

## Gisburn Station and Tunnel

*by Brian Haworth & Nigel Kirby*

Gisburn Station was built as part of the Chatburn to Hellifield extension, the tender for which was awarded to John Barnes on 12<sup>th</sup> November 1873. Unfortunately Barnes did not complete the works, resigning from the contract on 28<sup>th</sup> March 1877. T J Waller took over the work, and ran it until completion in 1879.

A covered tunnel 156 yards long was built to hide the railway from a local landowner, who insisted on castellated ornamental turrets being included as part of the tunnel portals.

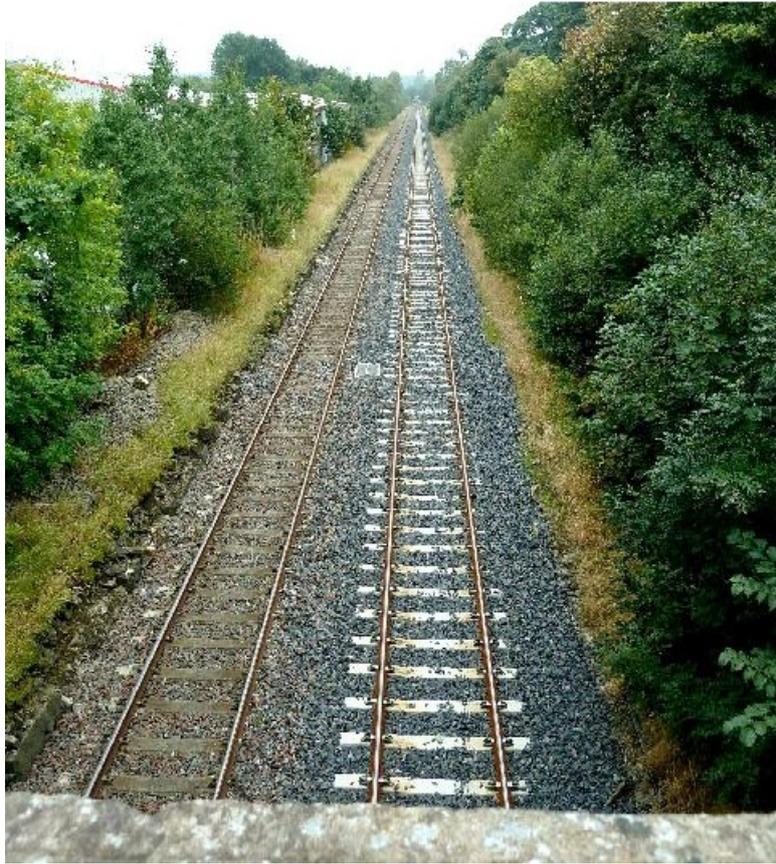
On completion, the line was inspected prior to opening but initially was only allowed to be used as far as Newsholme. As it turned out, the railway opened as far as Gisburn, which for a short time became the terminus of the line.

Once the Midland railway opened their new station at Hellifield, the extension beyond Gisburn through to Hellifield opened on 1<sup>st</sup> June 1879. Gisburn developed rapidly as a goods station with the adjacent cattle market becoming a heavy user of the railway. By 1901 the station catered for passenger, goods, livestock and horse boxes. The decent size goods yard also contained a five-ton crane. The station closed to passenger traffic on 10<sup>th</sup> September 1962.

The old station site has been obliterated, and the only reminder of its past glory is the Station Master's House, perched above the site of the station, adjacent to the road.



The privately-owned signal box at Gisburn still stands but, having viewed it from the Ribble Valley Rambler services, its condition appears to be deteriorating



View of Gisburn station site in September 2014.  
This is taken from the road over-bridge looking towards Chatburn, and the station's platforms were immediately below the road bridge



An early postcard of Gisburn station. The station master's house can be seen towards the left and remains standing

