

## Smith,Barry,YORK,GROUP PURCHASING

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**From:** geoffrey w dickson  
**Sent:** 14 April 2000 16:22  
**To:** Barry.Smith  
**Subject:** Naburn Station

Hi Barry,

Just a quick note to quote the only caption that I can find in the book " Britain's Rail Super Centres - York is as follows from page 75 -

" An unidentified Class 47 [ diesel loco ] with an up [ to London ] express bound for King's Cross passes over Naburn Bridge on 11th July 1967. The swing bridge cabin [ bridging the tracks at the centre of the swing bridge] above the passing train became a block post on 3rd October 1926, after Naburn North and South [ signal ] boxes were closed, but when this photograph was taken Naburn Bridge [signal ]box itself had been closed on 2nd April 1967, when the area was brought under the control of York box. Actually, the swing bridge was fixed in 1956." -- Square brackets inclose my own notes.

Signals and points and interlocks were worked with metal rods from the signal boxes and therefore these boxes were positioned every few miles along railways ( with a view of the line by the signalman ) or at Junctions, level crossings and stations. On long sections straining weights had to be used to compensate for expansion and contraction. With the advent of colour signals and point motors boxes could cover many miles and the operators would view progress on illuminated panels. When the York electric box was opened in 1951 in a room over the old platform 14 near the footbridge it was said to be the largest route relay interlocking in the world.

I have also found a note on a map which seems to indicate that the line from York to Doncaster via selby was only opened in 1871. Before this trains ran south from York via Church Fenton, Burton Salmon and Normanton via the George Hudson's York and North Midlands Railway.

The Great Northern Railway ploughed northwards with a more direct route from London to Doncaster and ' stole ' the York - London traffic via a Doncaster to Knottingley line linking in to George Hudson's line. That was in 1850. In 1863 the NER ( North Eastern Railway ) applied for powers to construct a line from just south of York ( Chaloner's Whin - near the Tesco York south store [ The store - or the Company wasn't thought of then !!!!! ] ) ( via Naburn ) to Selby to link up with the Hull- Leeds line, and then a new line again from Selby to Shaftholme Junction just North of Doncaster which opened in 1871 ( therefore Naburn station must have opened that year.) At this time the York Station was a terminal one under the wall into where the Railway offices are now. The present through station opened in 1877. In 1923 the NER and GNR plus others were merged to form the LNER and then British Railways ( North Eastern Region - NER again ) in 1948 and subsequently British Rail ( in 1967 ???)

Usually at village stations the Station Master would have a siding / sidings to handle local goods and produce with a daily goods train from the main station nearest doing a shunt to put incoming wagons to the siding and the outgoing as you would expect. It was the usual custom for coal to be sold at stations and the profits were the Station Masters perk !!

When I find any more I will come back to you.

Geof