

had stood guard over the station approaches for many decades were at and efficient colour lights.

f steam traction and the Beeching purges in which lines and stations y, brought the next great chapter in York's railway story.

htly from the ravages of Beeching. The only one of its immediate Beverley line in November, 1965; but the run down of local freight facilities for such operations, closure of the branches yard on the west one example. However, a new hump marshalling yard opened at dealing with modern fully braked express freight trains was getting

ued into the 1970's as many redundant goods and steam facilities g in the conversion of the North roundhouse into the National n took over the freight depot on the opposite side of Leeman Road. In Rail the last remnant of York North engine sheds - the well-equipped its main line locomotive maintenance work at the end of 1981.

elby line was replaced by a new high speed route which now carries and the Selby coalfield and the mining subsidence which would n to a crawl.

new bitter-sweet phase in its railway history as perhaps the biggest hape it for the challenge of the future.

ification of the East Coast main line is well under way and the he city limits. As this book is published, work will be starting on an ll see York's complicated railway layout drastically slimmed down laced by a highly sophisticated solid state interlocking system.

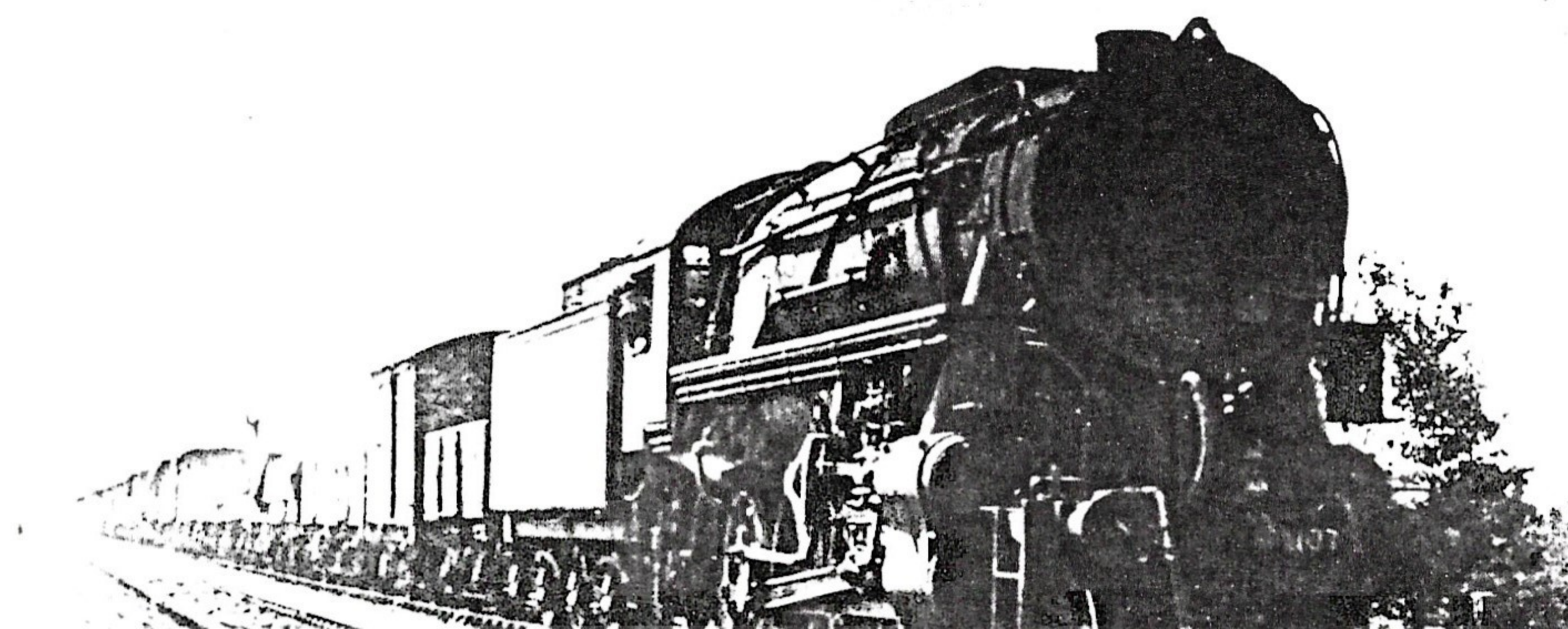
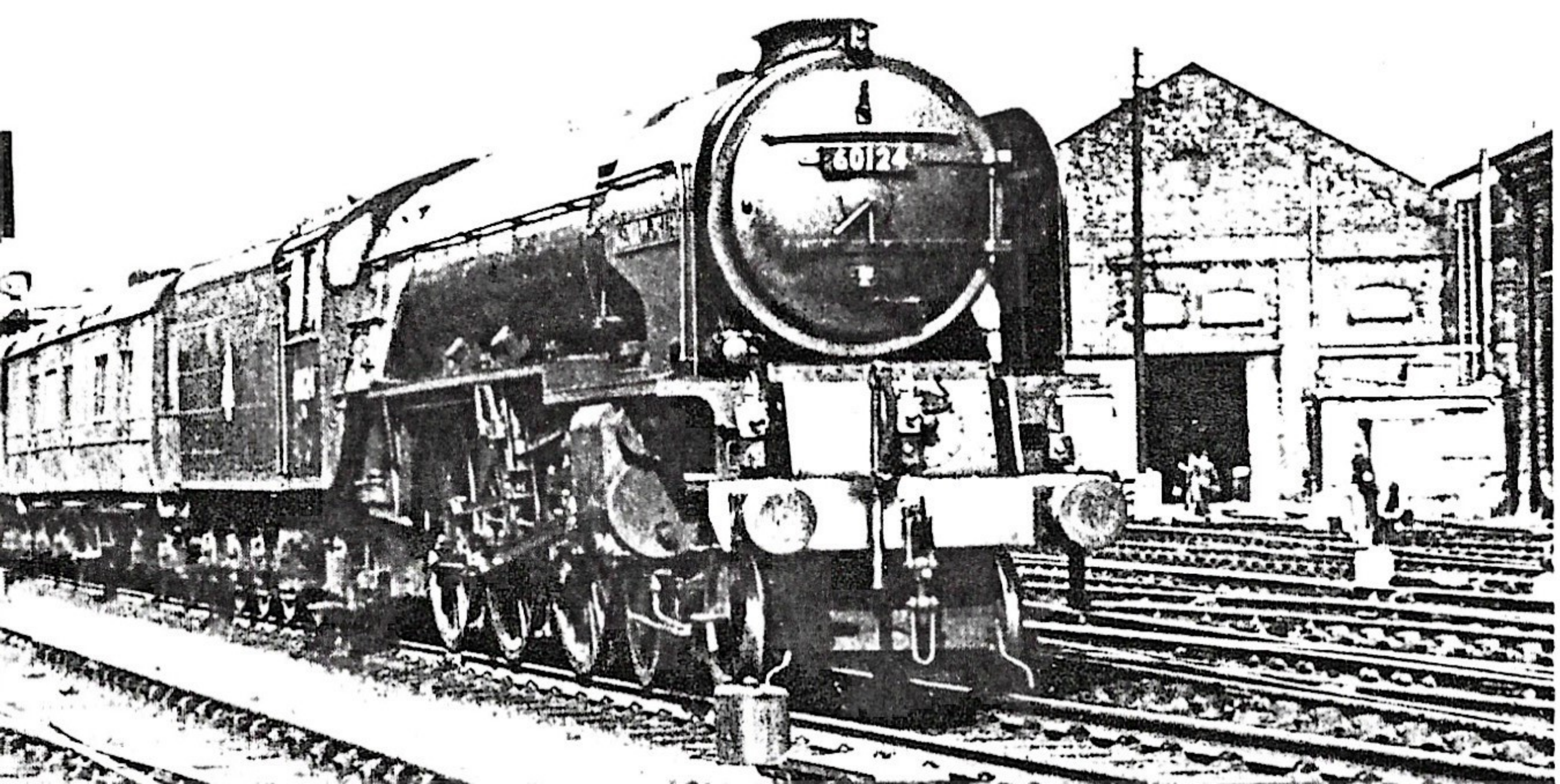
arriage depot has already closed, made redundant by the replace- motive-hauled trains with multiple units maintained at Leeds, while ard too has closed, its work switched to Doncaster.

8 is the sale into private ownership of the huge carriage works and s Island branch.

und of changes is complete the scenes in the following pages will be er generations and virtually unknown to anyone under 30.



Just about everything in this mid-1950's picture has now gone. York A2/3 4-6-2 No. 60512 "Steady Aim" heads the up Tees-Tyne Pullman over Naburn Swing bridge which carried the York-Selby line over the River Ouse. The locomotive was scrapped in 1966, while the bridge became a fixed structure - the cabin aloft disappearing long before 1983 when the line itself was replaced by the East Coast main line diversion avoiding the new Selby coalfield.



Railway photography was illegal during the second world war but the author managed this rare shot of US Army Transportation Corps S160 2-8-0 No. 2107 on a freight near Naburn. The S160's followed the Allies into liberated Europe and may still be found in some countries.