

York and National Railroad Museum – 14 July 2022 – York, United Kingdom

It was a beautiful day for a bus ride. So, we decided to take the Hop On/Off Bus tour and stop for the National Railroad Museum. The Railroad Museum is something we most likely wouldn't have visited but all the guidebooks gave it high ratings and we found the ratings well deserved. I believe we spent close to two and a half hours at the Railroad Museum.

We have done several Hop On/Off Bus Tours. Some have been great such as Hong Kong. Others not so great such as Cape Town. The information is always good, the presenter or audio is always a crap shoot, and if the bus can't or isn't allowed to navigate to the sights then the ride is boring.



We got very lucky – our bus driver and guide, standing above, was great. I had a little problem with his York accent but not enough to give him anything but a five out of five rating.

Note his jacket, the person sitting to his left with hood up – it was cool. Five days later the hottest recorded day in York's history was 101 degrees.



Clifford's Tower is outside the City Walls.

Clifford Tower was a part of York Castle which no longer exists. This is the second Tower or Castle Keep. The first was destroyed in 1190 when the City's Jews took refuge inside and eventually committed suicide to avoid being murdered by Christian rioters.



Buildings outside the City Walls that we passed by on our bus tour.



Per Lonely Planet: the most visited street in Europe is the narrow cobbled lane known as the Shambles, lined with 15th century Tudor buildings that overhang so much they seem to meet above your head.



We "hopped off" for some time in The Shambles.





Margaret Chitherow and her husband lived on Shambles Street. She was found guilty of hiding a priest and worshiping as a Catholic. The Protestants condemned her to death by pressing – placing 800 to 900 pounds on her body and thereby crushing her to death in about 15 minutes.



Class 373 Eurostar locomotive built in 1996 – it looks like it is traveling 186 mph when still. The newer engines are capable of 200 mph. Compare this engine to a U.S. freight engine and it doesn't take long to understand why we have no passenger rail service to speak of.

The York National Railroad Museum is the world's largest with more than 100 locomotives. The painting on each locomotive or train car was incredible. We both enjoyed looking at each locomotive and reading all the information signs.

Note: the fastest trains in the world don't use wheels. These trains use magnetic levitation rather than steel wheels on steel rails. The Japanese trains are capable of 602 km/hr or 374 mph.

Nancy and I rode several trains in Japan and China. What can I say but better than flying – much more room, cleaner than clean, great service, and quiet. Also, no check in two hours ahead of leaving – just be there before the doors shut.



It looks powerful.





The Mallard's deco design look may have been my favorite.

Mallard holds the world speed record for a steam locomotive. On 3 July 1938, it achieved a top speed of 126mph (203 km/h). Its streamlined design, created by Sir Nigel Gresley, is inspired by the work of automobile designer Ettore Bugatti. Designed as an express passenger locomotive, Mallard is streamlined on the outside and inside – internal streamlining helps steam run more smoothly through the system, increasing its efficiency.

In the 1920s and 1930s, the London, Midland and Scottish Railway and the London North Eastern Railway ran competing express routes from London to Scotland. Using fast and elegant locomotives, the rival companies competed for publicity, passengers and speed records. Mallard's speed record has never been beaten by another steam locomotive.

London and North Eastern Railway No. 4468 'Mallard'

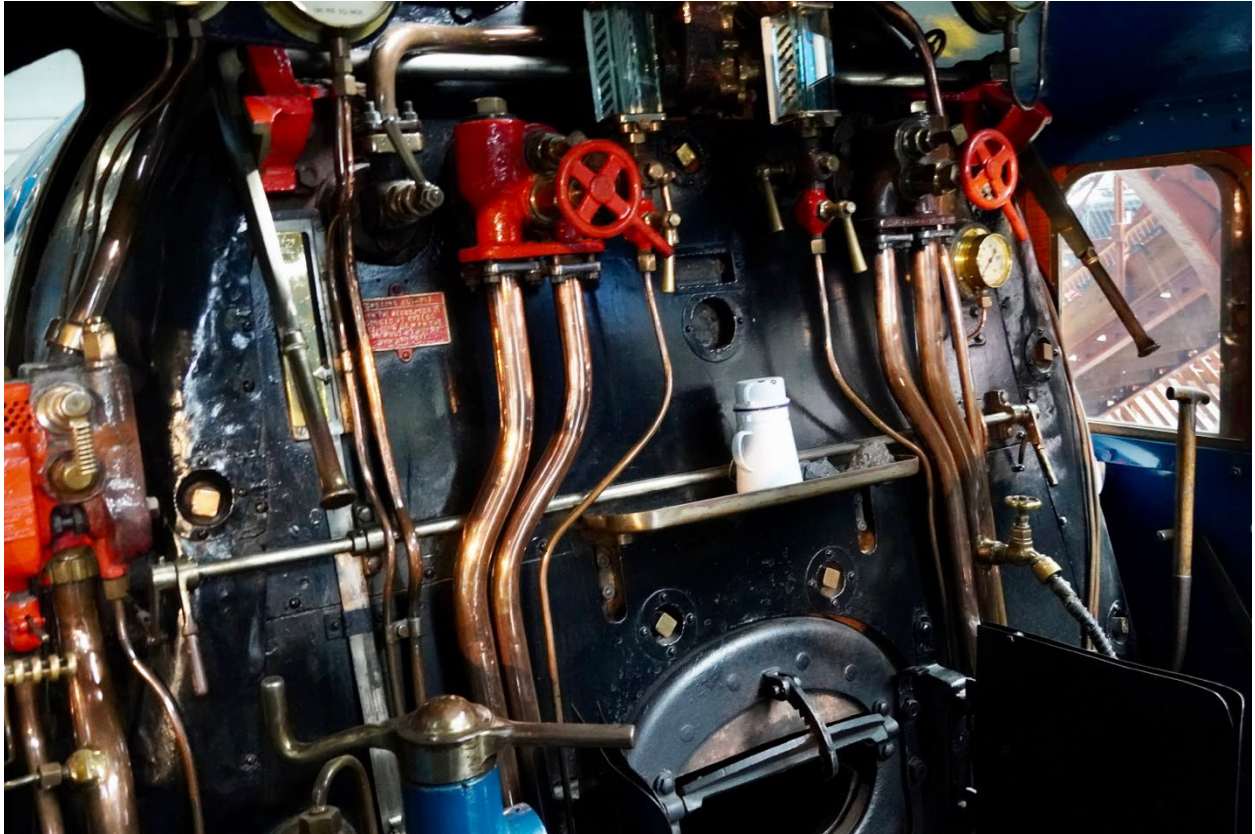
Designer: Sir Nigel Gresley

Company: London and North Eastern Railway

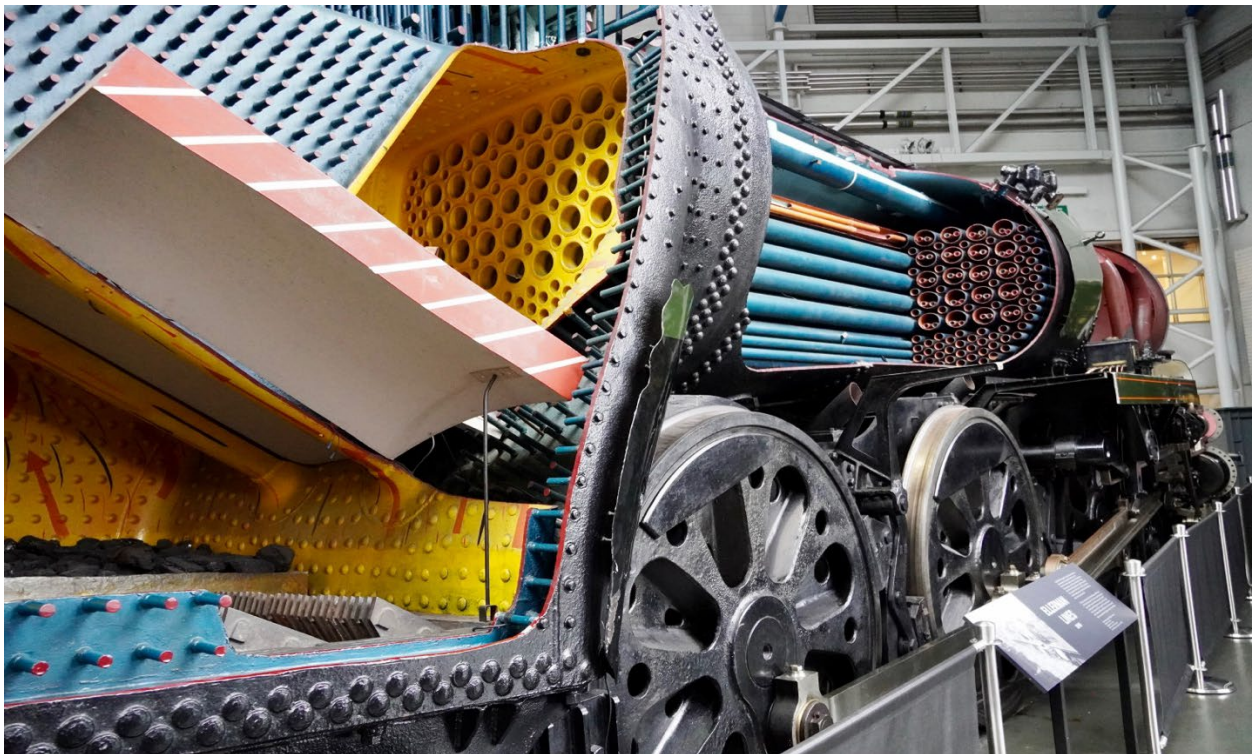
Built: Doncaster, 1938

Science Museum Group, Object no. 1975-7007

Generously supported by the Friends of the National Railway Museum



The Mallard's controls.



This locomotive was rescued from the scrape pile and then cut away to show the insides – very similar to an oil or coal fired power plant.



This locomotive is a monster!

KF₁7 is the largest locomotive in our collection and one of the largest ever built in Britain. It was designed for a line in China that had steep hills and weak bridges, so it needed to be large and powerful without putting huge weight on each axle. By the time this locomotive was produced, Britain's railways had global influence and British railway vehicles were exported around the world.

This engine reveals a strong personal connection between Britain and China. The designer, Sir Kenneth Cantlie, was the godson of Dr Sun Yat Sen, first president of the Chinese Republic. It ran until 1977 and in 1981 the Chinese Government gave it to the National Railway Museum.

Chinese Government Railways Steam Locomotive KF₁ No. 7
 Designer: Lieutenant Colonel Sir Kenneth Cantlie
 Company: Chinese Government Railways
 Built: Vulcan Foundry, Newton-le-Willows, Lancashire
 Science Museum Group, Object no. 1987-7001
 Generously supported by the Friends of the National Railway Museum



Checking out the menu.

We ended our bus ride at The Fat Badger. We had a late lunch that was good for pub food. I would recommend The Fat Badger and eat outside beneath the York City Wall.