Explore the Ribble Valley Line

Discover how the railway changed the face of the Ribble Valley
Contents

2  Introduction
3  Explore the Ribble Valley Line – DVD Script
11  Glossary - those difficult bits explained
17  Those questions answered
19  Resource Centre – Books

Web Links

20  Line map – Ribble Valley Line
21  Timeline

Acknowledgements

A lot of people have contributed to the production of this DVD in a number of special ways. The Clitheroe Line Community Rail Partnership would like to specially thank Northern Rail for permission to film on its trains and stations; Network Rail for arranging at very short notice access to Horrocksford Signal Box; Simon Clarke, Brian Haworth, Ken Roberts, Peter Eastham and Richard Kirkby for use of their photographs; Nigel Kirby for designing the Ribble Valley Map; Apple Video for their forbearance as this project took off and went in directions never thought of when it started and Source Creative for all their inspiration for the design of the DVD folder and teachers guide. We are of course especially indebted to Daisyfield School for all their help and encouragement in developing this DVD – it would not have happened without them. Finally we thank Brian the Bull and promise to look out for him as we travel along the line.

This project has been partly funded by the Designated Line Community Rail Development Fund provided by the DfT, Network Rail and ACoRP.
Welcome to this DVD pack ‘Explore the Ribble Valley Line’. The DVD uses a train journey between Blackburn and Clitheroe to explore a number of topics that form part of the key stage 2 National Curriculum. It has been produced by the Clitheroe Line Community Rail Partnership.

It is very likely that you are not a railway specialist or enthusiast but will want your class to make the best use of this DVD and supporting materials. This pack has, therefore, been designed to provide you with some of the background information you will need to understand the DVD along with suggestions for follow up class work and fieldtrips. Included with this pack is the full text used in the DVD, a glossary of the technical terms used, a line map, a timeline to place the development of the Ribble Valley Line in its historical context and a selection of illustrations. It is anticipated that these could be used to stimulate creative activities with the class such as group discussion, a starting point for individual or group research or an introduction to structures and their construction. The CLCRP would like to view any creative work your pupils produce.

The key themes covered in the DVD include:

**History:** the railway helped transform the economic and social life of the Ribble Valley but has itself changed a lot since it opened over a 160 years ago. The DVD uses a variety of techniques such as then and now photographs and questions to bring out some of these changes. Themes covered include continuity & change, similarity & difference, social history and famous people with links to Blackburn and the Ribble Valley.

**Structures:** the railway has left its mark on the Ribble Valley with a wide variety of structures that are used to cross over river valleys and to get through some of the bigger hills. The DVD describes some of the structures used such as Whalley Viaduct and Wilpshire Tunnel. It also describes some of the changes that have taken place since the nineteenth century in construction techniques and materials used.

**Geography:** The DVD travels from the urban centre of Blackburn through the rural Ribble Valley to the market town of Clitheroe. It shows some of the better known local geographic landmarks such as Pendle Hill and Longridge Fell. It also shows how the railway altered the landscape.

We hope you enjoy the DVD but more importantly that you will want to travel on the Ribble Valley line to experience it at first hand. To find out more contact:

**Brian Haworth**, Community Rail Development Officer, Lancashire County Council on 01772 533196 or brian.haworth@lancashire.gov.uk

**Simon Clarke**, Community Rail Development Officer, Lancashire County Council on 01772 530144 or simon.clarke@lancashire.gov.uk

Brian and Simon will also be pleased to visit your school and talk to your pupils. With a selection of railway artefacts they can help bring alive some of the themes mentioned in the DVD. We hope you enjoy the DVD and look forward to hearing from you.

If you have any comments or suggestions on the contents of the DVD and the pack or would like to share with the Partnership how you have used it please contact:

**Richard Watts**, Community Rail Partnership Secretary, on 01772 534582 or richard.watts@lancashire.gov.uk.
Introduction

Hello! My name is Brian the Bull, and I am fascinated by all the trains that pass by my field everyday. Watch out for me as I talk you through and ask you questions about your journey.

The line between Blackburn and Clitheroe was once part of a grand rail scheme to link Manchester with Scotland. Today the line is known locally as the Ribble Valley Line and we shall join one of Northern Rail’s sprinter diesel trains to take us from the Cathedral town of Blackburn to the Market Town of Clitheroe a distance of about 10 miles. The train will call at three stations along the line at Ramsgreave & Wilpshire, Langho and Whalley. As we travel along the line we will explore railway history, examine railway buildings and look at the countryside the line passes through.

The railway line from Blackburn to Clitheroe was opened in June 1848, over 160 years ago, and the Ribble Valley had now joined the Railway Age. There were many parties along the line to celebrate this especially in Whalley. Railways brought with them many changes and were an important part of forming the world in which we live today.

When the line opened it became the main way to transport people and goods. Over the years this has changed and today the line is mainly used by passenger trains operated by Northern Rail.

Maps and Elevation Sections

Railways like roads are not flat. The engineers who built the line had a series of challenges to face and overcome. Look at the GRADIENTS on the line and see how the line climbs up to the highest point at Wilpshire. This can cause problems for train drivers especially during autumn and on wet days. Did you know that trains can get FLAT TYRES?
Blackburn Station

Blackburn is the starting point of our journey. The station has seen many changes and the buildings we enter were built in the 1840’s. This is a **LISTED BUILDING** and has been **REFURBISHED** several times. Look at the **LANCASHIRE & YORKSHIRE RAILWAY** clock mounted high on the building overlooking the bus station with its carved emblems and **COAT OF ARMS** of the Lancashire & Yorkshire Railway Company. Also look at the canopy that is supported by cast iron columns and the very tall chimneys, can you think of any reason why the chimneys were made so tall?

As we enter the building we can see that it has been **MODERNISED**. The electronic screens tell us about the trains stopping at the station and we can use it to find out about our train to Clitheroe today. It’s good news the train is on time!!

As we move onto the platforms we can see a piece of modern artwork on platform 4. This shows famous people connected with the town such as **BARBARA CASTLE** and **MAHATMA GHANDI**. What do you know about these people and what are their links to Blackburn? Take a look and see who else you can spot.

Stations may seem quiet places but beware trains can approach very quickly such as this goods train on its way to Lindsey Oil Refinery. The train is made up of tank wagons that carry **BITUMEN** from the oil refinery to Preston. Remember to always keep well back from the edge of the platform!

Here comes our train to Clitheroe. It has started its journey in Manchester where trains depart at least every hour for Clitheroe 7 days a week. Watch it as it passes under the new **WAINWRIGHT’S BRIDGE**. Do you know who **ALFRED WAINWRIGHT** was and his connection with Blackburn?

Stations may seem large and confusing places but there are many signs to help you find your way around. Before getting on the train we need to buy a ticket from the **BOOKING OFFICE**. Do you know what other facilities there are at Blackburn station?

Blackburn station was once much bigger as these early pictures show.
The Journey

Our train has to wait for a **YELLOW OR GREEN SIGNAL** before it can set off. On departure it quickly enters **BLACKBURN TUNNEL** which is 435 yards long.

As the trains leaves the tunnel you will see on the right hand side the **DAISYFIELD FLOUR MILL**. This Mill was built in the 1870’s and is close to the **LEEDS LIVERPOOL CANAL**. Can you think of any reasons why it was built close to the canal? It was closed in 1964 and has now been converted into offices one of which is used by Granada TV Studios. With the coming of the railway the mill built its own **PRIVATE SIDING** and even had its own engine called Appleby, named after one of the former owners of the mill, and an **ENGINE SHED**, which we can still see today.

**Daisyfield (a former station)**

At Daisyfield Junction we leave the main line to Leeds and Colne which goes off on our right. The train quickly passes through the closed station at Daisyfield where it is possible to see the remains of the platforms once used by passengers. We soon come to Daisyfield **SIGNAL BOX** that was built by the Lancashire and Yorkshire Railway. The signal box controls the level crossing where Moss Street crosses the railway. Today this is a quiet road but in the past it led to many mills and behind the signal box was a large **GOODS YARD**. This area is now home to the Territorial Army.

The old picture of the station shows the signal box and station platforms. Look how many staff were employed here. What do you notice about the way the platform has been built?

**LEVEL CROSSINGS** are a safe way for railways to cross over roads. Here we see the crossing at Daisyfield where the signalman has to leave his box to open and close the crossing gates by hand at least twice an hour in all weathers!! There are very few level crossings operated in this way today. Take a look at the old style lamp on the crossing gate – why does the lamp show a red light?

We now pass Daisyfield Primary School as we approach Cob Wall **VIADUCT**. This is one of three viaducts we will cross on our journey.

Cob Wall Viaduct is an imposing structure consisting of 8 spans all made out of local stone. The viaduct carries the line over Whalley Old Road, Plane Tree Road and the River Blakewater. Look at the **TIE BARS** these are used to provide additional strength. Viaducts are not easy to build and the stones you can see sticking out were used to support wooden scaffolding when the viaduct was being built.
Leaving Cob Wall Viaduct we start the long climb to the highest point on the line at Wilpshire. We soon come to the recently built concrete road bridge that is covered in graffiti. Whoever was responsible for this risked their lives by TRESPASSING on the railway line.

We now pass under two wrought iron bridges with cast iron railings. The bridges were cast by Yates, a Blackburn company, whose FOUNDRY was close to Blackburn Tunnel. Can you think of a reason why cast iron was not the best material to use for bridge construction?

**Ramsgreave & Wilpshire**

We now enter Ramsgreave and Wilpshire Station. This is a new station and was opened in May 1994 replacing the older station further down the line that closed in 1962. Leaving the station we cross over another large engineering structure hardly visible from the train. This is a SKEW BRIDGE, which carries the line over Knowsley Road and Showley Brook. Why do you think this bridge is called a SKEW Bridge?

Look at the different materials used in the construction of this unusual bridge. The high retaining walls are there to support the embankments. The blue engineering bricks under the arch are very hard, and much stronger that the bricks used to build your houses.

We soon reach the old station originally called Wilpshire for Ribchester. Ribchester is a village about 5 miles away and is famous for its Roman remains. How do you think people from Ribchester got to the station when it opened? Well they walked or if they were lucky someone would give them a lift in a horse and cart. The old station building (ringed) still survives today in private ownership. The houses on the right are built on the site of the former GOODS YARD.

Very soon we enter Wilpshire CUTTING with its high sides and pass under Oliver’s Mount Bridge and then into Wilpshire Tunnel which is 325 yards long. Earth and stone taken from the tunnel was used to make the EMBANKMENTS that lead to Whalley Viaduct. Can you think of ways in which the railway builders called NAVVIES would have shifted all this earth and stone?

The line now curves into the Ribble Valley and there are fine views on a good day with Longridge Fell on our left and views up towards the Yorkshire Dales.
Langho

Our journey now takes us to the second station on the line at Langho. Note the unusual name for this village which is a shortened version of the old Celtic spelling Billangahoh. The area was once inhabited by a Brigantian Tribe known as the Billingas. Like many communities the railway changed Langho. Today the station has no staff but as the old picture shows there were once 5 people working here. Can you think what sort of jobs they did?

As the train leaves Langho it crosses Whalley New Road on a wrought iron bridge and the rivets which join the large pieces of iron together are clearly visible from the train. We now pass through Billington Cutting and under a number of bridges made mainly out of wood. These wooden bridges are used by farmers to link their fields together where they have been split when the railway was built.

You may hear the driver sounding his horn as we approach a foot crossing in Billington. Always be careful when using this sort of crossing as trains can be upon you sooner than you think.

Whalley Viaduct

Our train is now approaching Whalley Viaduct on the embankment made with earth and stone taken from Wilpshire Tunnel. Did you work out how the earth was transported to Whalley? The viaduct is 679 yards long, has 48 spans and is 70 feet above the River Calder. On the right hand side of the train you can see Whalley Abbey and the village and on the left there are views over Longworth Mill and towards Longridge Fell.

Cistercian monks settled in Whalley in 1296 and started to build the Abbey Church in 1330. Today Whalley Abbey provides a place where people can find peace and quiet. It is also used as a conference centre by the Diocese of Blackburn and tourists visit the ruins of the former Abbey used by the monks.

Back to the viaduct - over 7 million bricks and a lot of stone were used to build the viaduct. Look carefully at arches 23 and 25 which are close to the Gatehouse to Whalley Abbey. What do you notice about the way these arches have been built?
Whalley station

Immediately we leave the viaduct we come into Whalley Station. The old station goods and cattle yards, which were on our right, were used to transport produce and livestock from farms in the Ribble Valley to Manchester and other large towns. In those days young cattle had to endure a long journey from Ireland to be fattened up in the Ribble Valley. The railway really did open up new ways of doing things. The old station building is on our left and is now in private use.

We have briefly left the train and have a bird’s eye view of the railway from the top of Whalley Nab. Look how well the railway fits into the surrounding countryside and woodlands. The Lancashire and Yorkshire Railway once used to run special PICNIC TRAINS from Manchester to Whalley and Clitheroe so that families could get some fresh air and enjoy the countryside. What do you know of Manchester in the 19th century and can you think of why families might like a day out in the countryside?

Shortly after leaving Whalley we pass under the modern by-pass bridge made out of concrete and then come to a typical stone bridge found all along the line.

We now pass the site of the former branch line to Calderstones Hospital. During the First World War between 1914 and 1918 this was used by the army for soldiers wounded during the war. Today a small part of the hospital remains but a lot of the site has been turned into a modern housing estate.

We shortly pass under a PLASTIC BRIDGE. This is being tried out as an experiment and replaces an earlier wooden bridge. The bridge is made out of hexagonal shaped strengthened plastic. It is hoped that the new bridge will last a long time and need less maintenance.

We now arrive at the curved Primrose Viaduct, which carries the line over Standen Brook. The viaduct was originally constructed of seven stone arches and a large central timber span. Over 140 years ago the timber span was replaced with three stone arches.

Look at the holes in the stones. These are called LEWIS HOLES and were used by the stonemasons to lift heavy stones into place.
Clitheroe

Did you know that the original name for the town was Cliderhou which derives from the Scandinavian settlers in the area?

On the approach to Clitheroe we cross another type of **LEVEL CROSSING**. This is an automatic barriered level crossing. The signalman located in Horrocksford Signal Box, about a mile further down the line, operates the crossing. How do you think the signalman knows when to lower the crossing gates? The signalman can monitor the crossing using **CCTV**. This, however, will not tell him where the train is. As our train approaches the crossing it passes over a **TREADLE** and this rings in the signal box alerting the signalman that our train is now approaching the crossing. The signalman now checks using the **CCTV** to ensure that the crossing is clear of traffic and other obstructions and then he lowers the barriers.

On our left we pass under a bridge and can see the remains of a siding that once went into the Clitheroe **GAS WORKS**. The gas works have now been demolished and houses have been built over the site. We shall see a picture later on showing the site then and now. Do you know what the gas was used for in the 19th century and where it comes from today?

As we come into Clitheroe look out to the right and you will see the remains of Clitheroe Castle. This dates from 1186 when the Normans settled in the Ribble Valley. The castle **KEEP** is said to be the smallest in England. Today the castle and its grounds offer a place for enjoyment and to learn more about the history of the Ribble Valley.

Compare and contrast the old and new stations. Look at the water tower on the right. Do you know what it would have been used for?

The station is well looked after by volunteers and local schoolchildren designed the decorative and colourful welcome boards.

Clitheroe station has seen many changes since it opened. The former station building is now owned by Ribble Valley Borough Council and has been transformed into the ‘Platform Gallery’ the arts and craft centre for the town. Look at the bay window this was used by the **STATION MASTER** so that he could see what was happening on the station platforms.
The restoration of the former station can be seen to good effect from the front of the station. Note the decorative slate tiles and the restored chimneys on this building. Next to it is the new Clitheroe Interchange Booking and Information Office. This is not staffed by the railway company but by Lancashire County Council and forms part of an award winning INTEGRATED TRANSPORT project that also provided the town with a new bus station, cycle parking and a park and ride for car users - all next to the railway station.

Compare the old and new station fronts and look at how car styles have changed!!

Look how the massive gasometer towers over the old station buildings.

**Conclusion**

We are now at the end of our journey. The railway brought many changes to the villages along the line to Clitheroe. Just look at how Clitheroe itself changed – the new station was a focus for developments as everyone wanted a slice of the action!! The train really was for a time the fastest way to move goods and people – it beat walking, the horse and cart and the canal barge. The coming of the car and lorry however were to change things again but that really is another story.

**Outro**

I hope you have enjoyed your journey along the Ribble Valley Line today, and remember, give me a wave next time you pass my field on the train.
The DVD uses a number of technical, historic and geographic terms and these are explained below:

**BARBARA CASTLE**
Barbara Castle was the Member of Parliament for Blackburn between 1945 and 1979. In 1965 she was appointed Minister for Transport. Although not a car driver she was responsible for the introduction of seat belts and the breathalyser test that have done so much to improve road safety. In 1968 she also introduced the first government subsidies for socially necessary but unprofitable railway services as well as setting up the Passenger Transport Authorities and Executives in large urban areas such as Manchester and Liverpool who became responsible for the provision of public transport services in these areas. The DVD shows a portrait of Barbara Castle in the artwork on Blackburn’s platform 4.

**BLACKBURN TUNNEL**
Tunnels are used by railways to get through hills. Whilst it is possible for roads to go up hills, railways need to be as level as possible. Railway engineers tried to avoid having to bore a tunnel in order to save money but where it was not possible they looked to make the tunnel as short as possible. Tunnels created a lot of waste material that had to be taken away. Often the waste earth and stone was used to help build embankments and other structures at other points along the line. The DVD tells how the earth and stone from Wilpshire Tunnel was used in the building of the embankments leading up to Whalley Viaduct.

**CCTV**
CCTV stands for Closed Circuit Television and is used at many locations to try and prevent anti social behaviour or to provide a means for staff to see what is happening around them. CCTV is used at Blackburn, Ramsgreave & Wilpshire and Clitheroe stations along the Ribble Valley line. As we see in the DVD CCTV is also used by the signalman at Horrockesford Signal Box to view what is happening at Low Moor Level Crossing.

**COAT OF ARMS**
This is a heraldic term and many railway companies designed their own special coat of arms. The one used by the Lancashire & Yorkshire Railway Company includes the red rose of Lancashire and the white rose of Yorkshire along with the shields of the cities of York and Lancaster. It is easy to see the origins of this design. However, many coats of arms were not quite so simple and used more complex designs. Today it is still possible to see the L&Y coat of arms above the station building at Blackburn.

**CUTTINGS**
Railways used cuttings as a way to get through areas that would be too steep for trains to get over and as an alternative to tunnels.

**DAISYFIELD FLOUR MILL**
The Daisyfield Flour Mill was built in the 1870s and owned by Joseph Appleby and Sons from 1873 to 1903. Corn was brought to the Mill by barge along the Leeds Liverpool Canal and the flour made from it was likewise taken away using the canal.
However, the Mill decided that rail offered a faster means of transport and built its own PRIVATE SIDING. To move the goods wagons within the Mill the company bought its own engine, called Appleby (can you think why it was given this name?), and this was maintained in the ENGINE SHED that is still standing today. There were many changes to where flour came from and eventually the Mill was sold in 1967 to Graham and Brown, a wall paper manufacturer, for use as a warehouse and distribution centre. However, this has also come to an end and in 2001 the building was converted into the Daisyfield Business Centre and is partly used by Granada TV Studios.

EMBANKMENTS
Railways used embankments to keep the line as level as possible and these often appeared on the approaches to viaducts.

ENGINE SHED
This is a building that was constructed for housing railway locomotives. Initially this was for steam engines but as they were phased out diesel locomotives have also been housed in them. There are very few engine sheds in use on the railway today. The engine shed for Daisyfield Flour Mill can still be seen and is shown in the DVD.

FLAT TYRES
Trains can get flat tyres just like cars and bicycles!! If a train slips on a wet or greasy rail, sometimes caused by leaves falling onto the railway lines, this can damage the wheel and cause it to become flat. The train may need to be taken to a depot where the wheels have to be taken off and repaired.

FOUNDRY
This is the name given to a factory or mill where metal castings were produced. There were a number of foundries in Blackburn that made parts for the machinery used in the textile industry and also for bridges on the railways.

MAHATMA GANDHI
Mohandas Karamchand Gandhi (2 October 1869 to 30 January 1948) was a major political and spiritual leader of India and the Indian independence movement. He was the pioneer of Satyagraha – an idea that promoted mass civil but non violent disobedience. His campaign helped lead India to independence and has inspired movements of civil rights and freedom across the world. He is commonly known as Mahatma Gandhi.

Gandhi sailed to England in August 1931 to attend the second Round Table Conference on independence. There was no real will on the part of the British Government at this time to grant independence to India and efforts were made to undermine Gandhi’s claim to represent all his country – highlighting the growing divide between the Hindu and Muslim populations. No satisfactory conclusion was reached at the conference. During his time in England, Gandhi accepted an invitation sent by a Mr Corder Catchpool of Greenfield Mill, Darwen to visit the cotton mills and workers in Lancashire to see for himself the effects India’s boycott on cotton goods was having on the Lancashire workers.

Gandhi arrived at the now closed Spring Vale station which is south of Darwen station after eleven at night on Friday 26th September, having travelled on an express train from London. The crowd that awaited him at Darwen was several thousand strong but were disappointed to learn he had got off the train at Spring Vale. He got up at 6.30 the following morning and met groups of unemployed cotton workers as soon as he had had breakfast. Later that day he met the mayor (Councillor W Knowles) and representatives from Greenfield Mill, Darwen and from mills in Manchester.

It is this visit that is remembered through his portrait on the metal fence on platform 4 at Blackburn.
**GAS WORKS**

This is a place where town gas was made using coal brought in by train along the Ribble Valley line. If the gas was not required immediately it would be stored in a big round tower known as a gasometer – like the one we see in the DVD at Clitheroe behind the railway station. Gas was used for many purposes such as heating, cooking and lighting. Gas was an important way to improve the lighting in buildings until electricity came and was a vast improvement on candles!! Today we use natural gas piped in from off shore rigs located in the Irish Sea or from countries such as Russia who use long pipe lines to export gas to Europe. Today the gasometer at Clitheroe has been demolished and the site has been developed for housing.

**GOODS YARD**

Most railway stations used to have a goods yard. As railways were for a time the main way to move goods around the country it was necessary to have points where the local farmers, coal merchants, manufacturers etc could receive or send goods. This meant that goods yards were needed at frequent intervals and the reason most stations had one. All the stations we pass through on the Ribble Valley line had a goods yard with the exception of the new Ramsgreave & Wilpshire station. Blackburn station had several goods yards one of which survives today and is used by Gilbratitths.

**GRADIENT**

This is where a railway line has to cross hilly ground. Most railway trains are unable to climb steep gradients hence the reason for the many cuttings, embankments and tunnels required on a railway line such as the one between Blackburn and Clitheroe.

**INTEGRATED TRANSPORT**

This means that different types of transport such as buses, trains, cycles and cars are brought to one place. At Clitheroe an interchange has been constructed that brought all the bus services operating in the town to a new bus station built next to the railway station. The interchange is also provided with a car park, secure cycle parking and an information and booking office.

**KEEP**

This is a term used for the strongest point of a castle built in many places following the conquest by the Normans in 1066. Many of the early castles were known as ‘motte and bailey’ due to the way in which they were constructed. Over time many of them were extended and early wooden buildings were replaced with stone ones. The early Keeps were also homes for the lord, his family, servants and soldiers. A castle was built at Clitheroe around 1186 by Robert de Lacy and the stone keep survives today.

**Lancashire & Yorkshire Railway**

The Lancashire & Yorkshire Railway Company was formed in July 1847 following the take over of a number of railway lines throughout the north of England, including the East Lancashire Railway. At one time the L&Y operated over 600 route miles of railway also owned 28 ships that sailed across the Irish and North Seas. The company was at the forefront of new ideas including electrification. Following the First World War the L&Y was amalgamated into the new railway companies formed by the Government in 1922. This was known as Grouping and saw the formation of the LMS (London, Midland and Scottish) covering lines from London to Scotland including Lancashire and the LNER (London North Eastern Railway) covering lines in eastern England and Yorkshire.

**Leeds Liverpool Canal**

The Leeds Liverpool canal was authorised in 1770 and work started immediately but the canal was not completed until 1816. The canal was built to transport coal, cotton, flour and other goods between the important port of Liverpool and the mills of East Lancashire and Yorkshire. At first the canal was not affected by the opening of the railways but eventually a steady decline in business did set in and the hard winter of 1962/3 finished off the few remaining commercial users. Today the canal has found a new purpose and is used by tourists wanting a peaceful holiday travelling slowly along its 127 mile length and passing through its 91 locks, 2 tunnels as they climb to the highest point at 487 feet. We do not see the canal on the journey from Blackburn to Clitheroe but it does pass close to Blackburn station and the Daisyfield Flour Mill.
**LEVEL CROSSING**
This is a point where a railway line crosses a road. Road traffic is usually protected from the railway by some form of gate or barrier. On the journey from Blackburn to Clitheroe we see two different types: at Daisyfield crossing there are manually operated gates and at Clitheroe (near Low Moor) there is an automatic full barrier crossing.

**LEWIS HOLES**
A Lewis is a tool used by stonemasons to lift heavy stones into place in conjunction with a crane or winch. For the Lewis to grip the stone the stonemason has to chisel or drill holes into the stone block and these are known as Lewis Holes (you will see evidence of these holes on the DVD at Primrose Viaduct). The Lewis works very much like a lever and increases its grip on the stone block as the crane pulls it up. The name Lewis comes from the Latin – leuis which means to levitate.

A diagram is included in the pack that shows the key features of a standard stone bridge that can be found at many locations on our journey from Blackburn to Clitheroe.

**LISTED BUILDING**
A listed building is a building or structure that has been officially designated as being of special architectural, historic or cultural significance. A listed building may not be demolished, extended or altered without special planning permission from the local planning authority. There are three types of listing:

- **Grade 1** - these are buildings of outstanding architectural or historic interest;
- **Grade 2** - these are particularly important buildings of more than special interest; and
- **Grade 2** - these are buildings of special architectural or historic interest.

As mentioned in the DVD Blackburn is a grade 2 listed building.

**MARKET TOWN**
This is term that comes from the Middle Ages for a town or settlement that has the right to hold a market. The frequency markets were held would vary from place to place - some might take place once a week and others less frequently. In the Middle Ages market towns were a very important feature of rural life as there were far less shops for people to go to. Markets usually took place in the centre of the town in a special area set aside for this purpose. Farmers and others would bring their goods for sale and display them on stalls. Clitheroe is a market town and a market has taken place in the town since the 12th century.

**MODERNISE**
This means to bring something, such as a building, up to the latest standards. Requirements change over time and buildings often need to be changed or modernised to reflect this.

**NAVVIES**
‘Navvies’ is a shortening of the word Navigator and was the name given to the canal builders. As many of them later went on to build railway lines the name inevitably stayed with them! Navvies often moved from job to job and didn’t live in any one place for very long. This meant they often lived in temporary houses known as shanties. Life for navvies and their families could be hard especially during winter months.

**PENDLE HILL**
Pendle Hill is a major landmark in the Ribble Valley and can be seen frequently from the train as it travels north from Blackburn and also from Langho and Whalley stations. The hill is approximately 1,830 feet high and is composed of Millstone Grit. The hill can be climbed from a number of points including one close to Downham village.
**PICNIC TRAINS**
These were special trains operated by the Lancashire & Yorkshire Railway to enable families to travel to the countryside for a day out at cheap prices. The L&Y operated Picnic Trains from Manchester to the Ribble Valley calling at stations such as Whalley and Clitheroe featured in the DVD as well as at the now closed Chatburn station to the north of Clitheroe. The picnic was not included in the cost of the ticket and passengers had to bring that for themselves or use one of the many cafes and public houses for refreshment.

**PLASTIC BRIDGE**
Network Rail is trying out new materials for constructing and replacing bridges. The experimental plastic bridge on the Clitheroe line is made out of hexagonally shaped sections of carbon fibre reinforced with polymer (or plastic) that are immensely strong. It is hoped that plastic bridges will be durable but also cheaper to build and require less maintenance.

**PRIVATE SIDING**
As the name itself suggests this was a siding that did not form part of the main railway network. Many mills, coal mines and other workshops who wanted to move or receive goods by rail constructed their own private sidings so that they could load and unload their trucks away from the main railway using their own staff and locomotives. We see an example of this in the DVD with the Daisyfield Flour Mill.

**REFURBISHED**
This means to renovate or brighten up. In some cases it can mean to restore a building to its original condition.

**Ribble Valley Line**
The prospectus for the line says that “The purpose of the railway is to connect by the most direct and least expensive route the large manufacturing towns of Manchester, Bolton and Blackburn, with the North East and Scotland ...” These words were written in 1845. The Ribble Valley Line was to be part of a much more important through route. The promoters of the line hoped that express trains would operate from London via Manchester along the Ribble Valley and Settle Carlisle lines to Scotland.

The Ribble Valley Line itself was opened in stages and stations were provided at Daisyfield, Wilpshire for Ribchester (now Ramsgreave & Wilpshire), Langho, Whalley, Clitheroe, Chatburn, Rimington, Newsholme and Gisburn before it joined the Midland line at Hellifield for the journey northward to Scotland via the Settle to Carlisle line.

Over the years the line progressively lost traffic in the face of mounting competition from road transport (cars, lorries and buses) and eventually the remaining passenger services were withdrawn in 1962. However, the route remained open for freight traffic and for passenger trains diverted away from the nearby West Coast Main Line especially when this route was being electrified. In 1976 the line was first used by DalesRail and the success of this led to the re-opening of Clitheroe station in 1978. The DalesRail service became an important part of the campaign against the closure of the Settle Carlisle line in the 1980’s. Following the reprieve of the Settle to Carlisle and Blackburn to Hellifield lines in 1989, Lancashire County Council, in partnership with Regional Railways North West and Blackburn with Darwen Borough Council, began to explore the potential to restore passenger services between Blackburn and Clitheroe. This led to the restoration of passenger services in May 1994 between Blackburn and Clitheroe with new or re-opened stations at Ramsgreave & Wilpshire, Langho and Whalley.

The Ribble Valley Line also has a very active voluntary user group known as Ribble Valley Rail. The group was formed during the campaign to save the Settle Carlisle line by the Settle Carlisle Joint Action Committee an umbrella organisation embracing Transport 2000, the Railway Development Society and Friends of the Settle Carlisle Line. A well attended public meeting held in Clitheroe led to the formation of the group. Today Ribble Valley Rail is a member of the Clitheroe Line Community Rail Partnership, runs the very popular Santa Services on two Saturdays prior to Christmas and has adopted all stations along the line. This work is referred to in the DVD as we see the flower tubs and hanging baskets looked after by RVR volunteers.

**RIVETS**
Rivets are used to join metals together. In most railway bridges the rivets were made of wrought iron or soft steel. Can you think of any reasons why rivets were not made out of cast iron?
**SIGNAL BOX**
The first signal box was opened in the 1860’s. Most boxes were built out of brick and/or wood. Signal boxes contained a range of equipment used to control the passage of trains along the main railway network and into sidings. We pass one signal box on the journey from Blackburn to Clitheroe at Daisyfield.

**SKEW BRIDGE**
A type of bridge constructed out of stone and brick usually at an angle to the main direction of the railway line.

**SPANS**
In bridge building a span is another name for an arch. In the case of viaducts they have a number of spans or arches.

**STATION MASTER**
The Station Master was a very important figure in the operation of the railway up to quite recent times. He was responsible for the total operation of his station including passengers, parcels, goods, keeping accounts etc. and for the staff employed by the railway company. The station master was also seen as an important member of his local community. Frequently a house went with the job and these could be quite large but then families in the late 19th and early 20th century could be quite large too. Very few station masters houses remain along the Blackburn to Clitheroe line today but you will pass one at the former Wilpshire station.

**TIE BARS**
These are large wrought iron threaded bars and are used to prevent structures from moving apart. On the journey from Blackburn to Clitheroe tie bars are used on a number of bridges. However, they can also be used on houses and other buildings to ensure they do not fall down!!

**TREADLE**
This is a lever located on the railway track that is worked as the train passes over it. In the example mentioned in the DVD the treadle alerts the signalman at Horrocksford that a train is approaching the level crossing at Low Moor.

**TRESPASSING**
This is where someone goes onto private property without the owner’s permission. In the case of the railway this is often to cause damage or to graffiti surfaces and if the person is caught could lead to a £1,000 fine.

**VIADUCT**
These are long bridges and usually have a number of arches. These were used where it was not possible to build embankments such as over valleys and rivers. The DVD features three viaducts – Cob Wall, Whalley and Primrose.

**WAINWRIGHT’S BRIDGE AND ALFRED WAINWRIGHT**
This is a new tubular bridge built over the Manchester to Blackburn railway at the western end of Blackburn railway station. The name is taken from the famous writer and walker Alfred Wainwright, who was born in Blackburn (remember that the metal art work on platform 4 at Blackburn station includes a portrait of Wainwright?). He is most famous for a series of books describing walks in the Lake District as well as the Coast to Coast walk from St Bees in Cumbria to Robin Hood’s Bay in North Yorkshire.

**WHALLEY VIADUCT**
This is sometimes known as Whalley Arches and is the longest BRICK built viaduct in Lancashire.

**YELLOW OR GREEN SIGNAL**
Yellow and green signals are two of the three colours that show on signals used throughout the railway network. The other colour is red!! Yellow and green means the driver may safely pass the signal and continue his journey BUT a red means danger and the signal may not be passed. These colours were used on the old style semaphore signals as well on the modern colour light ones. We will only see colour light signals on our journey between Blackburn and Clitheroe although some older semaphore signals survive at Horrocksford just to the north of Clitheroe station.
Those Questions Answered

1. Did you know that trains can get flat tyres? This is answered in the glossary.

2. Can you think of any reason why the chimneys were made so tall? This was to take the smoke away from the building and also to help get a better draught when lighting the fire.

3. What do you know about these people and what are their links to Blackburn? This is answered in the glossary.

4. Do you know who Alfred Wainwright was and his connection with Blackburn? This is answered in the glossary.

5. Do you know what other facilities there are at Blackburn station? The station has a café, passenger waiting room, toilets, chargeman’s office, CCTV, real time passenger information screens showing next trains from the station, information posters, leaflet rack, seats, secure cycle lockers, car park, and a passenger operated lift.

6. Can you think of any reasons why it was built close to the canal? The mill was built close to the canal in order that it could import and export flour etc.

7. What do you notice about the way the platform has been built? It looks like a cobbled street that would have been common in the area at the time.

8. Why does the lamp show a red light? Red = danger and this is a warning that the line is blocked.

9. Can you think of a reason why cast iron was not the best material to use for bridge construction? Cast iron is a brittle metal due to the amount of carbon in it and therefore does not stand up to heavy use as well as wrought iron and steel.

10. How do you think people from Ribchester got to the station when it opened? There would only be three ways to walk, ride a horse or by horse and cart.

11. Can you think of ways in which the railway builders called navvies would have shifted all this earth and stone? They probably built a temporary wagon way and either used a small steam engine or horses to pull trucks between the tunnel and the viaduct.
12. Can you think what sort of jobs they did? Staff at stations carried out a variety of roles eg selling tickets, handling parcels, dealing with freight traffic, keeping the station clean and tidy.

13. Did you work out how the earth was transported to Whalley? See 11 above.

14. What do you notice about the way these arches have been built? They are built in a similar style to the Abbey.

15. What do you know of Manchester in the 19th century and can you think of why families might like a day out in the countryside? Manchester was a very industrial city with many mills and rows of terraced houses. There was considerable pollution from the mills and from burning coal in people’s houses. Smog caused by this pollution meant that the air in the city would not always be very nice to breathe!! Therefore a day out in the countryside allowed people to get away from it all and to breathe fresh air.

16. How do you think the signalman knows when to lower the crossing gates? As the DVD says the signalman based at Horrocksford Box is alerted to the approach of a train travelling to Clitheroe/the North by a treadle located on the approach to the crossing. This rings an alarm in the signal box. At this point the signalman will check the CCTV to see that the crossing is clear of traffic and all other obstructions and will then lower the gates. Warning lights flash to let road users know the gates are closing. When our train returns to Blackburn the conductor will ring the signal man to say that the train is ready to depart. At this point the signalman will operate the crossing gates after checking using the CCTV to ensure there are no obstructions.

17. Do you know what the gas was used for in the 19th century and where it comes from today? This is answered in the glossary.

18. Look at the water tower on the right. Do you know what it would have been used for? Steam engines would have taken on water here.
Explore the Ribble Valley Line

Resource Centre

BOOKS

Resources that may be helpful:

The Bolton, Blackburn, Clitheroe and West Yorkshire Railway – W.D. Tattersall

The Lancashire and Yorkshire Railway Volume 1 – John Marshall

The Lancashire and Yorkshire Railway in the 20th Century – Eric Mason

A Concise History of the Lancashire and Yorkshire Railway – O.S. Nock

The Railway Navvy – David Brooke

The Railway Navvies – Terry Coleman

The Midland Railway – Peter E. Baughan

Words from the wounded (Calderstones Military Hospital) – David Broderk

Clitheroe in its railway days – Stephen Clarke

Blackburn the development of a Lancashire cotton town – Derek Beattie

A journey through Brigantia volume 9 – J & P Dixon

The Lancashire Witches – Harrison Ainsworth

WEB LINKS

Some useful web links:

www.lyrs.org.uk – this is the website of the Lancashire and Yorkshire Railway Society and contains a lot of historical information about Local railways.

www.lyrtrust.org.uk – this organisation helps preserve Lancashire and Yorkshire Railway equipment.

www.lnwrs.org.uk – the London and North Western Railway Society contains some archive information about local railways.

www.nrm.org.uk – the National Railway Museum holds lots of information about railways past and present.

www.ribblevalleyrail.co.uk – this is the website of the local user group. It has sections showing past and present pictures of the line and also a brief history of the line especially the campaign that restored the local passenger service in 1994.

www.blackburn.gov.uk – this is the website of Blackburn with Darwen Borough Council.

www.lancashire.gov.uk – this is the website for Lancashire County Council.

www.ukheritage.net/castles/clithero.htm – for more information about Clitheroe Castle.

www.whalleyabbey.co.uk – for more information about Whalley Abbey.

www.aboutlancs.com/whalley.htm – for more information about Whalley Abbey.


www.penninewaterways.co.uk – for more information about the Leeds to Liverpool Canal.

www.communityraillancashire.co.uk – for information on the community rail partnerships in Lancashire.

www.blackburnnowandthen/bnat/ – for interesting historical photographs of Blackburn.
Ribble Valley Line
(Blackburn to Clitheroe)

Horrocksford Branch
Horrocksford Jct. S.B.
Gas Works Br.
Low Moor L.C.
Low Moor Gds Yd
Whalley Cattle Sdg
Whalley Gds Yd
Whalley Viaduct
Thompson’s Sdg
Primrose Viaduct
Langho Cattle Sdg
Langho Gds Yd
Cobwall Viaduct
Daisyfield Coal Sdg
Pemberton Gds Sdg
Wilpshire Gds Yd
Wilpshire Tunnel
Daisyfield Sdgs
Daisyfield jct. S.B.
Appleby’s Mill Br.
Blackburn Tunnel

Abbreviations:
L.C. Level Crossing
S.B. Signal Box
Sdg(s) Siding(s)
Br. Branch
Gds Goods
Yd Yard

© N. Kirby
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1100's</td>
<td>Cilhore Castle constructed</td>
</tr>
<tr>
<td>1400's</td>
<td>Cilhore granted charter to hold two fairs per year by Henry IV</td>
</tr>
<tr>
<td>1500's</td>
<td>Francis Drake sets sail around the world from Plymouth</td>
</tr>
<tr>
<td>1700's</td>
<td>Blackburn's population is 5,000</td>
</tr>
<tr>
<td>1797</td>
<td>First spinning mill built in Blackburn</td>
</tr>
<tr>
<td>1800's</td>
<td>Canal reaches Blackburn from Ashton</td>
</tr>
<tr>
<td>1836</td>
<td>16th September - Cilhore Gas Light company formed</td>
</tr>
<tr>
<td>1846</td>
<td>27th July - Parliament granted powers for the Blackburn, Cilhore and North Western Railway to construct a railway from Daisyfield Junction to Long Preston.</td>
</tr>
<tr>
<td>1846</td>
<td>30th December - First sod cut by Lord Ribblesdale at Cilhore</td>
</tr>
<tr>
<td>1847</td>
<td>6th March - Blackburn, Cilhore and North Western Railway amalgamated with the Blackburn and Bolton Railway and named Bolton, Blackburn and West Yorkshire Railway</td>
</tr>
<tr>
<td>1849</td>
<td>6th October - Arches Nos 12 and 13 of Whalley Arches collapsed during construction, sending three men to their deaths</td>
</tr>
<tr>
<td>1850</td>
<td>21st June - Single line of railway opened between Daisyfield Junction and Chatburn</td>
</tr>
<tr>
<td>1850</td>
<td>It took 4 hours to travel from Cilhore to Manchester by horse and carriage and cost seven shillings inside, and five shillings on top</td>
</tr>
<tr>
<td>1851</td>
<td>Railway company re-named the Blackburn Railway</td>
</tr>
<tr>
<td>1851</td>
<td>Daisyfield Station opens</td>
</tr>
<tr>
<td>1852</td>
<td>July - First cheap day excursion runs from Cilhore to Liverpool by the local methodist church costing two shillings for an adult and sixpence for a child</td>
</tr>
<tr>
<td>1856</td>
<td>28th August - Extension of line from Chatburn to Settle approved (not taken up)</td>
</tr>
<tr>
<td>1856</td>
<td>Blackburn's Town Hall built</td>
</tr>
<tr>
<td>1858</td>
<td>1st January - Blackburn Railway becomes part of the Lancashire and Yorkshire Railway</td>
</tr>
</tbody>
</table>
1864 - 28th May - Line from Chatburn to Settle approved (not taken up)
1869 - New station built at Clitheroe costing £2,500
1870 - 24 spinning mills in production (2.5 million spindles) 48,000 looms
1870 - Wooden centre span of Primrose viaduct replaced with stone
1871 - Blackburn's library opens
1871 - 24th July - Line from Chatburn to Hellifield authorised (£222,000)
1872/4 - Double track railway installed between Daisyfield and Blackburn
1875 - Blackburn Rovers football club formed
1879 - 19th May - Line between Chatburn and Hellifield opens up as far as Newsholme. Clitheroe cattle market opens
1880 - Blackburn's population reaches 100,000
1881 - 1st June - Line between Chatburn and Hellfield opens
1884 - Major repairs carried out to Wilpshire Tunnel and Whalley Viaduct
1886 - 12th September - New station opens at Blackburn
1889 - January - First telephones in Clitheroe installed
1903 - Orville Wright flies the first aeroplane 120 feet in a flight lasting 12 seconds
1911 - Roald Amundsen becomes the first explorer to reach the South Pole
1914 - 88,770 looms in Blackburn
1915 - 4th April - Queen Mary’s Military Hospital Calderstones opens
1915 - 6th May - First trainload of wounded soldiers arrive at the hospital
1915 - Between 6th May 1915 and 31st August 1916 - 8,262 first World War wounded soldiers were treated at St Mary’s Military Hospital, Whalley
1956 - Langho Station closes
1958 - Daisyfield Station closes
1962 - 10th September - Passenger services over the line end. Whalley, Wilpshire and Clitheroe stations close

1967 - 3rd December - Christian Bembre performs first heart transplant operation

1971 - Blackburn's population is 101,825 - 5.335 ethnic Asian

1975 - First DalesRail operated from West Yorkshire over the Settle to Carlisle line

1976 - DalesRail operates from Lancashire over the Blackpool to Hellifield line

1978 - Clitheroe station re-opens for DalesRail and charter services

1984 - Settle to Carlisle line closure announced by British Rail. This was extended to include the Blackpool to Hellifield line

1986 - Ribble Valley Rail formed to campaign to save the Blackpool to Hellifield line from closure

1987 - First Ribble Valley Rail day organised by RVR along with the Settle Carlisle Joint Action Committee

1989 - 11th April - Secretary for State for Transport announces the reprieve of both the S&C line and the Blackpool to Hellifield line

1990 - Lancashire County Council starts to look at the re-opening of the Blackpool to Clitheroe line for regular passenger services

1990 - Network North West starts Saturday shopper service between Preston/Blackburn and Clitheroe

1994 - 29th May - Line from Blackpool to Clitheroe re-opens for new passenger service with new stations built at Ramsgreave and Wilpshire, Langho, Whalley and Clitheroe

2000 - Clitheroe Interchange opens. Lancashire County Council and partners open new staffed information office and bus station next to the railway station

2002 - June - regular hourly Sunday service introduced between Manchester and Clitheroe with funding from the Rail Passenger Partnership fund set up by the Strategic Rail Authority

2002 - Clitheroe Line Development Group set up to promote the new Sunday service

2006 - December - Formation of the Clitheroe Line Community Rail Partnership

2007 - 27th March - Formal designation of the Manchester to Clitheroe service as a Community Rail Service by the DT

2008 - November - Major track replacement undertaken on the line between Blackburn and Clitheroe

2010 - 2010 - Clitheroe Line reopens to passengers after £12m rail improvement work
Thank you for visiting the Ribble Valley