

Station Name: MENTHORPE GATE

Date opened:	1.8.1848. The line opened from this date but it is uncertain when the first train used the station. It is likely that trains called at the station on market days although it is not named in a public timetable until November 1851.
Location:	Both sides of Menthorpe Lane
Company on opening:	York & North Midland Railway
Date closed to passengers:	7.12.1953
Date closed completely:	27.1.1964
Company on closing:	British Railways (North Eastern Region)
Present state:	The crossing keeper's house is in private occupation. The footings of the up platform can still be seen, but nothing else remains..
County:	Yorkshire
OS Grid Ref:	SE692349
Date of visit:	4th May 2010

Notes: Although the line opened on 1st August 1848 it is unclear when Menthorpe Gate station actually opened. It may have opened with the line, but probably only on market days and with limited or no facilities. The station first appeared in public timetables in November 1851.

As the line was originally single-track there was only one platform when the station opened. A second platform was added when the line was doubled c.1889. The two platforms were staggered. The station building was at the back of the up platform which was on the west side of the level crossing. The down platform was on the east side of the crossing.

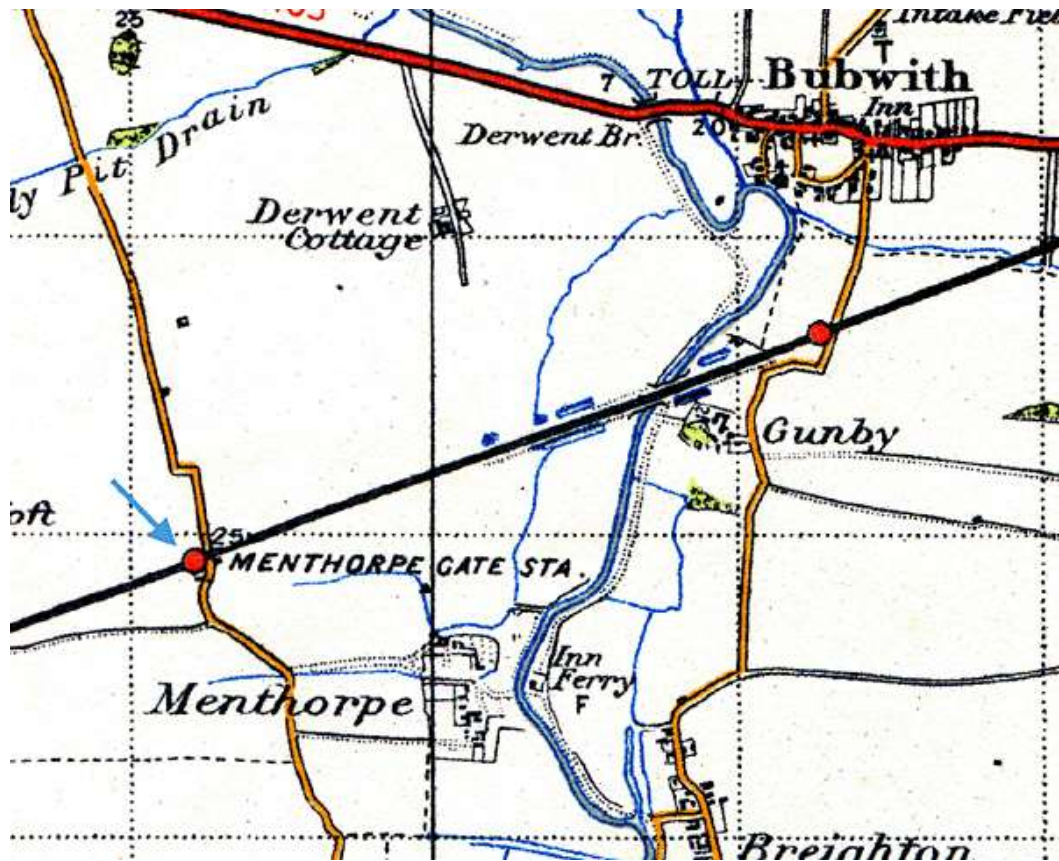
A number of stations on the line had 'Gate' as part of the station name. Gate was dropped from the name of all the stations in 1864 with the exception of Menthorpe Gate which retained the suffix until closure, although some NER tickets (see below) did show the station as Menthorpe.

Interestingly, the 1881 census shows that Frances Calvert, a widow aged 69, was the Station Mistress at Menthorpe Gate.

The main station building, which incorporated the stationmaster's house, was at the east end of the up platform, close to the level crossing, and was similar in design to station houses and crossing keepers' houses both on the Selby to Market Weighton line and the York to Market Weighton line. It was a two-storey brick building with twin gables and a recessed central section between the two wings. The booking office and waiting room were located in one half of the ground floor. A timber waiting shelter, built to the standard NER design, was probably sited on the up platform. A 10-lever signal box was sited on the west side of the level crossing on the down side of the line. This controlled the crossing gates and access to the goods yard which was behind the up platform. This comprised two sidings; the station didn't handle livestock.

The station served the hamlets of Menthorpe and Bowthorpe to the south and North Duffield to the north. There was a ferry across the River Derwent at Menthorpe but this closed before 1939. In 1911 the station had a total catchment area with a population of 266. 2,634 tickets were sold that year, and the main freight handled was potatoes with 1500 tons being dispatched from the station.

Passenger numbers at Menthorpe Gate were never high with only £17 in passenger revenue in 1940. Menthorpe Gate was the second of the intermediate stations to close (Duffield Gate closed in 1890) losing its passenger service on 7th December 1953. The platforms were quickly demolished. The station remained open for goods traffic until 27 January 1964. The signal box and the station building were demolished in the early 1970s, leaving only the crossing keeper's house which still stands today.



The site of Menthorpe Gate up platform (left) c.late 1950s. The station building was still standing at this time but is out of view to the left. 61087 is an ex-LNER B1 designed by Edward Thompson. Built in 1946 by the North British Locomotive company, Glasgow, it was one of 410 built as a mixed traffic class to rival the LMS Black Five or the GWR Hall. The loco was withdrawn on 5.12.1965 from Doncaster Shed, 36A and cut up in January of 1966 by Garnham, Harris and Elton, Chesterfield. 2 B1s are preserved, 61264 which is now on the NYMR and 61306 which is now named Mayflower.



Menthorpe Gate station looking east in October 1971. The platforms were demolished shortly after closure. The up platform was on the right in front of the station building. The down platform was on the far side of the level crossing.



Menthorpe Gate crossing keeper's house in April 1976. The original fence at the back of the down platform can be seen sloping down the platform ramp to the right. Although the fence was still there the platform had long gone by this



The site of Menthorpe Gate up platform (looking west) in May 2010. The footings of the platform can still be seen.



The site of Menthorpe Gate level crossing and down platform (looking east) in May 2010. The fence seen in the 1976 picture has now gone. The crossing keeper's house is seen on the right.

