

Ilkley U3A Railway Group visit

Leeds to York via Harrogate

Thursday 8th December 2016



9:38 from
Ilkley



**Leeds Station for
10:29 to York via
Harrogate**



**Waiting for the 10:29
departure to York via
Harrogate**



No driver in sight at departure time!

Over River Aire & Kirkstall Road Viaducts



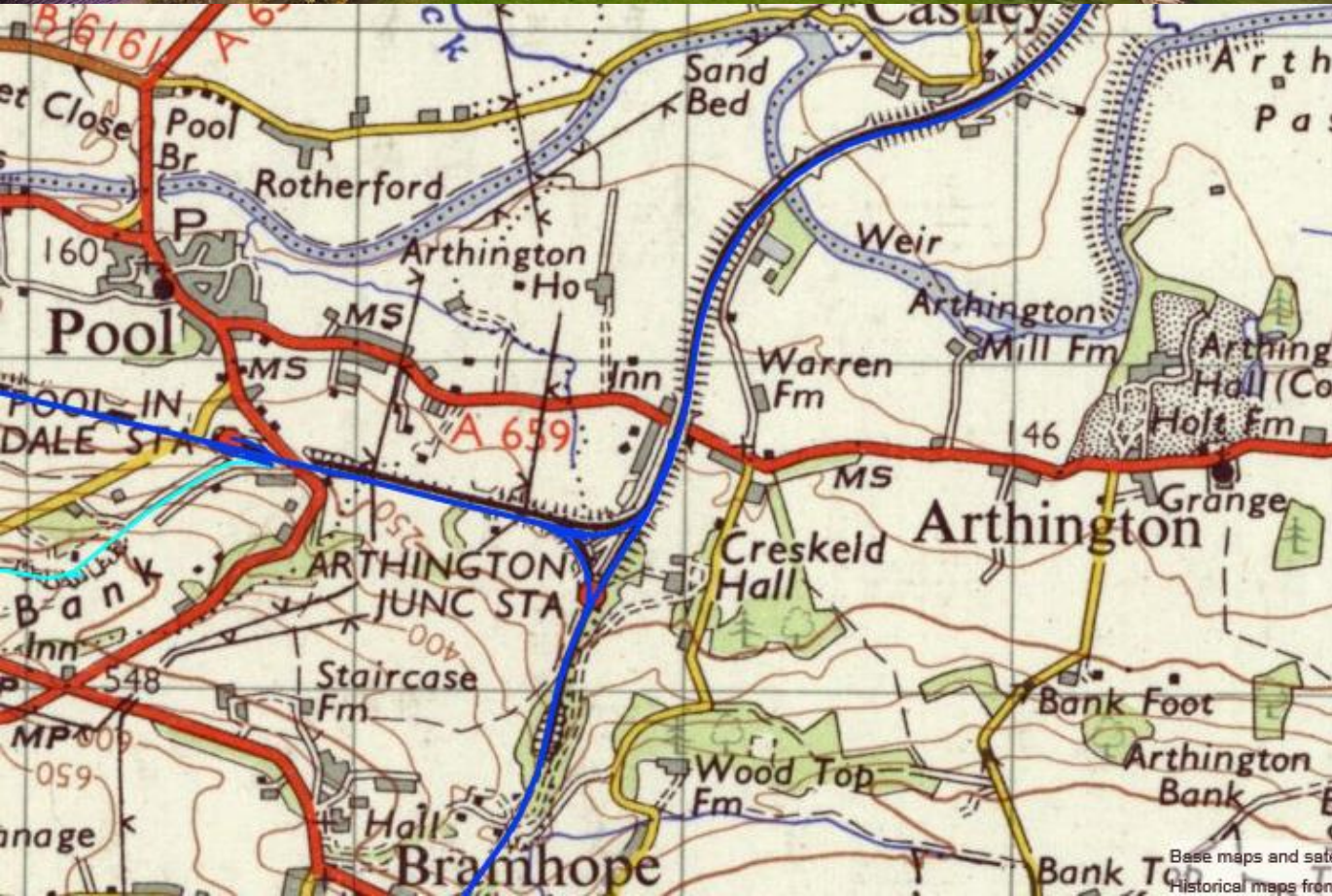
Through Bramhope Tunnel



The Bramhope Tunnel is 2.138 miles long and constructed during 1845–1849. It is notable for its length, for its crenelated north portal, which is Grade II listed, and for the deaths of 24 men during its construction, commemorated in Otley churchyard with a castellated replica of the north portal.

Crossing the Arthington Viaduct

Built in a curve some 500 yards in length, with 21 semi-circular arches on high piers. In excess of 50,000 tons of stone were used in its construction

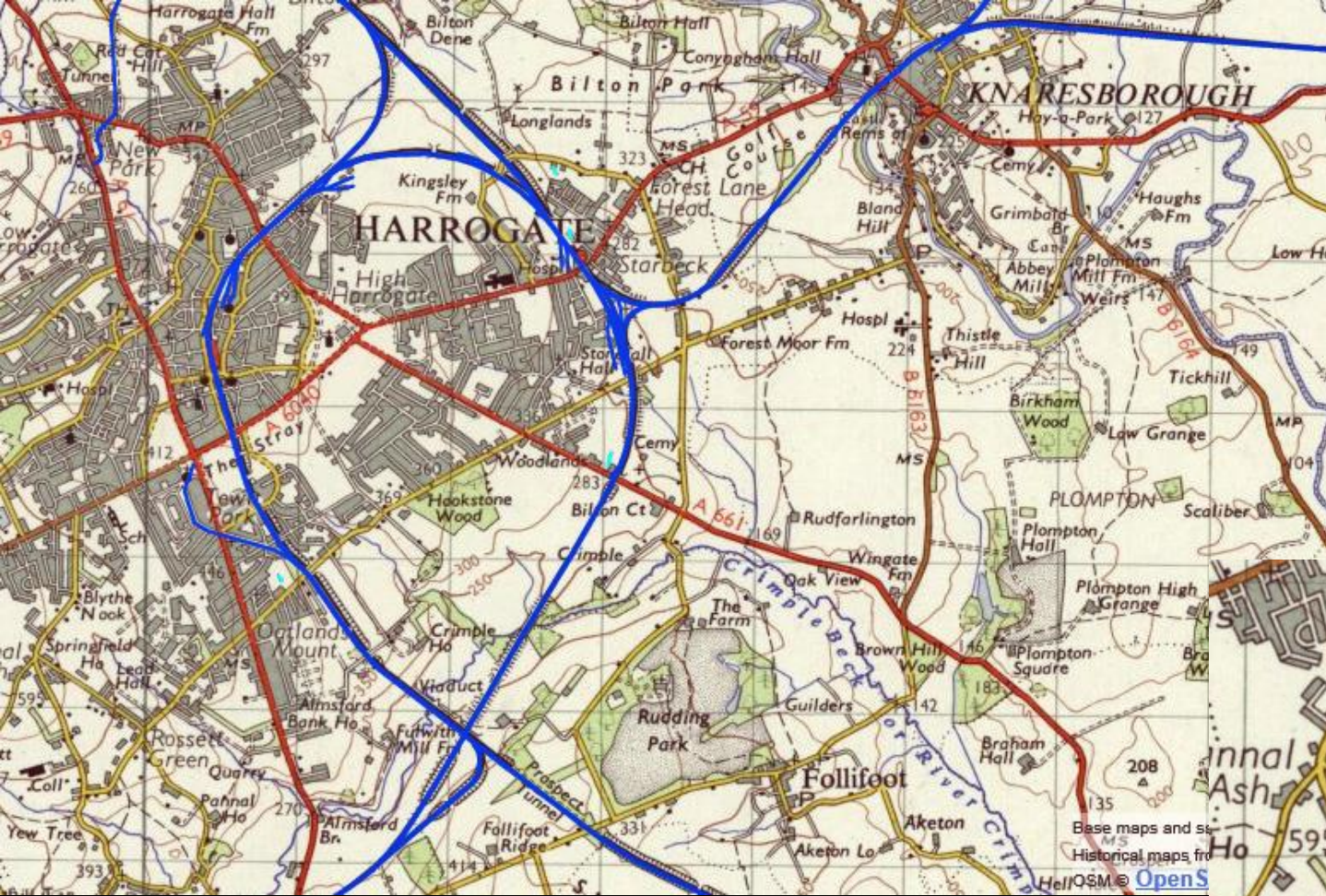




Arrival & departure at Weeton

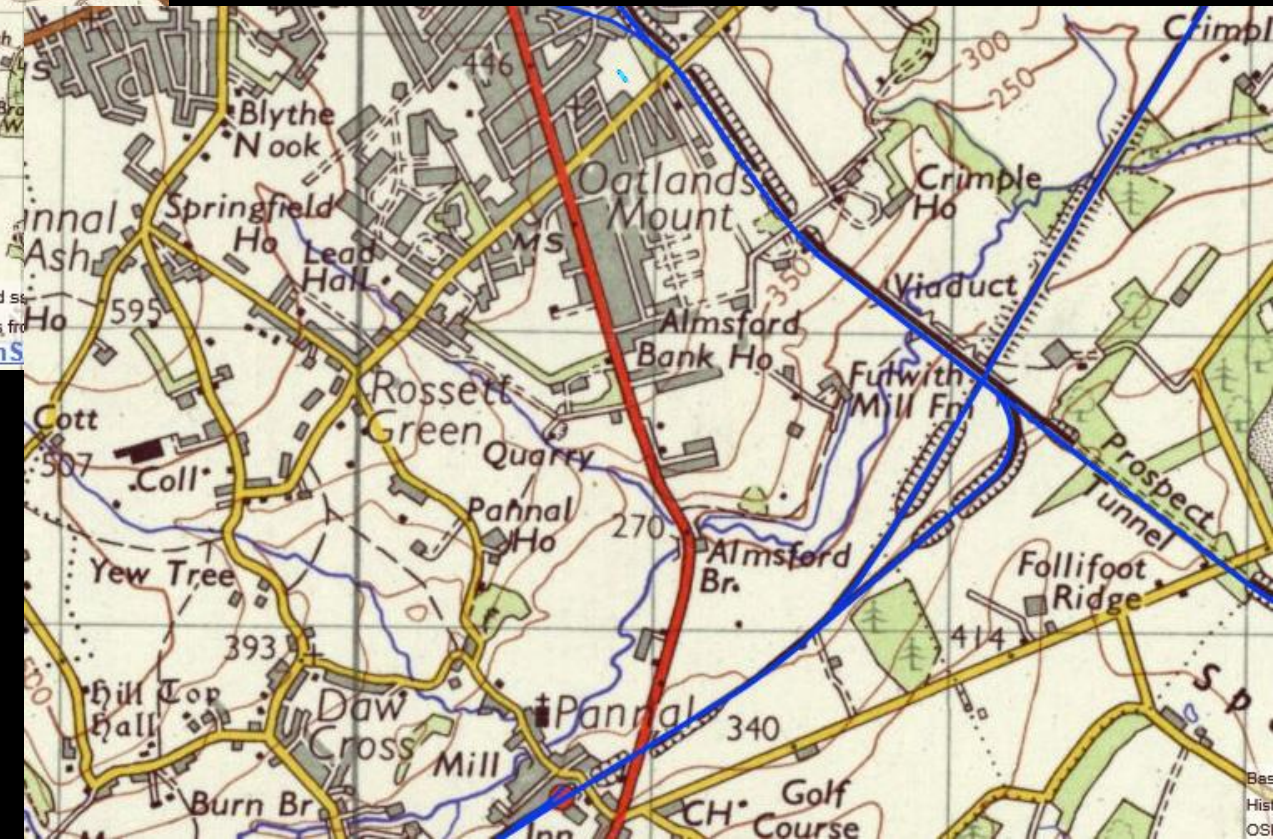


Leaving Pannal. Heading towards Crimple Viaduct



Previous and existing rail lines overlaid on modern maps of Harrogate

Detail showing the 20 mph curve leading to Crimple Viaduct





Satellite Image showing curve of track to Crimple Viaduct

Views from driving cab of HS2 on route to Harrogate c. 1990



The line passed over Crimble Viaduct then northwards towards the Stray but, just short of the Stray swung north-west into a tunnel for about a quarter of mile before exiting into a cutting after passing under Leeds Road. The first train arrived in Brunswick Station on 20 July, 1848. A change of heart (or an eye to profits) permitted a line across the Stray, but in a cutting, and the creation of (the present) Harrogate Station; Brunswick closed on 1st August, 1862. The tunnel remains, intact beneath Langcliffe Avenue.



Knarsborough Viaduct over River Nidd



Knarsborough Station



Token exchange for single track working



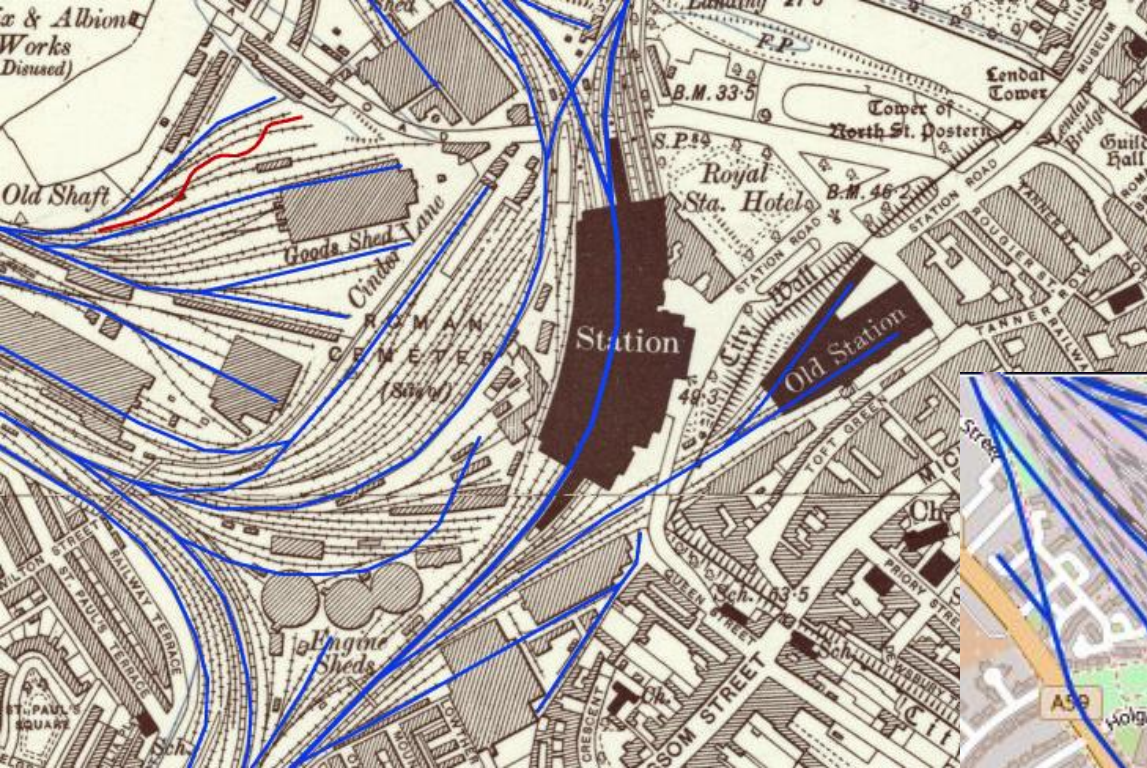
Meeting Tim Hedley-Jones at York (Major Projects Director of Virgin Trains East Coast)





The group in Lowther Terrace, near pedestrian entrance to York Station car park, to inspect stone placed here by York and North Midland Railway (Y&NMR)





Previous and existing rail lines overlaid on old and modern maps of York



Note site of original station



A car park full of expensive cars paying a premium rate and overlooked by an original water tower in need of restoration



**Looking across to the City Walls and
the site of the original station**

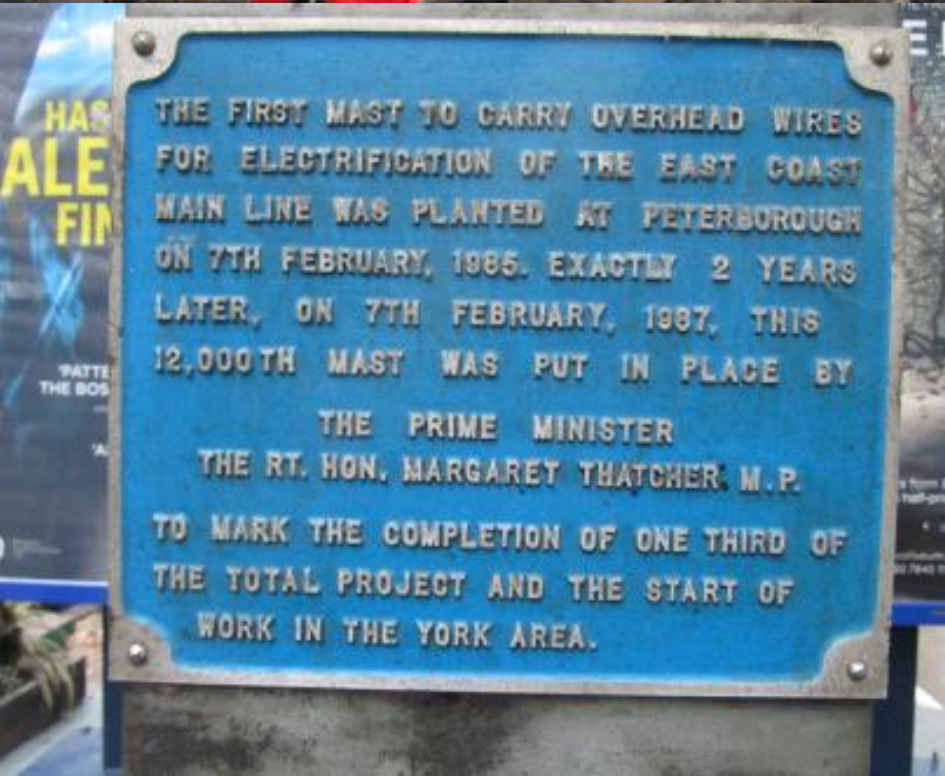


The trains may change over the years but the station layout and many of the decorative features date back to the late 19th & early 20th centuries



A city of bikes





A plaque unveiled by Margaret Thatcher to mark 12,000th mast installed on electrification of ECML

THE FIRST MAST TO CARRY OVERHEAD WIRES
FOR ELECTRIFICATION OF THE EAST COAST
MAIN LINE WAS PLANTED AT PETERBOROUGH
ON 7TH FEBRUARY, 1985. EXACTLY 2 YEARS
LATER, ON 7TH FEBRUARY, 1987, THIS
12,000TH MAST WAS PUT IN PLACE BY

THE PRIME MINISTER
THE RT. HON. MARGARET THATCHER, M.P.

TO MARK THE COMPLETION OF ONE THIRD OF
THE TOTAL PROJECT AND THE START OF
WORK IN THE YORK AREA.




 YORK RAILWAY STATION 

One of the great buildings of Victorian England, built 1873-7 (when it was then said to be the largest station in the world) to an original design by Thomas Prosser. It was opened on the 25th June, 1877, and this plaque was erected by the York Civic Trust in 1977 to mark the centenary.

YORK RAILWAY STATION

This station was opened in 1877 by the North Eastern Railway Company to replace an earlier station built in 1841 within the City walls. Designed by architect Thomas Prosser and engineer Thomas Elliot Harrison, the station is now listed Grade II.

This plaque commemorates the refurbishment schemes carried out in 2004 by Great North Eastern Railway Ltd with the support of the Railway Heritage Trust.



The entrance from taxi rank with the group hearing about plans for reconfiguring the station and Dementia Awareness training





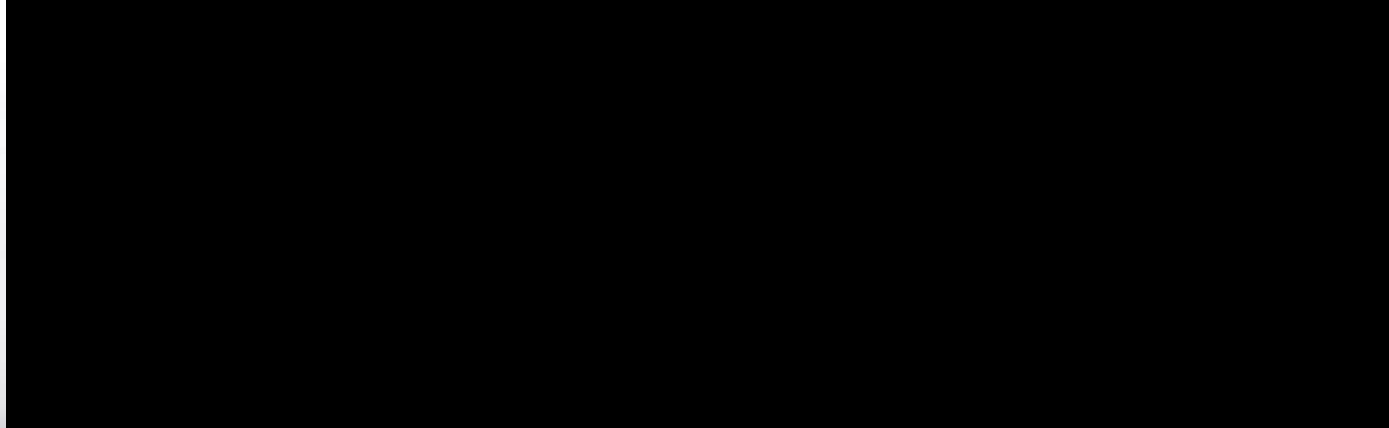
Views of original barrel roof, York Tap (previously home to a model railway) and the railway hotel visible from the short term car park complete with double deck bike storage

Inside York Tap, now refurbished back to Edwardian splendour



Explaining plans for how a new bridge would benefit passenger flow through the station





The Duchess of Sutherland arrives with a charter train from Norwich

No.46233 'Duchess of Sutherland'

A London, Midland and Scottish Railway (LMS) Princess Coronation Class 4-6-2 "Pacific" type steam locomotive built in 1938 by Crewe Works for the London Midland and Scottish Railway. Built as a high speed express passenger locomotive, 46233 was to haul fast express passenger services such as 'The Royal Scot' and 'The Mid-Day Scot' between London Euston and Glasgow Central as well as other expresses to Liverpool.

Withdrawn by British Railways in 1964, the locomotive was originally sold to Butlins holiday camp in Scotland. In 1996, the locomotive was acquired by The Princess Royal Class Locomotive Trust with the intention of restoration to mainline condition. In 2001, 46233 was restored to operating condition and since then has been a regular performer on the national network









Chris Goodall writes:

During the afternoon, I had been at the Railway Museum and seen Duchess of Sutherland taking on water and coal in the yard. She had been turned round by then using the triangle. Later, whilst walking back to the station, the engine and support coach passed in front of me. I was therefore just in time to see them being coupled on to the train to head south. It was dark by then, and the atmosphere inside the carriages look wonderful, with table lamps lit, some being Pullman. The train left at about 17:05, to head to Norwich we think, and the Duchess made what seemed an effortless start.



46233







**A brief visit to The Royal Station Hotel
opened 20th May 1878 to be The North
Eastern Railway Company's flagship hotel**

Many thanks to Robin & Michael for their commentary.

Also to Tim Hedley-Jones of Virgin East Coast for giving his time and expertise to show us around York Station and giving us an insight into the challenges of running today's railway.