reassurance that this decision will not affect jobs or introduce changes to fares or tickets for passengers.

ON THE LINE*Brian Haworth*

The New Year saw CI 142s continue to be employed on RV services in the company of other classes but, on a more positive note, class 158s started to appear on the route.

The Avonmouth cement traffic had declined with cement now being procured from a different location. One service per week continues to run to Avonmouth using the older four wheeled wagons. A gypsum service has started to run north as required, usually about once a week. The following locos have been noted on the Avonmouth cement workings:

66771 3,4,6,7,8,9,10/1 66789 10/2.

Noted on logs 70817 3,7/1 .70815 8,9,10/1 .70801 11/1 .70806 14/1. 70808 20/1. 70806 21/1. 70808 21,22/1. 70815 23,24,27/1. 70810 28/1. 70815 29/1.70801 5,6,7/2.

Noted on gypsum 66785 9,10/1. 66786 16,17/1 .66733 24/1. 66775 30 ,31/1. 66774 7/2.

Noted on engineers' 66305 3,6/1 .66422 8,9,10. 13/1. 66430/66432. 14/1. 66301 15,16/1. 66430 17/1. 66430/66104 20/1.66303 21 ,22/1. 66122 24,27,28/1. 66122 28/1.66434 29,30,31/1 3,5/2. 66122 6,7/2.

Other notable movements: 66099/66301 on an engineers' working 17/1. 66740 engineers' working 20/1. 70806 0Z70 Carlisle /Nottingham 23/1. 47746 1Z69 25/1. 37409/37424 1Q83 Network Rail track measurement train 31/1. 66738 6S94 silver bullets Wembley /Irvine 5/2..

The ban on class 142 working services solo has resulted the following combinations being noted. 156471/142078 . 142090/158908. 142055/150145. 142004/150225. The introduction of class 158s to RV services is welcomed, in particular the re-vamped versions which are excellent.

Changes at Hellifield Station Café*Marjorie Birch*

A chance conversation between Steve Goodall the owner of Hellifield station cafe has led to an engineer and a former police officer moving into an entirely different career. Stuart and Gayle Dean who had only popped into the station cafe for some quick refreshment were told, by Steve, that they would probably be the last customers as he was due to retire that day. Within a few days, and several phone calls, the Deans had agreed to take over the cafe Stuart said: "We spent about a fortnight giving the place a bit of a spruce up with the help of both families and opened in late September." The cafe is now known as **Shed24H**, after an old engine shed there. Since opening the couple have been surprised by how busy the café has been. On Steam Train days additional parking has been made available and the enthusiasts flock to the café. It is also a stopping off point for cycling and walking groups.

As well as the café a Railway Heritage room has been opened with some items available to purchase and an additional room being available for meetings. There is a link with Ribble Valley Rail as Stuart is the son of David and Pamela Dean who for many years were actively involved at Whalley Station with the planting and maintenance of plants. On the day that I was at Hellifield David was weeding the platform and Pamela helping in the café.

We wish them well in this new venture.



Above: On the long goodbye. On a frosty, foggy January morning an unidentified CI 142 unit leaves Langho for Manchester Victoria. Like them or loathe them, they have been truly remarkable “stop-gap” vehicles. What road vehicle, built for a 10-yr life, could have lasted 30+ years and done over 3 million miles?

Below left: An ex-LYR Whalley luggage trolley “on holiday” at Hellfield Stn.

Below right: CITF Control Room with Sue and a male colleague ready to serve the customers on 9 March 2015. Now closed! What a waste of a well-appreciated facility.



All photos on this page: Brian Haworth

RVR ANNUAL GENERAL MEETING

The 34th Annual General Meeting of Ribble Valley Rail will be held in the
Trinity Church Hall, Parson Lane, Clitheroe
on Saturday 21st March 2020

commencing at 2.00 pm

Refreshments will be available from 1.30 pm

AGENDA

1. Apologies for absence
2. Minutes of the Annual General Meeting held 6th April 2019
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 (Frinds of Stations etc)
8. Election of Officers and Committee
9. Any other business
10. Date and venue of the 35th Annual General Meeting 2021

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 may 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

**Minutes of the Annual General Meeting of Ribble Valley Rail
held on Saturday 6th April 2019
at Trinity Church Hall, Parson Lane, Clitheroe at 2.00pm**

Present: P Eastham, DJ Butterworth, J Moore, G Dudley, P White, I Tingle, GH Wilson, PM Corlett, WA Briggs, NB Kirby, B Harrison, K Harrison, JA Cox, A Bowles, S Bowles
David Butterworth read the fire regulations to the assembled company.

1. Apologies for absence were received from M Birch, D Lewis, K Roberts, B Haworth

2. Minutes of the previous AGM were read and accepted – proposed by DJ Butterworth and seconded by WA Briggs. All in favour

3. Matters arising - none

4. Chair's report

First of all I must apologise for not being at our AGM this afternoon, unfortunately I am smothered in a cold and having problems with my throat.

2019 is an important year for RVR as we celebrate the 25th anniversary of the reopening of the line from Blackburn to Clitheroe for regular passenger traffic. There have been many improvements over the years both with the infrastructure and also with the ambience of our stations. We have seen the installation of continuous welded track together with signaling improvements. The introduction of the Todmorden Curve service provided an alternative route to Manchester during the period of the engineering works at Bolton. The same year saw the development of the Darwen Loop, which facilitated the new half hourly service from Blackburn to Manchester and may well provide an opportunity to look at ways to improve journey times between Clitheroe and Manchester and to seek a half hourly service (from Clitheroe. With the opening of the new diesel depot at Blackburn in 2018 units can now be stabled locally. This should assist in our ongoing aim to have the 23-10-xx Manchester to come through to Clitheroe. Connectivity at Blackburn has improved as the new 25 past departures from Clitheroe as proved

We've had many happy events along the way, our Saturday shopper trains, Santa Services and Annual Dinners all raised the profile of RVR.

We celebrated the 10th Anniversary of the reopening of the line in 2004 with a trip to Carlisle and a lovely lunch at the Lakes Court Hotel and in 2011 celebrated the 25th Anniversary of Ribble Valley Rail, which again included a meal in Carlisle and a visit to the Keighley Worth Valley Railway. Over the past 25 years we've experienced sadness too with the loss of Bob Greenwood, Ron Birch, Peter Moore and Keith Lakeland.

At two of our stations, Whalley and Langho, our Friends groups are now involved with the •eIn Bloom•h groups in the village which provides additional support and opportunities. We have been fortunate to receive financial support from Langho and Whalley Parish Councils for our plants. Wilshire and Ramsgreave very generously supply and plant the bedding plants at hat station. Successful bids from Northern•fs Station Adoption Fund covered the cost of plants and compost at Clitheroe and Whalley and a tool bench at Whalley.

During 2017-18 all our stations were refurbished and recently we have seen the installation on Ticket Vending Machines. As they have been placed in the shelters a new cantilever shelter will be installed at Clitheroe.

A constant throughout has been our Friends of Station established in 1994 and still very much an essential part of RVR. Without these volunteers and their unstinting commitment we would not have the stations that we see today. We have created attractive, safe environments for our travelling public and should be very proud of that achievement.

Thank you to everyone involved in RVR, whatever your role and lets look forward to a future without pacers.

Marjorie Birch

5. Treasurer's report and adoption of accounts

The statement of Income and Expenditure was distributed, showing an income of £1027.50 and an expenditure of £2508.80 with total account balances at 31st January 2019 of £4882.35. The sources of income and reasons for expenditure were explained. Acceptance proposed by WA Briggs and seconded by G Dudley. All in favour.

Thank you to Nigel for continuing to maintain the RVR website.

PE – Whalley Parish Council year end now January wef 2018 so we missed out on a grant that year. Grant received from Billington & Langho.

Need a discussion regarding the future of RVRNews, including it's appeal and financial cost, with those who produce it – either at RVR meeting or Accrington.

DJB – we need a fresh look at the Aims and Objectives.

6. Membership secretary's report

Since the 2018 AGM RVR has recorded 2 deaths (Keith Lakeland and Mrs Edna Wrench), 1 re-joining member, but again 0 new members.

62 memberships were due for renewal at 31 January 2019. So far, 13 have not renewed.

As usual, a small number of the previous year's defaulters paid late

RVR currently has: 137 paid-up subscribing members and 4 Honorary Life Members.

9 of those members (including one member in Thailand and a family in France) receive RVRNews via e-mail, as do a number of rail industry, press, other User Gps, and local authority people.

Normally, about 50 copies of each issue of RVRNews are hand-delivered so saving over £100 per annum but, with continued increases in postage and the printing costs now being borne solely by RVR, the subscriptions had to be increased slightly.

The rates from 1st April 2018 being:

Individual Annual: £7.50 3-year: £18

Family/Corporate Annual £11 3-year: £25

I wonder if the subscription rates will remain the same for the next 15 years?

Members should note that the total cost of having to post out reminders separately from the Autumn edition of RVRNews means a loss to RVR of over 10% of an Individual Member's current Annual Subscription.

Once again, I'd like to thank all those members who have renewed, particularly those who

renewed before 31st January, for their continuing support. Both the Treasurer and I would like to thank all those members who included a donation with their subs renewals. Probably as a consequence of the increased subscription rates, only 35% of the recent renewals included a donation, as opposed to over 50% last time.

Back in 2015 there had been some moans and groans from Members who had left their Renewal Forms &/or Membership Cards in the RVRNews envelope. The outside of the envelope is now stamped in RED when a Renewal Form is included and GREEN when the Membership Card is included. This seems to have had the desired effect.

When I took over as Memb Sec in Nov 1988 RVR had 101 subscribing members. Of those 101, 20 are still members and a further 4 memberships have been taken over by nearest & dearest.

1988 and 1989 saw a massive boost in membership due to the closure threat to the S&C. After we got the Saturday Shopper in 1990 a number of carrots were dangled by various people and bodies and the membership rose again to a peak of around 250 in 1994. In 2001 we had a bolster to the now declining numbers when the whole of the Bolton & Blackburn RUG joined RVR. Over the years the Santa Services contributed a steady trickle of new members (and additional income from the raffle). New membership has been in decline since 2009 when we had 13 new members, followed by 7 in 2010, a total of 7 between 2011 and 2013, 3 per annum 2014-16, and no new members in 2017 or 2018. I think it's time for a recruitment drive similar to 1991 which brought in at least a dozen new members. If, this year, each of us recruits just one new member we double the membership. Increased membership should equate to greater influence for RVR.

WA Briggs

7. Friends of Stations

Clitheroe: Gordon Wilson reported

Over the last 12 months we have had broken palings repaired, stones replaced, 2 dangerous manhole covers replaced and the removal of the gutters in the underpass. Alan Scholfield had contacted RVBC several times. We were concerned that dangerous substances and possibly needles had been deposited there. One of the supports had come away from the wall and we regarded it as a Health and Safety issue. Network Rail have cleared the area towards Primrose Bridge, but conductors still rely on reflections. A repeater signal could have solved this problem 25 years ago. The white ballast bags on the former grass area have gone at last. RVBC/LCC spent a couple of days clearing all vegetation from the bus station and removing a couple of overhanging branches at the station.

ISS are continuing to keep the station clean and replacing rubbish bags 3 times per week. A ticket machine is now installed in the shelter on P1. It only issues Day Tickets and is a card only facility. If you wish to pay cash it asks you to get a 'Promise to pay' ticket. This last year I plated NonStops and Marigolds which gave a splendid show and lasted for 19 weeks, much admired by the passengers.

Dalesrail was a write off, closely followed by the Rambler service. When bus replacements are announced they rarely turn up. If they do, the drivers are not usually familiar with the area. Many thanks to Ian for his help throughout the year, and to his son James who manhandled the compost bags for me. Finally, my other helper Colin was taken ill in early Summer and after a spell in hospital was placed in a care home in Low Moor.

DJB is trying to get Northern to take notice that trains standing in the station in Winter have all their doors open letting any heat out.

Whalley: Paul White reported

The planting and bunting was red white and blue for Armistice. Whalley in Bloom expenses had been agreed with MB. Trees have been cut down to let in the light. CCTV poles are ready for the cameras. Platform 1 edges were crumbling and reported as a Health and Safety issue. They were replaced quite quickly. A water butt is to be put in at the accountants for easy access.

Langho: Peter Eastham reported

Our thanks are due to Mary Eglin, who, over several years, has tended the plants in the platform planters at Langho to produce attractive displays. Not only this, but she has obtained some plants at nil or low cost from a local garden centre, where she also helped out, thus making a saving for our limited finances. Another year of work by the Langho in Bloom volunteers has continued to improve the appearance of the station approach. Their regular attendance also involves sweeping the platform steps and they should be congratulated on their awards in the Britain-in-Bloom national competition last year - well deserved. The new stainless steel shelters are standing up well to use and have suffered no damage other than an occasional smearing with take-away food. This has now stopped as the adjacent takeaway has now been closed for several months. The station is now equipped with electronic train information displays, which unfortunately, especially on Platform 2 only work intermittently, apparently due to problems receiving the necessary digital signal. A new ticket machine has also been installed in the shelter on Platform 1 allowing tickets to be purchased using credit or debit cards. Passengers wishing to pay with cash are required to take a "promise-to-pay" ticket to show to the train conductor or at their destination to show their station of origin and allow the due payment. Unfortunately, at present, passengers using platform 2 towards Clitheroe do not have this provision so, presumably, are expected to climb the steps to platform 1, purchase or obtain a ticket, walk back down the platform, return down the steps, walk under the underpass, and then climb the steps to platform 2. Not doing this risks payment of a substantial fine. The contractors responsible for maintenance and cleaning are doing a good job and litter bags are emptied regularly. Issues at the station are the ivy on the platform 1 fence which requires regular trimming and unfortunately there is no access to the rear of the fence to permit its eradication. The fence itself has now been in place for over 25 years and is beginning to crumble. Some palings are now supported by their many coats of paint, but the wood inside has rotted away. Thanks as always to Billington and Langho Parish Council for their annual grant towards plants and gardening maintenance expenses

Ramsgreave & Wilpshire:

Our great gratitude must go to founder-member and Committee member Ken Roberts who has been the sole Friend of Ramsgreave & Wilpshire station since the day the line reopened. Now after 25 years he is standing down. I remember assisting Ken at the station even before the passenger service began in 1994. The contractors had already left the completed new station. The lighting cable for the shelter on platform 1 had been laid over some rocky ground on the adjacent banking and covered over by a layer of soil and rubble. This made the banking even steeper so that when it rained a mixture of soil and stones washed on to the platform also exposing the cable. The first job was to build a low retaining wall using broken

flagstones to remedy the problem. I am pleased to say this is still in position and still doing its job. R&W has always suffered the most anti-social behaviour of any of our stations, due largely to its secluded position in a cutting. Ken visited several days per week and was faced with vandalism, graffiti, and the results of drug and alcohol consumption. This he cleaned up, and he even repaired the shelter, sometimes taking the broken or removed sections of the shelters to Blackburn station for the attention of the maintenance contractors based there. Revellers from the adjacent Bull's Head pub, moving on to continue drinking in Clitheroe for the evening would leave their bottles and glasses on the station. A Sunday morning ritual was for Ken to collect these items and deposit them back in the pub doorway for reuse. The pub has now closed and been converted into a Co-Op supermarket which has solved these problems. With no pub there are now few bottles and glasses left at the station and the drug-dealing and use seem to have moved into the Co-Op car park which is quiet and dark at night and has better access for cars than the small restricted station car park. Ken often had considerable assistance from the British Transport Police in dealing with the anti-social behaviour. For a period, the local constable would call at Ken's house to exchange information and report and have a cup of tea (I don't know what his neighbours thought !)

When a police superintendent told us at a Committee meeting that RV stations had to be a low priority for their patrols, and that their resources had to be used at the stations with the highest number of reported incidents, Ken subsequently reported every one of the many then occurring at Ramsgreave and almost got to the top of the chart in the division, almost equal with Liverpool Lime Street and Blackpool North, and thus achieved many more frequent visits from the police at the station.

Perhaps 90 is a suitable age to retire from active duty, but Ken hopes to remain as a Committee member and has the necessary transport to attend meetings. He has always been generous in allowing the free use by RVR of his nationally award-winning historical photographs of our line. Even the March 2019 edition of the prominent national Steam Railway magazine has no less than six pages devoted to Ken's photographs including the main centre-spread. Thanks also to Craig Ward, Chairman of Wilpshire Parish Council. As with the other Ribble Valley Councils, it kindly provides grants for the station planting, but in this case their Chairman does the planting and on-going maintenance himself. Recently funding for improved accessibility at some stations has been announced. Our Clitheroe and East Lancashire lines Community Rail Partnership is nominating Ramsgreave and Wilpshire for an award to improve its accessibility by opening up the approaches by removing overgrown trees and vegetation thus making it more safe and appealing to passengers in its secluded situation.

There is thus a vacancy at Ramsgreave & Wilpshire for a Friend of Stations volunteer, -until one is found Alan Scholfield (Whalley) and myself (Langho) have been attending from time to time.

DJB - platform extensions are in the pipeline to accommodate 4 coach trains in safety. Penalty fares do not apply if boarding from a platform without a ticket machine or one that is not working.

Blackburn: *Brian Haworth*

Northern apprentices are looking at making the station dementia friendly Í-#Í- including signage with symbols.

Waiting room doors on platform 2 still not working.

Darwen: Graham Dudley reported

Weekly visits, usually between 11.15 and 11.45am Monday to Friday. Station generally clean and tidy with no evidence of vandalism or graffiti. Plastic litter bags always in place at all points and being used. New ticket machines (card only) on both platforms are now used regularly since introduction of ticket barriers at Blackburn. Public address system has not been a problem. Passenger information screens have become very unreliable since the beginning of March. This has been reported directly through train staff. The screen on the stairs to the Blackburn platform is still out of order (18 mths) and now shows a default message. This was working again by today 6th April.

All station and platform shelter lights have been off during daytime visits. No information is available for evenings and early mornings. Windows on shelters were cleaned thoroughly by contractors in January. TT holders are available on each platform but that on the Bolton platform has lost its protective lid due to wear and tear. Because of this the only holder on the Blackburn platform is now replenished. All briars, trailing foliage and weeds were cut back in November. Cuttings were left on the platform and later removed by a third party. Also during November all larger shrubs and foliage were cut back which left the station looking well cared for. Bulbs planted in the larger planters by RVR members are now beginning to bloom. Evergreen planters attached to platform benches are in good condition and require no attention.

In summary, no significant problems with station being treated with respect by users even after heavy football traffic and holiday periods. The current problem with CIS will be monitored.

Entwistle: G Dudley

In good condition. One poster case contains out of date poster.

8. Election of officers and committee

The following nominations were received:

Chairman: M Birch

Secretary: P Eastham

Treasurer: D J Butterworth

All proposed by Tony Cox and seconded by Joan Moore

Committee nominations:

Alan Bowles, Bill Briggs, Pam Corlett, G Dudley, Nigel Kirby, Joan Moore, Ken Roberts, Alan Scholfield, Ian Tingle, Paul White, Gordon Wilson.

It was stipulated that committee members must be willing to be involved in various sub-groups.

Proposed by Brian Harrison and seconded by Tony Cox. All elected unopposed.

10. Any Other Business

P Eastham – at recent COMREG meeting it was mentioned that any defects should be reported to ISS by email

Richard Watts was instrumental in advertising for people to form RVR in 1983. The inaugural

meeting took place at the Swan and Royal. The S&C and RV lines were relieved from closure. Richard retired from LCC on 29th March, but remains with CR Lancs. Send letter of congratulations on his retirement.

Alan Bowles gave a vote of thanks to the committee.

The date and venue of the 34th AGM will be published in RVR News.

The meeting closed at 3.35pm

M Birch
Chairman

P M Corlett
Minutes Secretary
14 April 2019

Performance figures

Ian Tingle

Four week period from Monday 4th November to Sunday 1st December.

63 full or part cancellations in the period, of which 16 were terminated/restarted at Blackburn and 1 at Bolton. Reasons:- 32 planned cancellations by the operator, 6 due to issues with train crew, 8 unit traction problems, 6 due to late starts or delays at Rochdale or Manchester Victoria, 4 due to a freight train blocking Langho bank, 3 due to a points failure, 2 due to problems at Newton Heath depot., 1 due to flooding, 1 due to a bridge strike. Flooding on Calder Valley Line had an impact.

Five week period from Monday 2nd December 2019 to Sunday 5th January 2020

105 full or part cancellations in the period, of which 31 were terminated/restarted at Blackburn. Reasons: - 54 due to a decision by the Operator, 18 due to issues with the train crew, 11 due to power failure to signalling (Daisyfield to Clitheroe) 8 due to late running between Rochdale & Manchester Victoria, 2 due to power supply problems at Manchester Victoria, 2 due to a security alert at Manchester Victoria, 2 due to problems at the depot, 2 due to unit traction problems, 1 due to unit safety system problems, 1 due to unit brake problems, 2 due to trespass, 1 due to a fatality, 1 due to a rail defect. We now have 158s operating on the Ribble Valley Line.

Four week period from Monday 6th January 2020 to Sunday 2nd February 2020

27 full and part cancellations in the period including 16 terminated and restarted at Blackburn and 1 at Bolton. Reasons:- 10 due to issues with the train crew, 2 due to a decision by the operator, 5 due to late running/delays in the Manchester Victoria area, 3 due to a track circuit failure (between Darwen and Bromley Cross), 1 due to a points failure, 1 due to a problem with the electrified line (between Manchester and Bolton), 2 due to unit safety system problems, 2 due to unit traction problems, 1 due to a problem at Newton Heath Depot. This period has shown an improvement in performance on the line let us hope that it continues.

FORTHCOMING EVENTS & DIARY DATES 2020

Tues 4 Feb	RVR Meeting, New Inn, Clitheroe	14.30
Tues 3 Mar	RVR Meeting, New Inn, Clitheroe	14.30
Sat 21 Mar	RVRAGM, Trinity Methodist Church, Parson Lane, Clitheroe	13.30 for 14.00
Tues 7 Apr	RVR Meeting, New Inn, Clitheroe	19.30
Tues 5 May	RVR Meeting, New Inn, Clitheroe	19.30
Mon 2 Jun	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,	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
RVRNews Compiler	
RVR Membership Sec: Bill Briggs	01254 854474
55 Bank Head Lane, Hoghton, PRESTON, PR5 0AB	e-mail bill.rvrnews@gmail.com
FoR&WS: Peter Eastham	01254 240830
FoLS: Brian Haworth (FoS Co-ordinator)	01254 247844
FoWS: Alan Scholfield	01254 823140
FoCS: Gordon Wilson	01200 426214
BT Police: Railwatch Freephone	0800 40 50 40
Network Rail National Helpline	08457 11 41 41
Network Rail NWPress Office, Square One, 4 Travis Street, Manchester, M1 2NY	0161 880 3142
Clitheroe Integrated Transport Facility Control Room	01200 429832
Northern Rail customer helpline	0845 600 1159
Train running information	0870 602 3322
RVR website:	www.ribblevalleyrail.co.uk
Community Rail Partnership Website:	www.communityraillancashire.co.uk

RVRNews copy dates

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N.B. Views expressed in RVRNews, ascribed or otherwise, are to be taken as those of the writer and may not represent either the views or policy of Ribble Valley Rail itself, unless otherwise specified.



THEN New wire caged luggage trolleys sit alongside an old LYR wooden trolley in the undercroft at Blackburn station in the mid 1970s. An early example of a floor scrubber stands in front of period poster boards. The recently-lagged steam pipes which carried the heat around the station supplied from the adjacent boiler house can be clearly seen.

NOW The 2019 picture (below) sadly shows how this part of the station is deteriorating. The plaster is dropping from the walls and a general air of decay and neglect prevails.

Photos: Upper: Unknown. Lower: Brian Haworth

