

# The Scarborough to Whitby Railway



Railway proposed 1863

Bill before Parliament 1864, Royal Assent granted July 1865

Required to be built from both ends simultaneously.

Difficulties with financing and extra engineering works delayed construction, 1880 construction re-started

Constant problems from the North Eastern Railway

Opened to the public July 1885

1898 The line bought by the N.E.R.

# Travel to Scarborough Station



In order to catch our train to Whitby we need to travel to the station; here are two methods: by tram, as shown in this post card from 1904, or by charabanc as seen in this late 1920s card.



# Scarborough Station

Opened in July 1845 after 12 months construction of the line from York.

The clock tower was part of extensive rebuilding in the 1880s.

During the mid 1930s the number of passengers arriving increased from 133,000 to almost 615,000 a year.

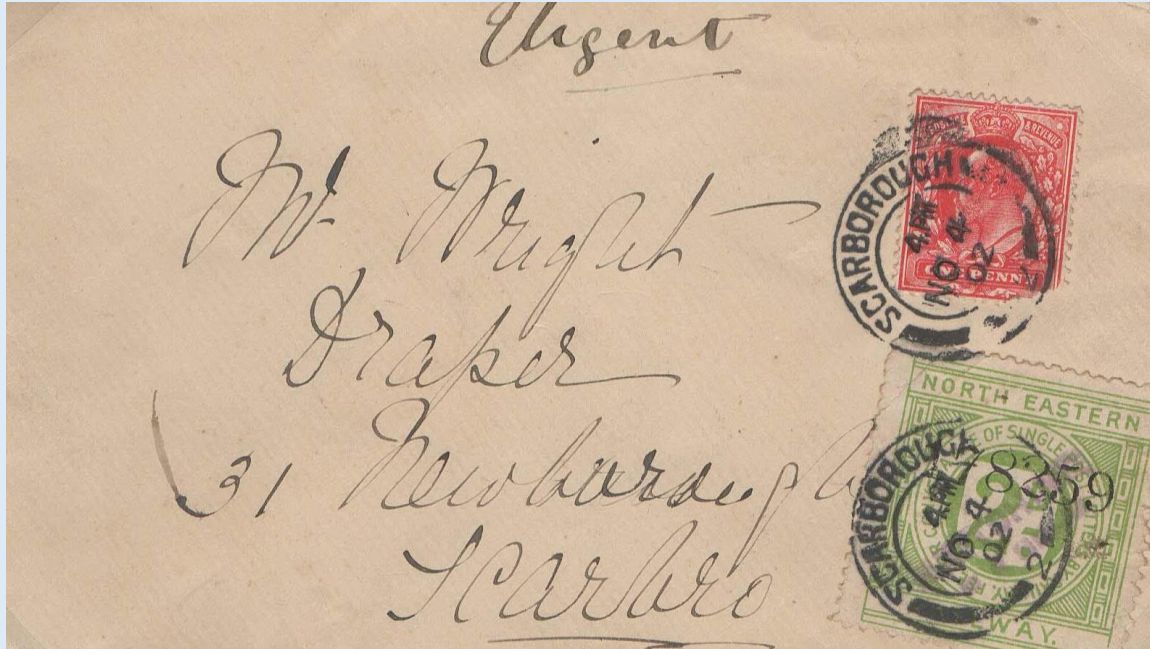
Trains for Whitby had to cross all the main lines to reach the Falsgrave Tunnel.

A new platform, 1A, was constructed to solve the traffic problem.





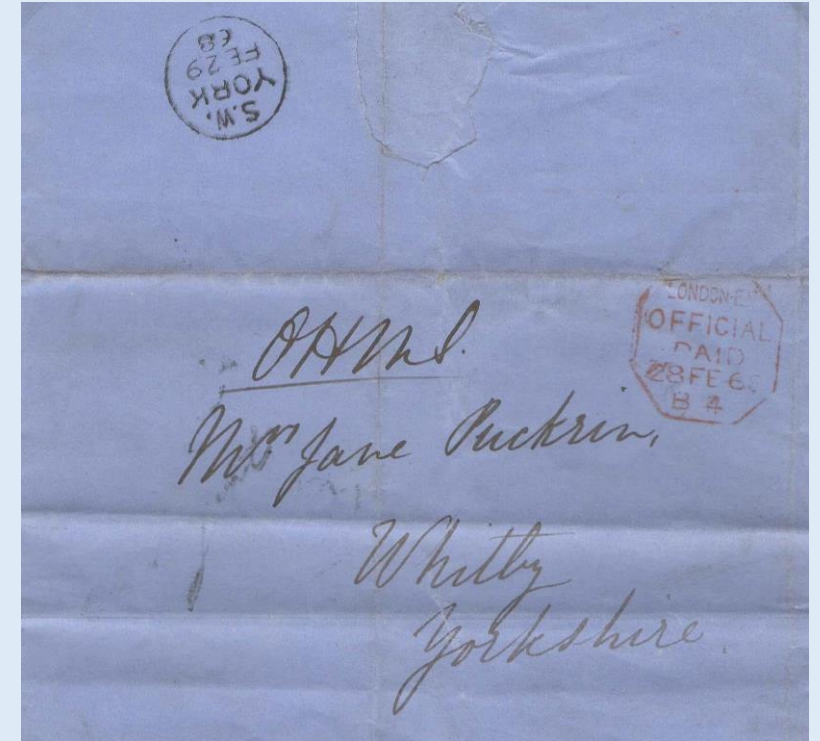
# Scarborough - Railway related mail



Letters could be sent via the railway and prepaid using a North Eastern Railway 2d stamp, but a further 1d had also to be added for delivery in Scarborough.



For about 15 years this hand stamp was used in postal vans attached to trains leaving Scarborough in the summer season.



For about 4 years mail in the 1860s destined for Scarborough and Whitby was sorted in a small railway van in York Station prior to being sent on to the coast during the off-season months.





# Another Railway Letter, this time from Scarborough

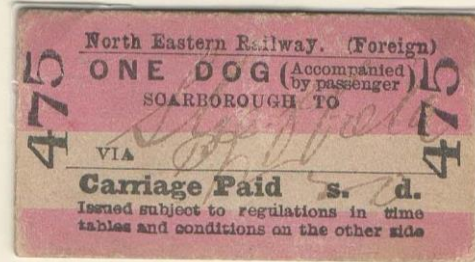


Unclear at which station this letter was originally posted; it might have been from Robin Hoods Bay, but more likely from within a few stops from Scarborough, on the routes to York, or Filey and Bridlington, from intermediate stations.

The NER railway stamp paid for carriage to Scarborough, the two QV 1/2d stamps enabled delivery within Cheltenham.

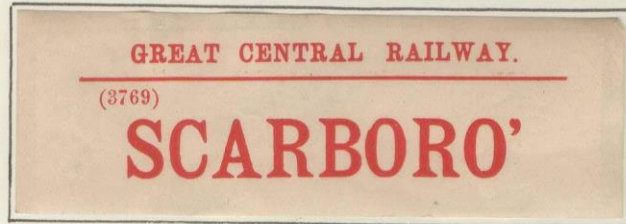
# Scarborough – railway related items

NER ticket for an accompanied dog (Pre-1923)



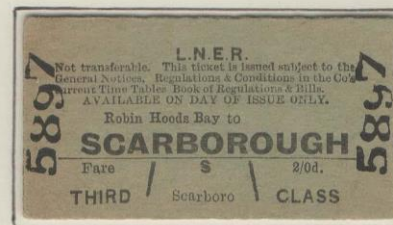
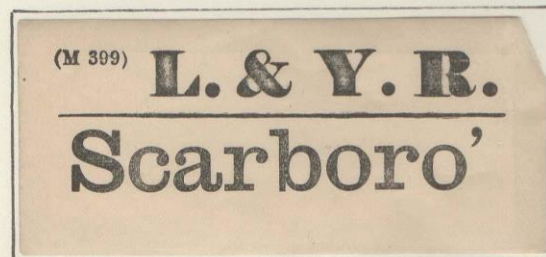
NER – pre-1923 child's 3<sup>rd</sup> class ticket

Great Central railway Luggage label (Pre-1923)



LNER (1923 – 1948) 3<sup>rd</sup> class ticket to Scarborough

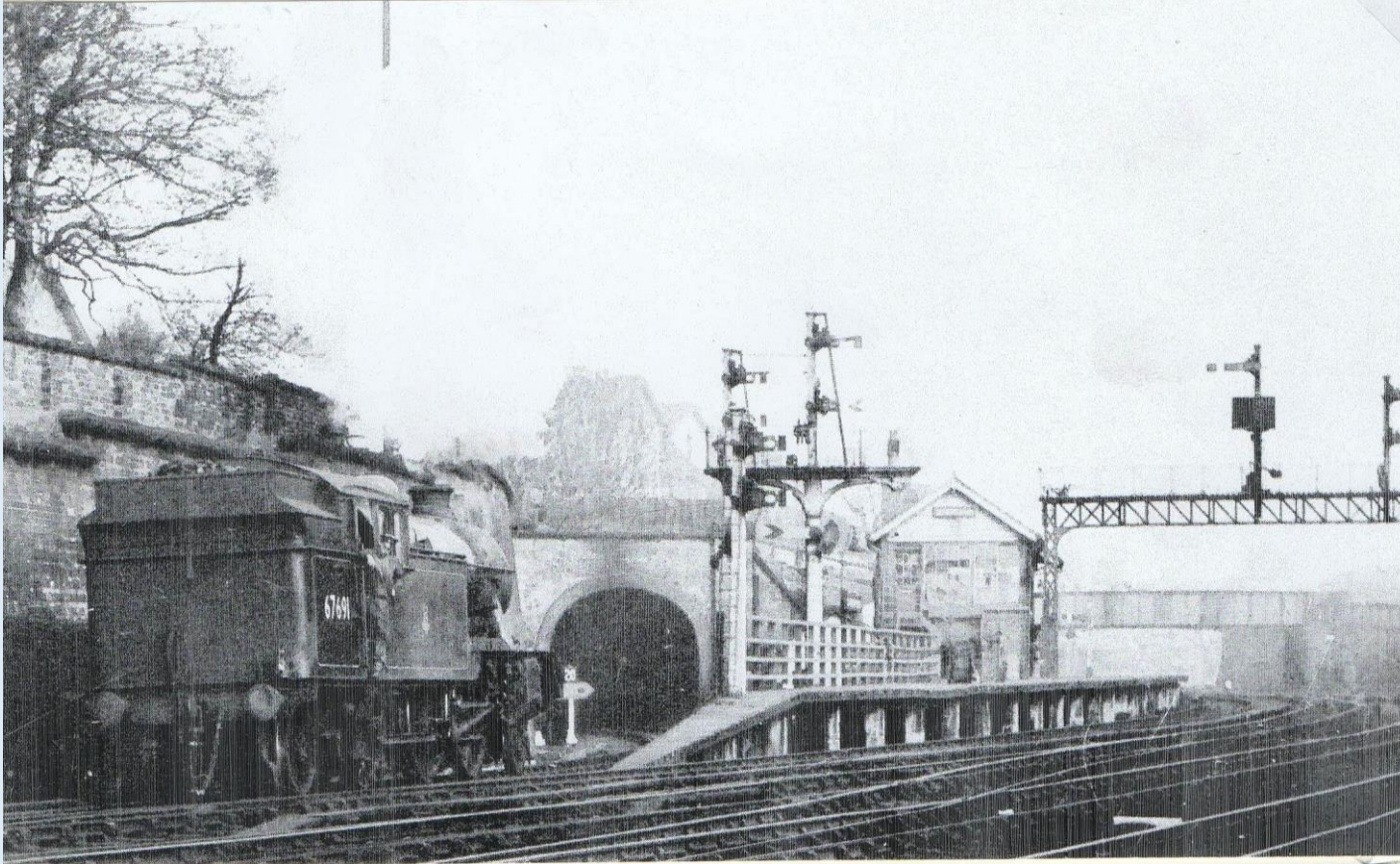
Lancashire and Yorkshire luggage label (Pre-1923)



LNER period 3<sup>rd</sup> class ticket from Robin Hood's Bay



# Platform 1A –the road to Whitby



The new platform for the journey to Whitby; trains had to reverse to enter Falsgrave Tunnel, with the locomotive either in front or behind the train.

The tunnel, 265 yards long passes under the old Quaker cemetery.

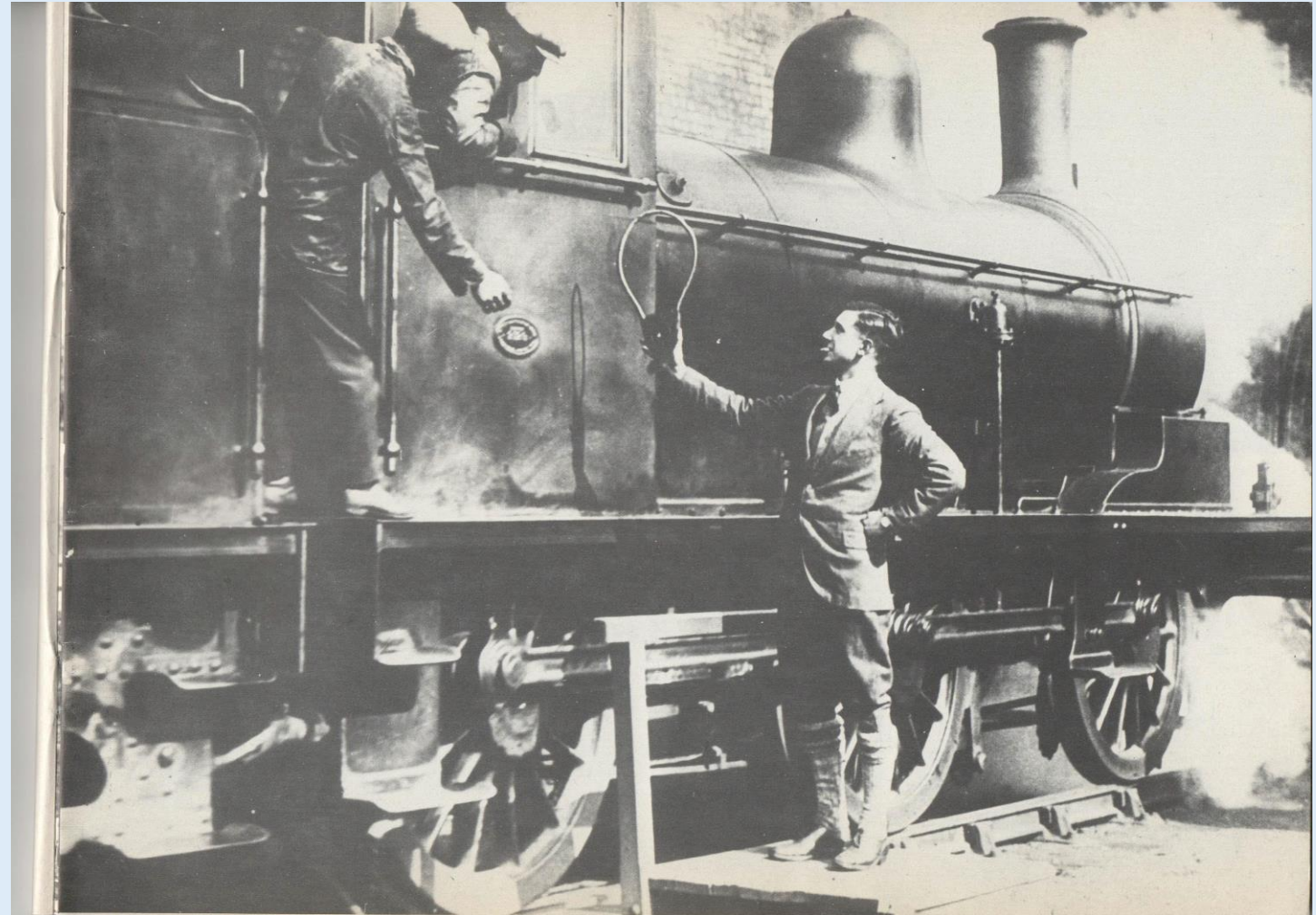
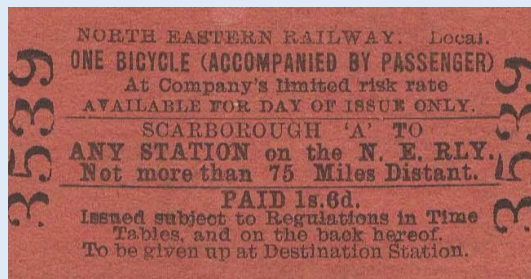
This was essentially a single line route and so required the use of a tablet which allowed travel between certain sections controlled by signalmen at various stations along the way.

Passing places were created in some of the stations to allow trains to pass one another.

# Single line working

Here the single line token giving permission to enter a section of the line is handed from the signalman to the fireman while his driver looks on.

There were several such sections on the line between Scarborough and Whitby and the tokens contained in the purse related to one such section only.

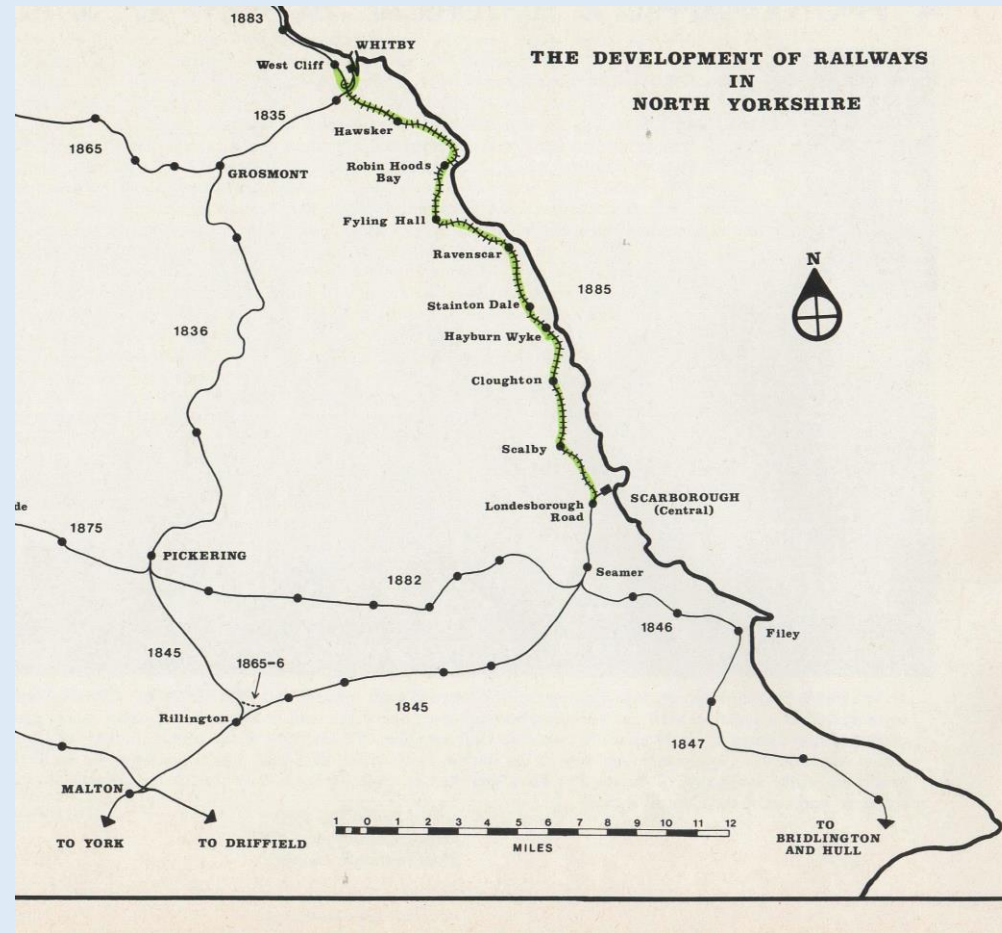




# Scarborough to Whitby line

The line was only 20 miles long and so undercut the North Eastern Railway's journey of 56 miles via York.

It was proposed that mineral extraction of ironstone, limestone, alum rock and firebrick clay along with increased agricultural traffic and exploiting the holiday trade would ensure profits.

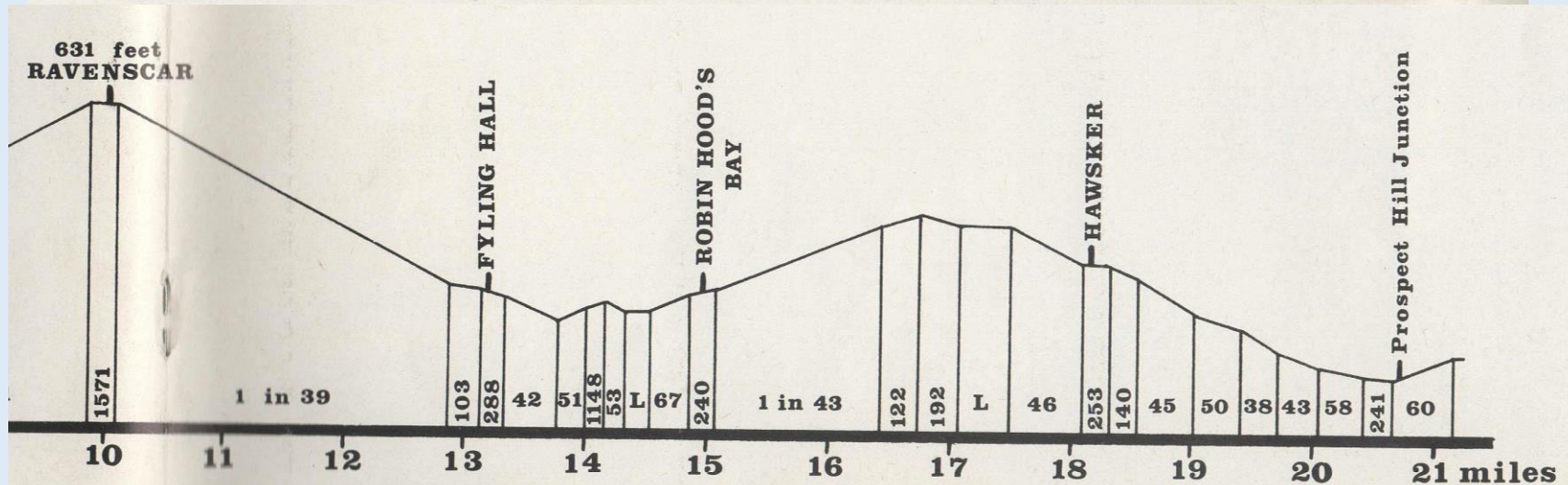
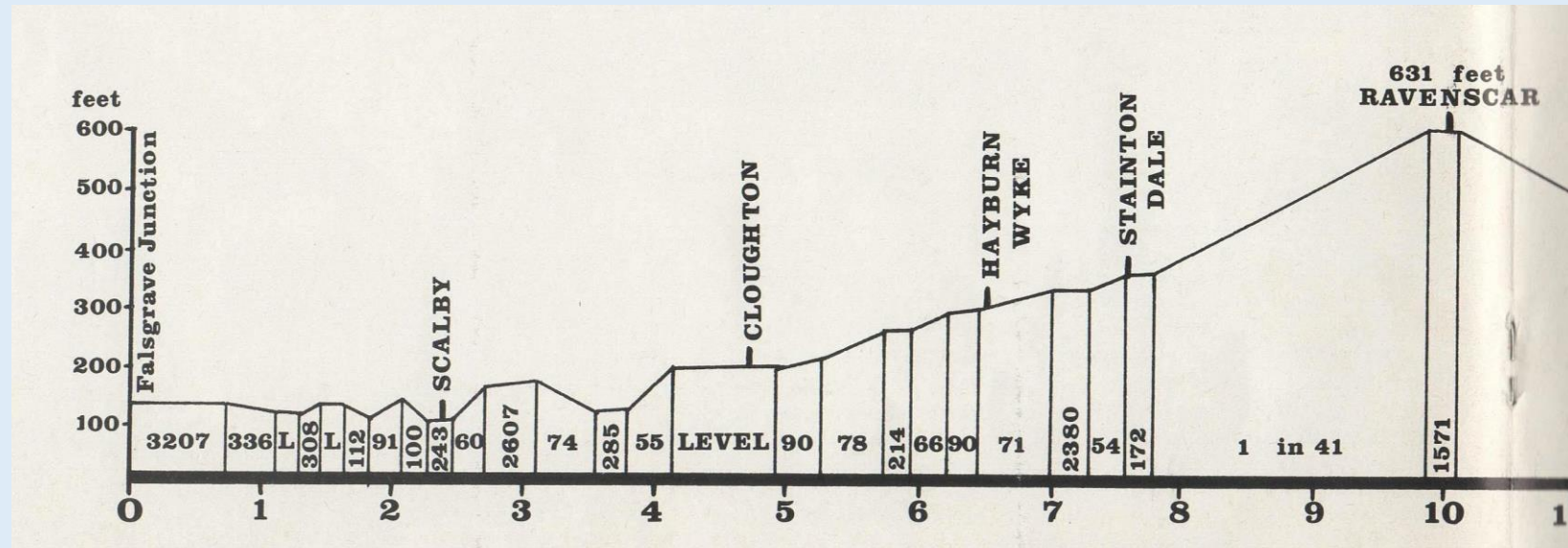


The S & W was never a profitable line, partly due to problems with the NER.

Its best period was during the 1930s.

Goods traffic ceased on 4<sup>th</sup> August 1964 and the last passenger train left Scarborough on 6<sup>th</sup> March 1965.

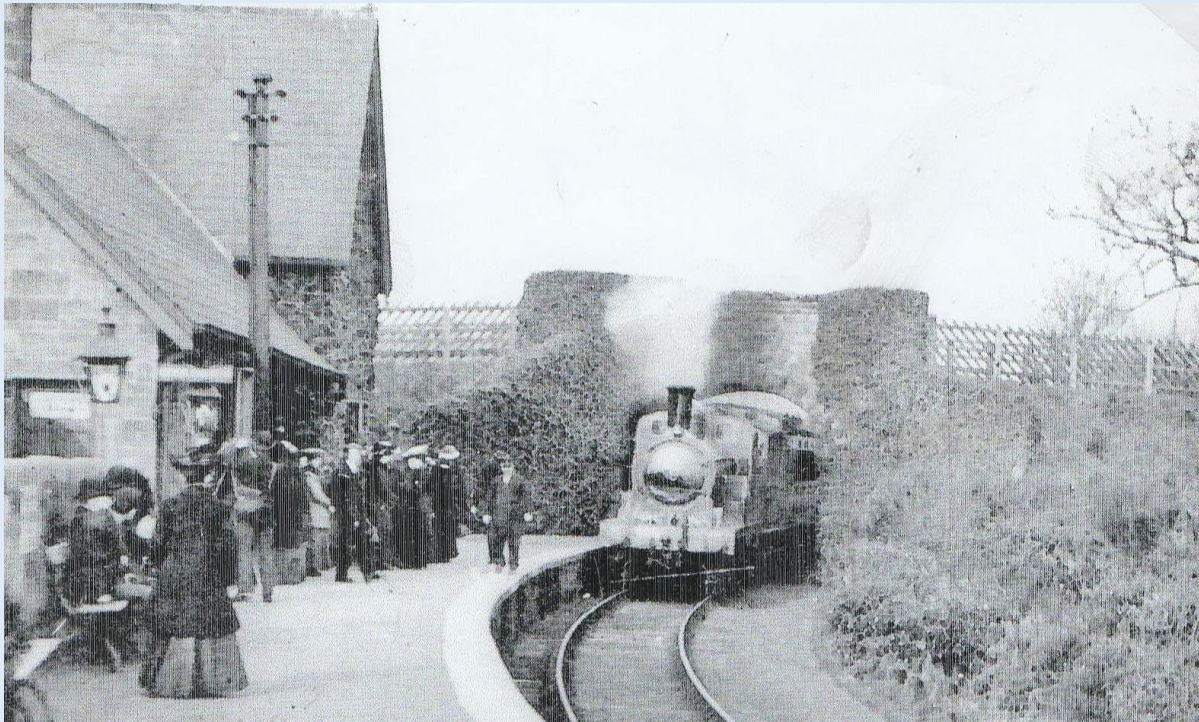
# Gradients on the line



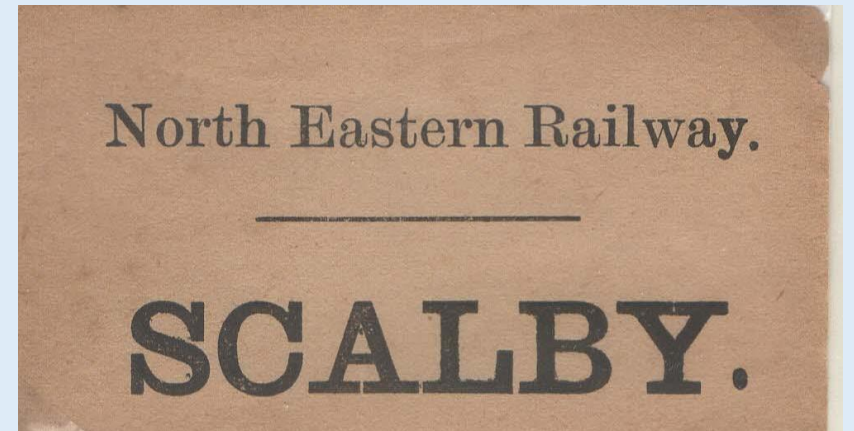
DIAGRAM



# Scalby & Scalby Beck



Hand stamp  
issued June 1885



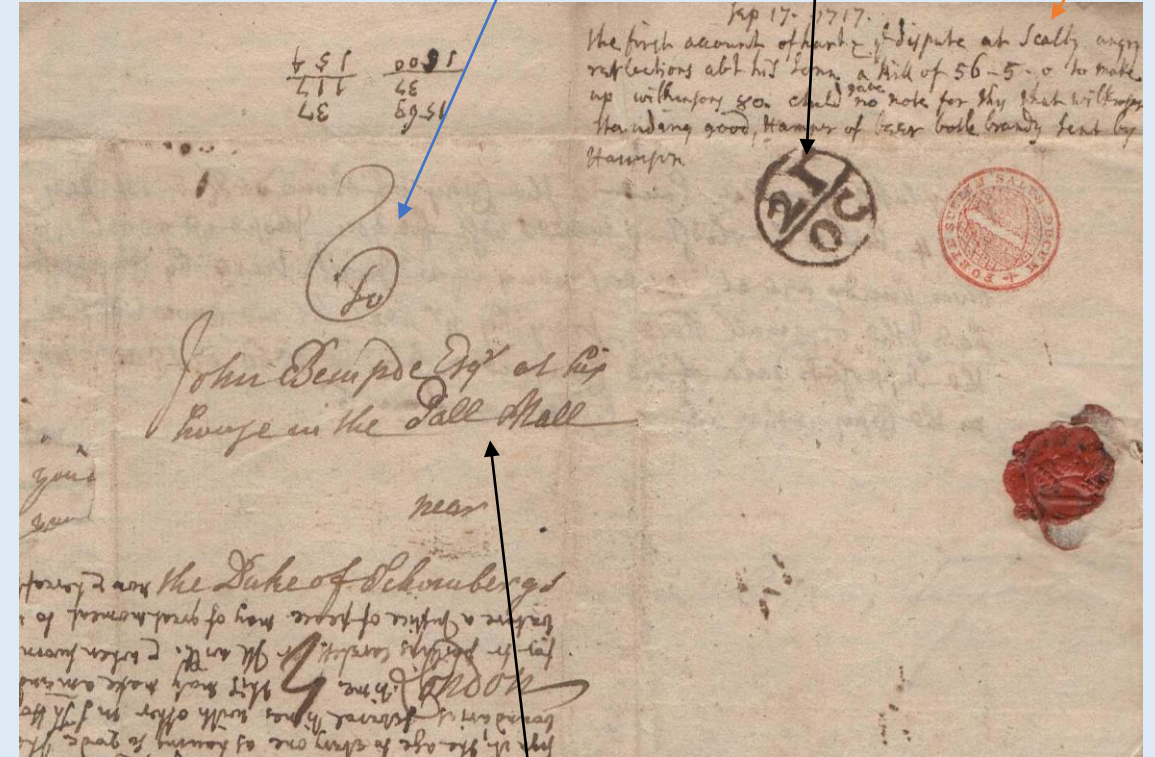
The first stop on the line was Scalby shown here in the early 20<sup>th</sup> century with a train heading for Whitby north Cliff. The station closed in 1953, though occasional trains stopped there until 1964 to serve the camping coaches that were based in the station yard for holiday makers to hire.



# Scalby



The station, again, looking south. There was a well known trout stream here with 7 watermills along the length of Scalby Beck. The last one to survive became a Youth Hostel.



Letter sent in 1717 to Pall Mall referring to a dispute over the sum of £56.5.0 and discussing problems going as far back as 1560.



# Views of old Scalby



Main Street, Scalby in 1905 with Sedman's Family Butcher (left) and T Laughton's Nags Head Inn



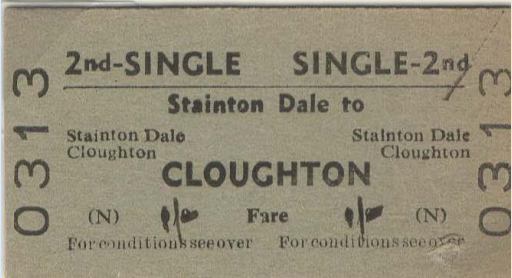
Scalby Church and school, the latter had been rebuilt in 1861. There was also a Primitive Methodist Chapel on Low Street and the Plough Hotel.



# Cloughton



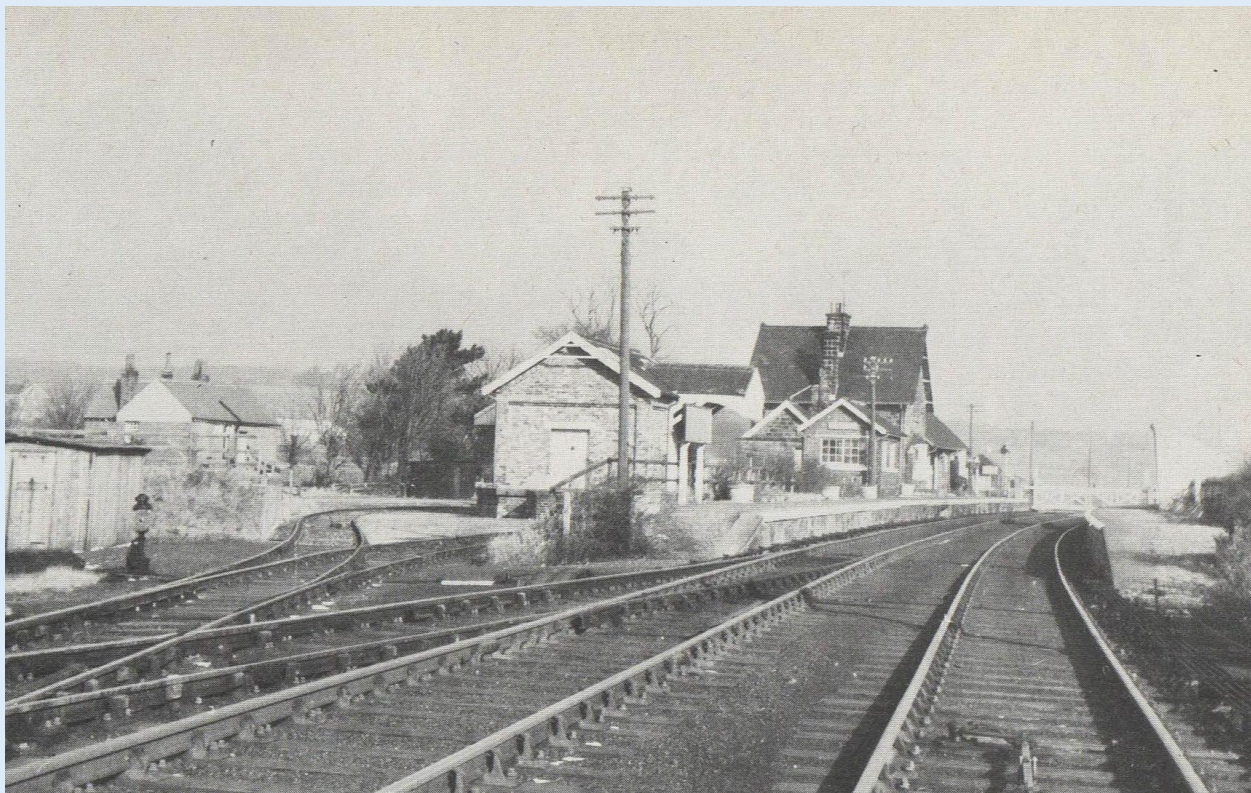
The Stainton Dale Hunt meeting



Miss Allanson was the post clerk at Cloughton



# Cloughton Station



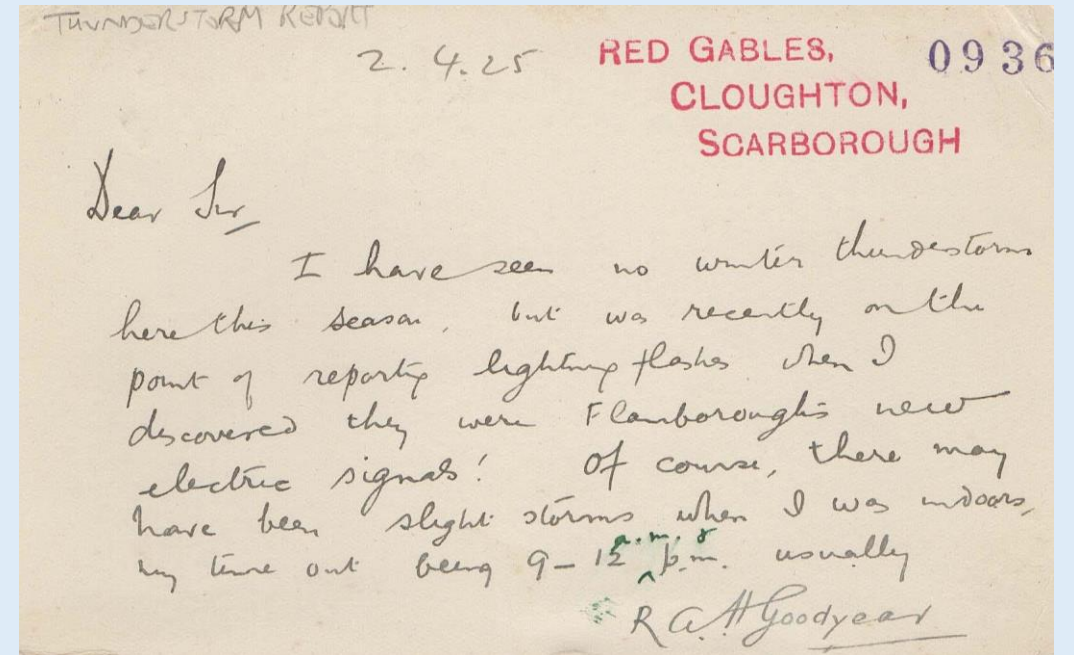
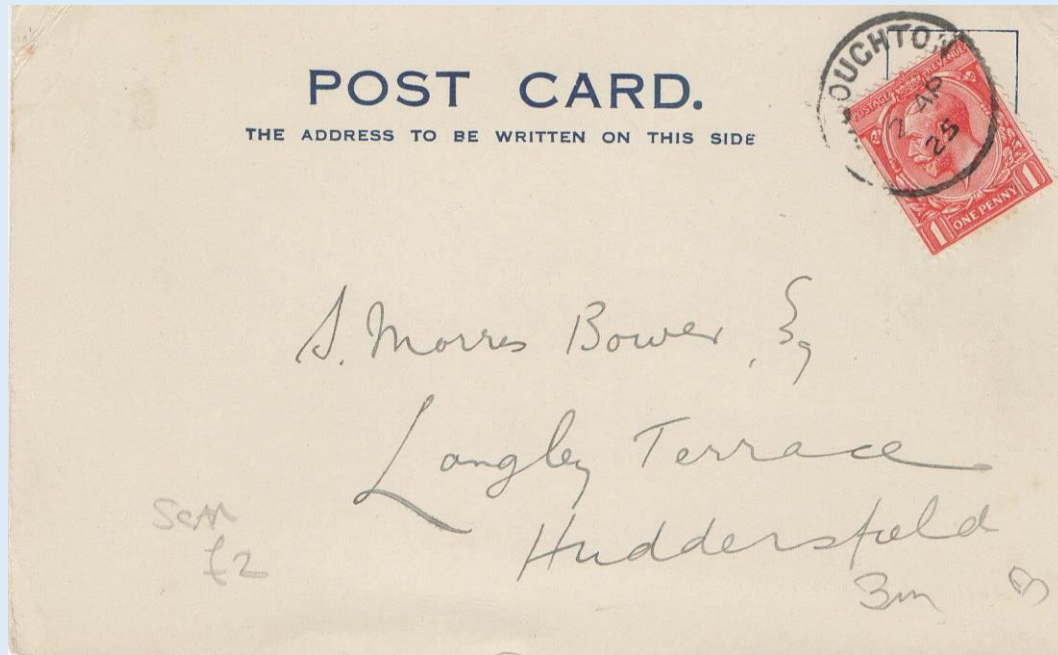
The only station on the line with a level crossing; the passing loop is the right hand track, built in 1891.



Edward VII ½d 'green' stamps; note on the George V 1d the 2 in the date 'slug' is inverted.



# Thunder Storm Report, Cloughton, 1925





# Views of old Cloughton



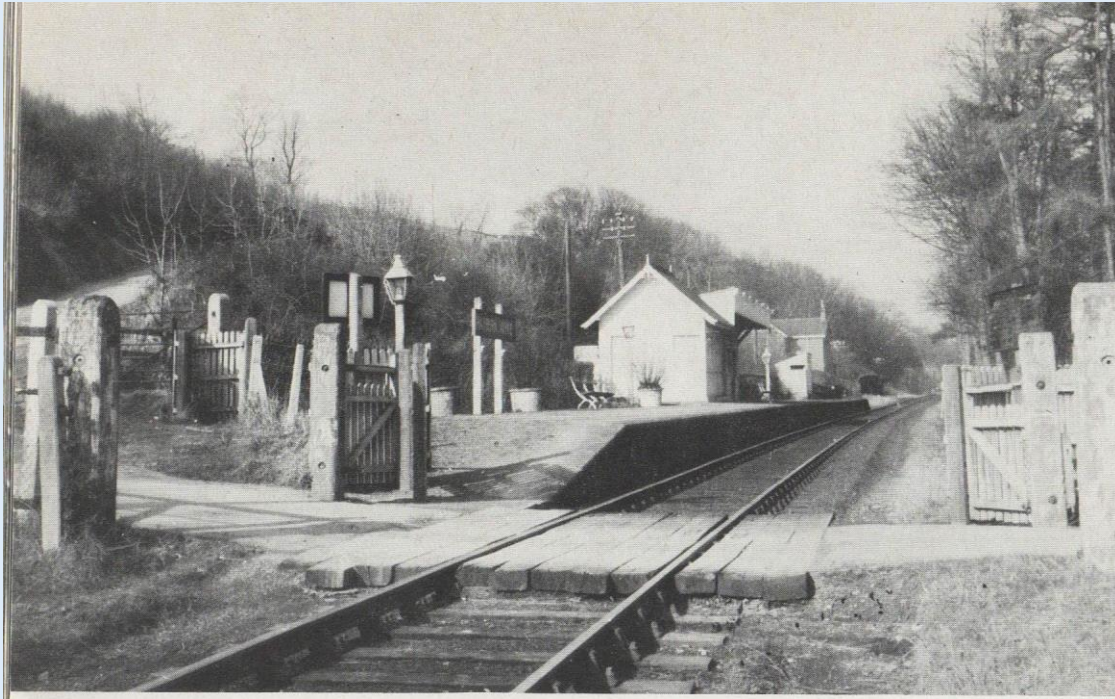
Mill Lane, looking north; the cottage on the left once housed the Post Office. In the Domesday Book the village is listed as **'Cloctune'**, while Scarborough is absent as it was destroyed by the Vikings in the early 11<sup>th</sup> century.



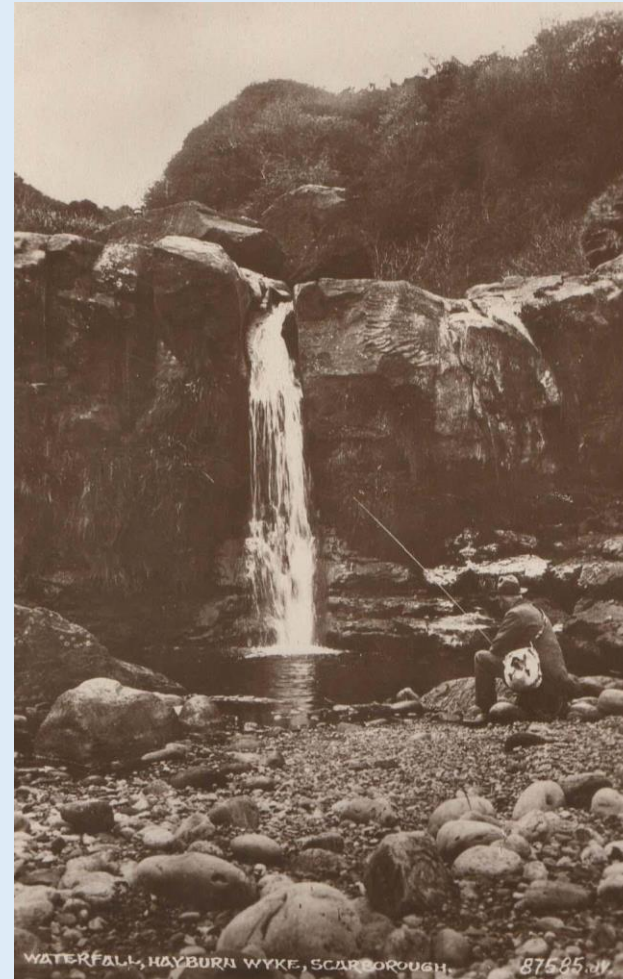
In September 1910 a large whale , 72 feet long, was washed ashore and was cut up by Mark Bennett with the large chunks being hauled up by pulley and then buried locally with lime brought from Seamer.



# Hayburn Wyke



Viewed from the south, originally with wooden buildings, the NER rebuilt the station in 1892. The platform and buildings were converted into a camping cottage in the early 1950s.



A trout pool on the beach, which was some 300 feet below the level of the station down a steep cliff.

The beach was stony and had no sand.

There was no passing loop at this small station.



# Views of old Hayburn Wyke



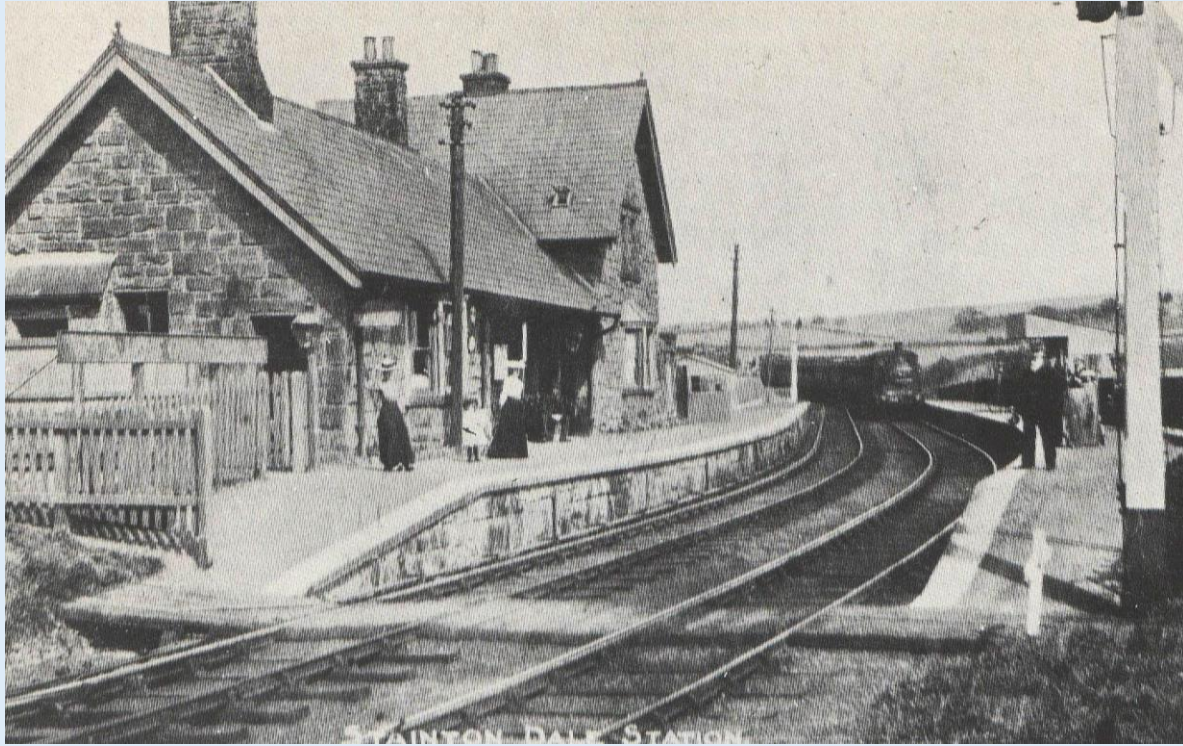
The Hayburn Wyke Hotel was probably, originally, a coaching Inn on the old Scarborough to Whitby road.



The 'Torni', registered in Liverpool became stranded while on a voyage from the Baltic to Hartlepool with a cargo of pit props. Part of the load was discharged and the vessel was re-floated safely.



# Stainton Dale



The gradient at Stainton Dale was such that a set of 'catch points' were needed to prevent vehicles running back onto the single line.



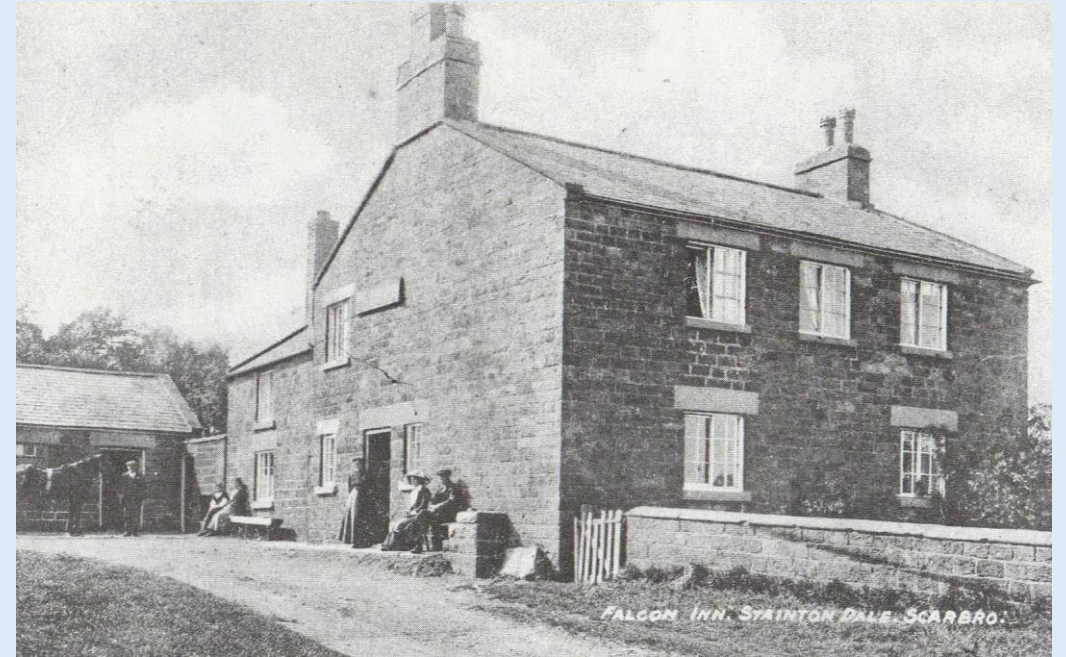
It was from Stainton Dale that the first consignment of mineral traffic was sent. It consisted of two wagons of fine building stone from a newly opened quarry to a builder in Scarborough.



# Views of old Stainton Dale

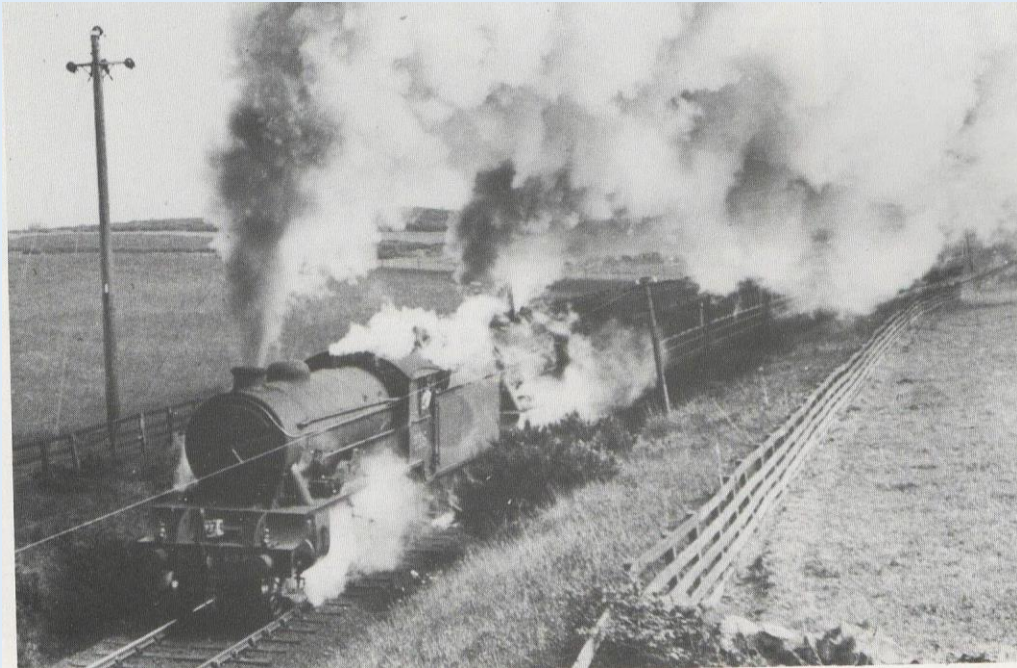


Although a 'recent' photograph, little had changed since the turn of the century. Here, the Post Office and the blacksmith's served the village for many years.

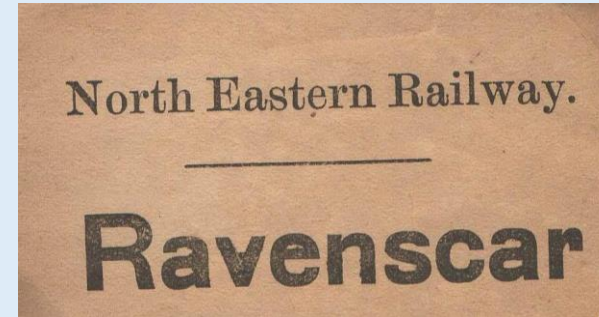


This is the Falcon Inn and was a staging post on the moor road from Scarborough to Whitby. The 'Royal Union' coach left Scarborough every evening at 5:00 pm, while the 'Diligence' went to Whitby two days a week. The fare was 8/-.

# Ravenscar



Double headed train, using two D49 locomotives to climb the 1 in 41 bank from Stainton Dale to Ravenscar. The gradient on to Fyling Hall was 1 in 39. A banking engine was often employed during the summer excursion season.



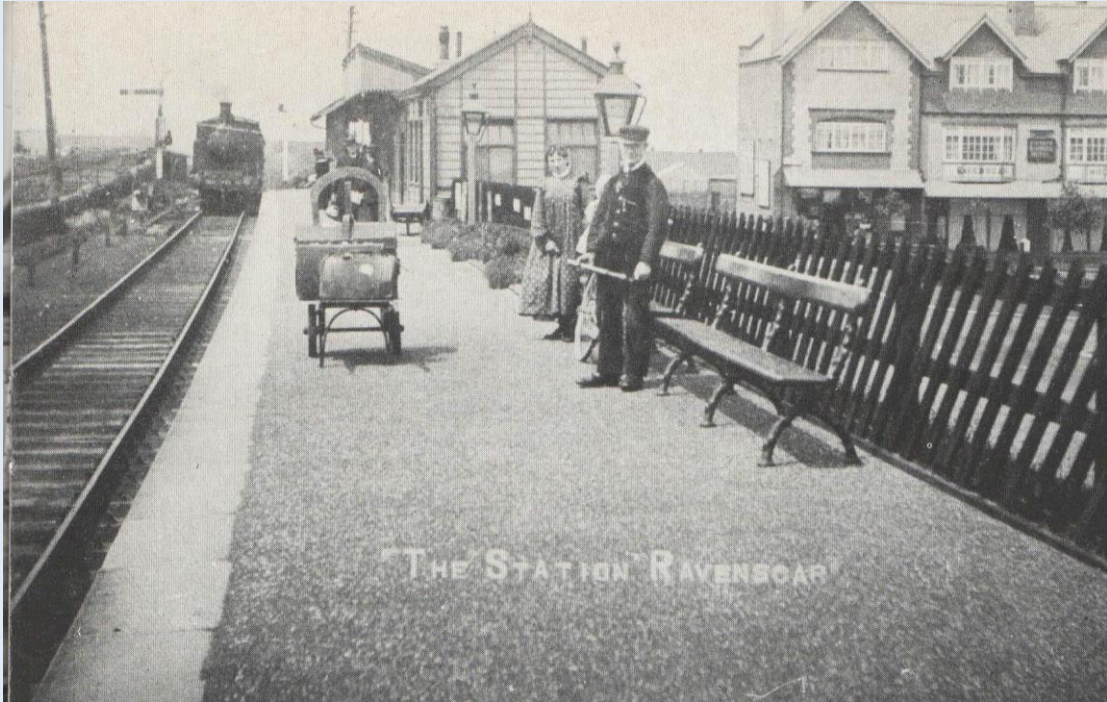
Luggage Label



The railway companies took every opportunity to make money – here are NER tickets for a bicycle and a dog!



# Ravenscar Station



A 1905 view of the station, shortly before a new loop was added to allow trains to pass each other. The station was originally called 'Peak' until 1897, rather appropriate as it was 631 feet above sea level, the highest point on the line.



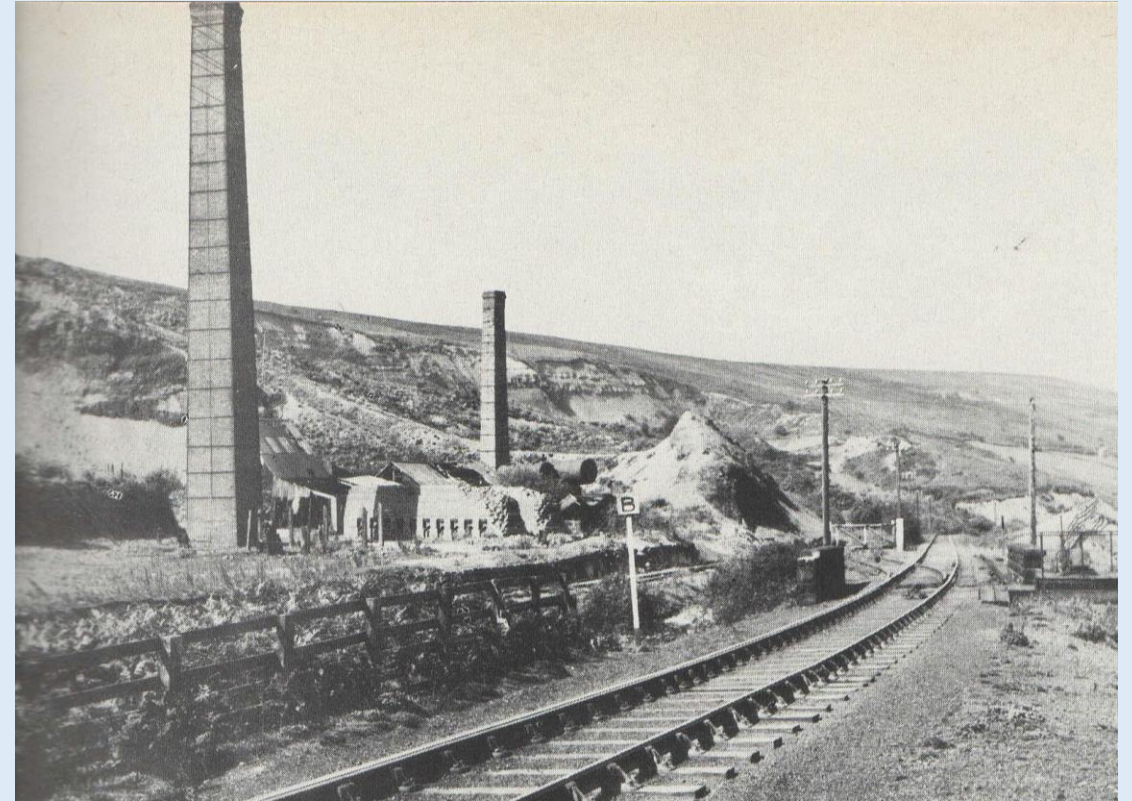
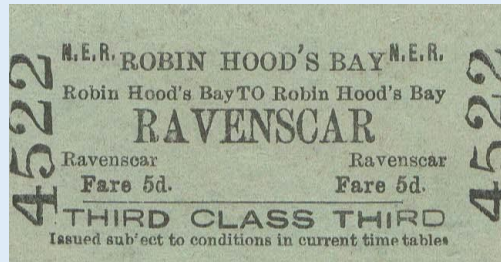
Raven Hall in 1900 was the home of London solicitor W H Hammond. Later the property belonged to the Peak Estate Company and then to Hudson Hotels Limited



# Ravenscar



Ravenscar hand stamp for 1916. This was the only Ravenscar canceller, though there were others relating to the Station/NER, under Scarborough and an RSO version.

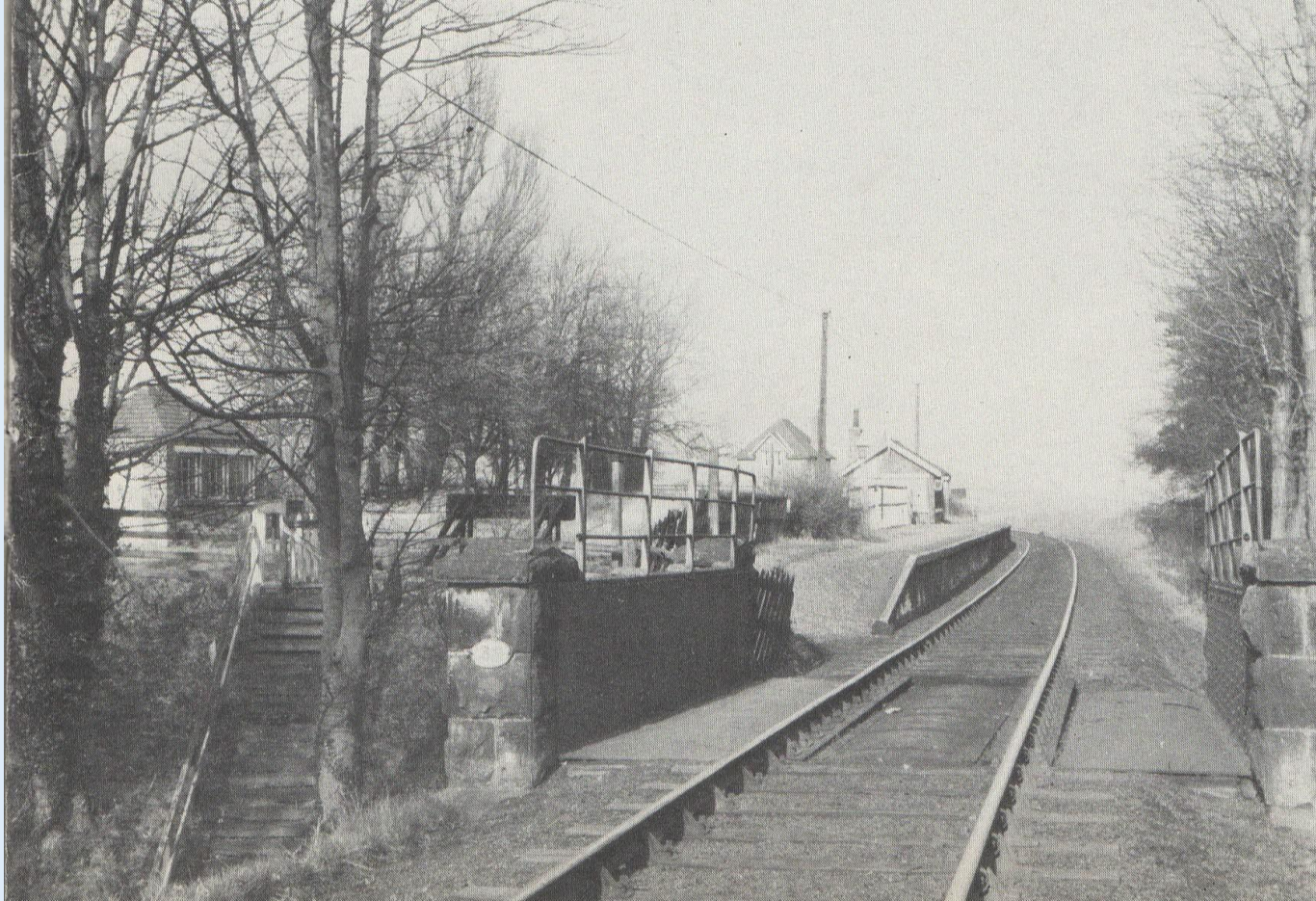


Whitaker's Brick Works was situated in an old alum quarry and opened in 1900 and produced bricks on which was written 'RAVENSCAR'.

This is on the nominal 1 in 39 gradient leading to Ravenscar station travelling south.



# Fyling Hall Station

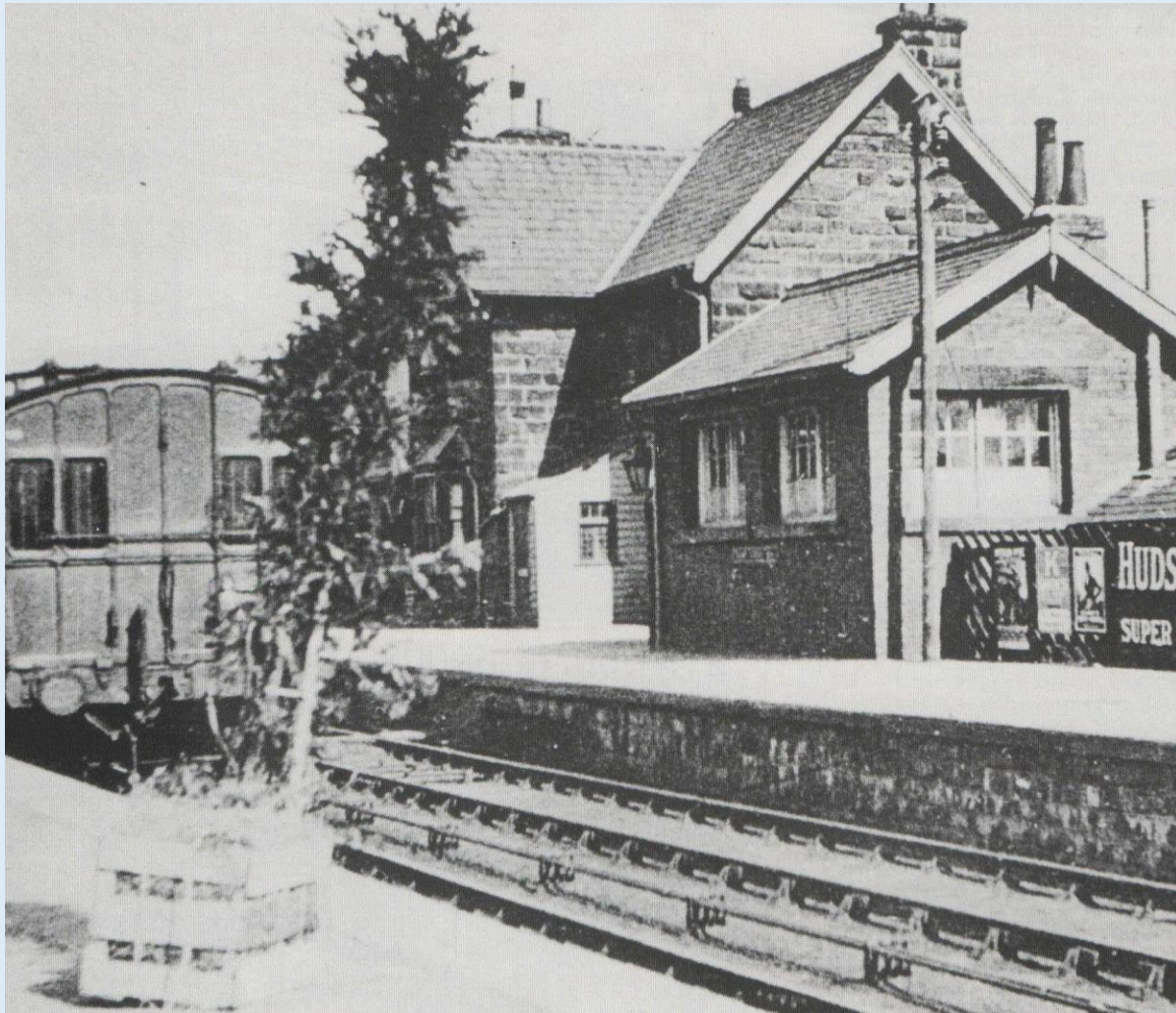


This was a small halt with no goods handling facilities and no passing loop, though in 1934 plans to create one were rejected as the cost would have been £3500 and the busy train season was relatively short.

Just south of Fyling Hall Station was the longest embankment on the line, at 300 feet wide and 90 feet high which had required 490,000 cubic yards of earthwork. This was over Stoup Beck with spoil being brought from both the north and south.



# Robin Hoods Bay Station



## Single and double ring station hand stamps

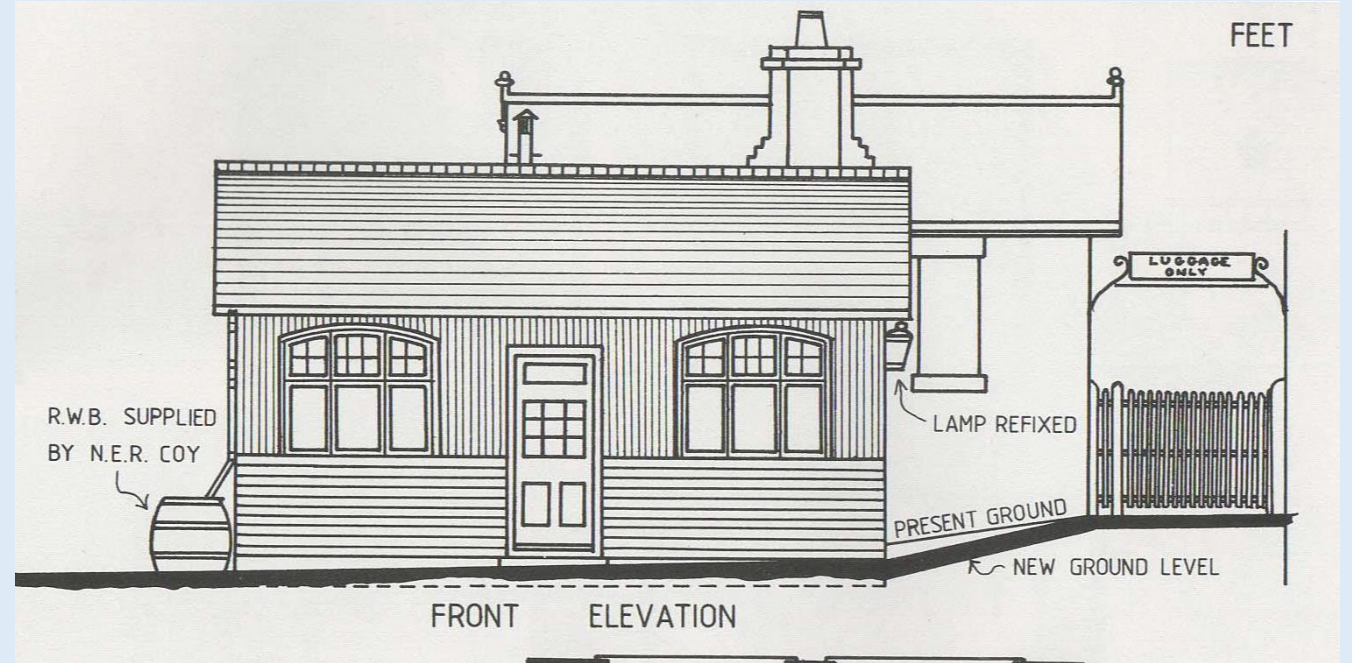
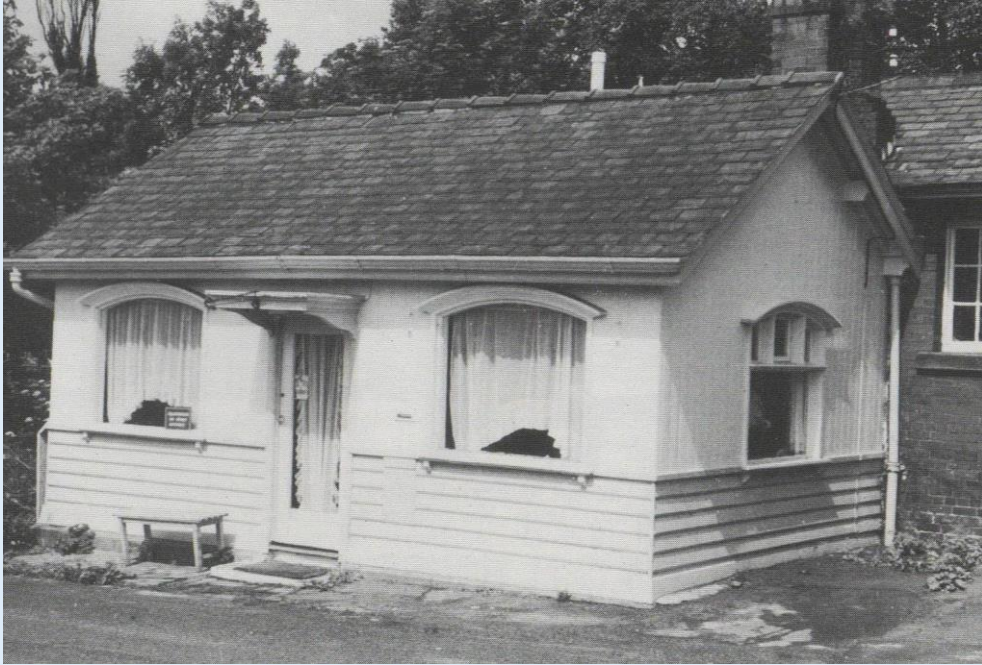
This station was the largest on the line and had its own Post Office.

During its 80 years of use there were only 5 station masters, the last being R E Ascough, who came for two years in 1938 and was still there in March 1965 when the line was closed.

This was the busiest station on the line.



# Robin Hoods Bay Station Post Office



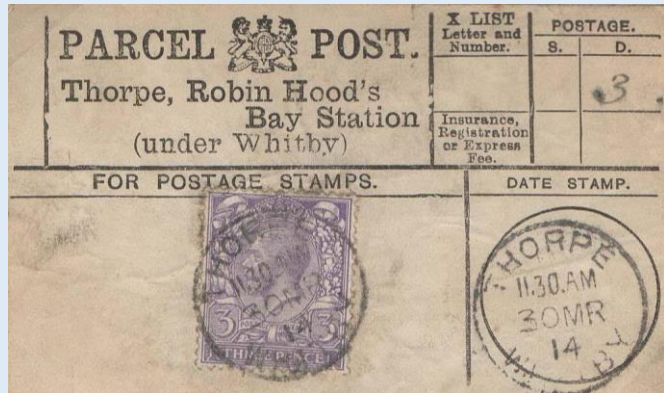
Built in 1904 at the rear of the platform mounted signal box, the Post Office with its refreshment room had been converted into a hair salon by the early 1980s.

During its life it had 6 different hand stamps, including an RSO, and Robin hoods Bay Station – with and without Whitby, its area office.

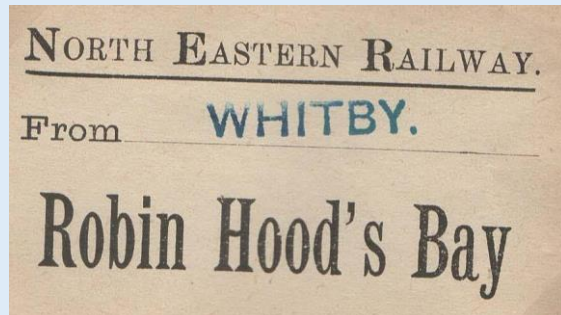
All mail was carried to and from the Post Office by ROAD!



# Robin Hoods Bay



Thorpe was a hamlet SW of Whitby



N E R Luggage Label





# Robin Hoods Bay



Robin Hoods Bay had its own Post Office and handstamp in 1850. Here are two versions for Robin Hoods Bay (1907) and Robin Hoods Bay Station Rd. in the 1960s.

# Views of Robin Hoods Bay



The steepness of the bank up to the station can be seen here as well as the closeness of the cottages and their interconnecting passageways. The cottages on the right were lost to the North Sea some years ago.



# Views from Robin Hoods Bay




Holidaymakers being conveyed from Robin Hoods Bay Station to an outlying farm in about 1900. This part of the beach was originally part of the only road between Scarborough and Whitby.



Derailed LNER class A8 locomotive 2161 is here being lifted back onto the track at the south end of Robin Hoods Bay station in the late 1940s. It is still to receive its loco '6' prefix, making it BR loco 62161.



# Scarborough to Robin Hoods Bay Telegram


  
**POST OFFICE TELEGRAPHS.**

Regulation as to Inland Telegrams.

If the Receiver of an Inland Message doubts its accuracy, he may have it repeated on paying half the cost of its transmission to him. In the event of an error having been made, the amount paid for repetition will be refunded on application to the Secretary.

No. of Message .....

Charges to pay } £.....s.....d.

Dated Stamp of  
  
 Delivering Office.

Office of Origin *Scarborough*      Handed in at *2.40 P.M.*, Sent out at *2.52 M.*

From *H. Appleyard Scarborough*      To *John Storn Shipowner Robin Hoods Bay*

Words	Charge	<i>Moses</i>	<i>Bell</i>	<i>over</i>	<i>to-morrow</i>	<i>comes</i>
		<i>after</i>	<i>goes</i>	<i>delivered</i>	<i>them</i>	<i>to</i>
20	1/-	<i>him</i>	<i>by</i>	<i>Stephen</i>	<i>Chapman</i>	
25	1/3					
30	1/6					
35	1/9					
40	2/-					

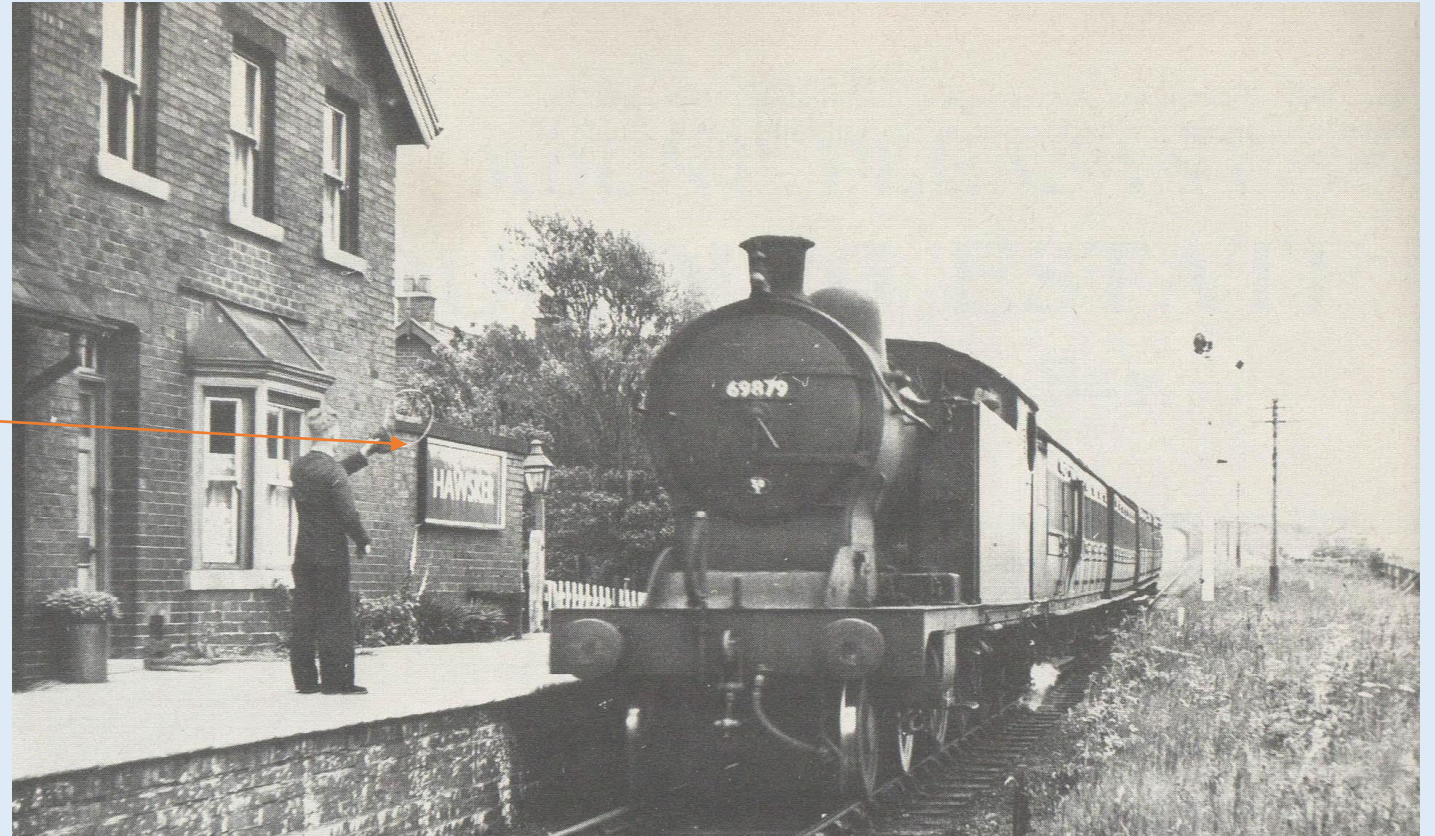
When the cost of a reply to a Telegram has been prepaid, and the number of words in the reply is in excess of the prepayment, the sender of the reply must pay for any excess of words over the number so prepaid. The reply must be handed in at the Office from which the original Telegram was delivered.  
 A prepaid reply to a Message must be handed in within two days from the date of the original Message, or it will be charged for in the ordinary way, but the money prepaid will be returned on application to the Secretary.  
 Telegrams may be re-directed from town to town at an extra charge of *one-half* the ordinary inland tariff, fractions of threepence being reckoned as twopence, but in such cases they must not have been opened.  
 N.B.—It will materially assist the Department if, in making any inquiry respecting this Telegram, the Applicant will enclose this form in his Letter. In the case of a Foreign Message, the application should be addressed to the Administration to which the Message was handed in the first instance.



# Hawsker Station

The only station on the line with brick built buildings, though to a similar design to the stone buildings elsewhere.

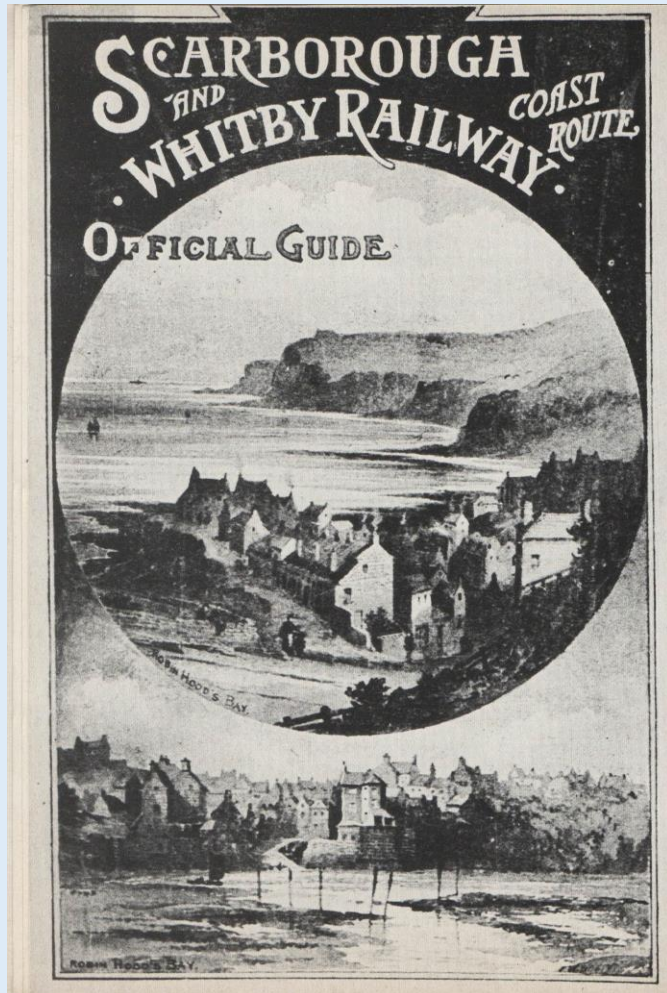
Here the station master is about to exchange the single line token to allow the train to proceed north to Whitby after the post 1948 formation of British Railways, hence the '6' at the front of the locomotive's smokebox number, denoting it had previously been an North Eastern Railway engine, now part of the LNER.





# S & W promotional material

1894



1898

NORTH EASTERN RAILWAY.

**HALF-DAY EXCURSION**  
To Robin Hood's Bay and Whitby.

On Tuesday, July 4th,  
An Excursion train will run as under, to

**ROBIN HOOD'S BAY**  
AND  
**WHITBY,**

Returning from Whitby (West Cliff) at 8-45 p.m.,  
and Robin Hood's Bay at 9-5 p.m. same day.

		Fares there and back, Third Class.	
		To Robin Hood's Bay.	To Whitby.
Scarbro' dep.	p.m. 1 25	<b>1/3</b>	<b>1/6</b>
Scalby	" 1 35		
Cloughton	" 1 42		

Children not exceeding 3, free; above 3 and under 12 years of age, half fare.

A limited number of carriages will be provided for this Excursion, and in order as far as possible to secure the comfort of the passengers and to avoid delay, the issue of tickets will be limited to the carriage accommodation provided, and passengers who intend to travel by the train should therefore apply early for such tickets, which can now be obtained at the above-mentioned stations.

The tickets issued at the above fares are only available for the Excursion train from and to the stations at and for which they are issued, and are not transferable, and no passenger will be allowed to leave the train at any intermediate station. Passengers travelling by this train without having first obtained a ticket for it, will be required to pay the ordinary single fare.

**NO LUGGAGE ALLOWED.**  
**GEORGE S. GIBB, General Manager.**

York, June, 1898.

Ben Johnson & Co., Printers, York.—No. 288—27-6-98.

1930s

**HAYBURN WYKE**  
7 MILES FROM SCARBOROUGH

**THE EAST COAST BEAUTY SPOT**  
**ROMANTIC BAY & SCENERY**  
**HOTEL IN BEAUTIFUL GROUNDS**

**FREQUENT TRAIN SERVICE ON**  
**SCARBOROUGH & WHITBY LINE**



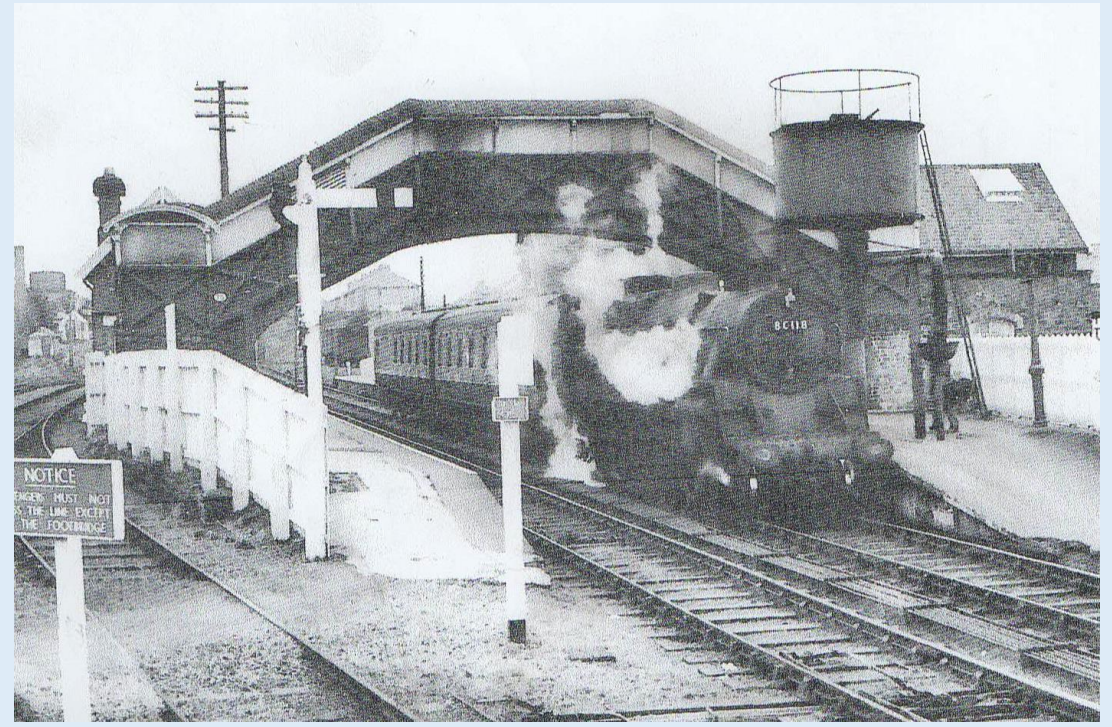
# Eskdale Viaduct



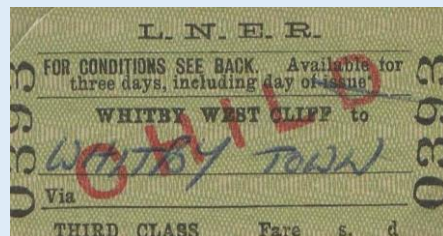
A double-headed train from Pickering heads to Whitby under the former S & W line which took two years to build with around 5 million bricks, 13 arches and 12 piers; it cost approximately £40,000.



# Whitby West Cliff Station



Child's ticket for the short trip down to Whitby itself.



Ticket for the steep climb up to Whitby West Cliff to catch the train back to Scarborough.

The line then continued on to Staithes, Redcar and Middlesborough, which had been built by the N.E.R.



# Letter from Whitby, West Cliff, 1877

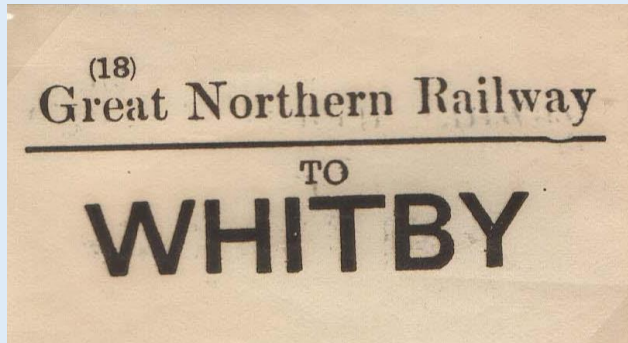


The hand stamp on the reverse dated 3<sup>rd</sup> September 1877 shows that a community was already established here before the S & W line opened in 1885.

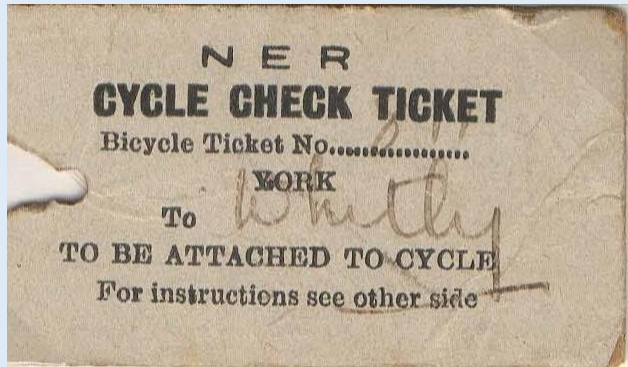
In fact the post office in West Cliff was open from at least the summer of 1875 as shown by the earliest recorded hand stamp on cover.



# Whitby – at last



GNR Luggage Label



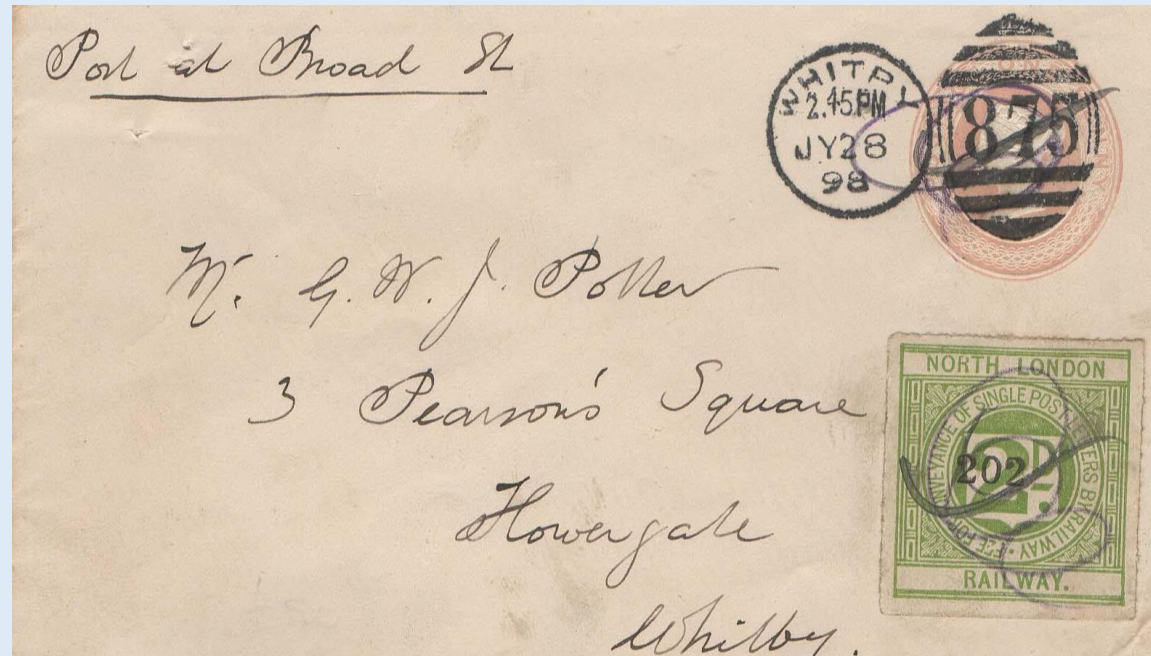
NER ticket to show that the bicycle had been paid for.



Post 1947 BTC platform ticket costing 2d.



# And finally another rail route to Whitby



Handed in at Broad Street Station, this cover was carried initially on the North London Railway and then the North Eastern Railway, via York, to Whitby. The cost was 2d, shown by the NLR 2d stamp, and 1d for delivery from the station, using the prepaid penny pink embossed stamp, cancelled with Whitby's 875 duplex hand stamp.



# Thank you for watching the slide show

B 1192

## SUMMER HOLIDAYS, 1931

Improved Facilities **L M S** Improved Facilities

### EACH FRIDAY and SATURDAY

July 24th until September 12th, inclusive  
JULY 31st AND AUGUST 1st EXCEPTED—SEE SPECIAL BILLS

### HOLIDAY RETURN TICKETS

WILL BE ISSUED TO

## BRIDLINGTON, FILEY

AND

# SCARBOROUGH

(Via YORK and L.N.E.R.)

### From Birmingham, Coventry, Walsall and Wolverhampton Districts.

---

**AVAILABILITY OF TICKETS.**

OUTWARD.	RETURN.
FRIDAYS ... ..	FRIDAY (8th day), or on any subsequent day up to and including Sunday (17th day).
SATURDAYS ... ..	FRIDAY (7th day), or on any subsequent day up to and including Sunday (16th day).

BY SERVICES shown on page 2. BY SERVICES shown on page 3.

Passengers travelling outward on Fridays and Saturdays desirous of returning on following Sunday, Monday or Tuesday, are requested to take week-end tickets.

Passengers are requested to obtain their tickets in advance as this will assist the Company in the provision of accommodation.

**CONDITIONS OF ISSUE OF HOLIDAY RETURN TICKETS AND OTHER REDUCED FARE TICKETS.**  
 Holiday Return tickets and tickets issued at fares less than the ordinary fares are issued subject to the Notices and Conditions shown in the Company's Current Time Tables.

**PLEASE RETAIN THIS BILL FOR REFERENCE.**

FOR FARES, CONDITIONS, ETC., SEE PAGES 2 and 3.

31,000 H. Bemrose & Sons Ltd. Derby and London.

L.N.E.R

No. R 857

## HALF-DAY EXCURSION

# YORK

AND

# SCARBORO'

### SUNDAY 4th SEPTEMBER

---

	3rd RETURN	
	YORK s d	SCARBOROUGH s d
LEEDS (City) ... .. am	2 8	4 9
CROSS GATES ... .. " 11 5	2 1	4 9
GARFORTH ... .. " 11 10	1 7	4 2
MICKLEFIELD ... .. " 11 15	1 7	4 2
Arrival times ... ..	11-42 am	12-50 pm

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RETURN DEPARTURE TIMES	RETURN ARRIVAL TIMES
Scarborough ... .. dep 9 55 pm	Micklefield ... .. arr 11 29
(Central) ... ..	Garforth ... .. " 11 35
York ... .. " 11 0 "	Cross Gates ... .. " 11 41
	Leeds (City) ... .. " 11 49

Buses and trams for all main routes will meet return train at Leeds (City Square) (Fare 4d).

SEA TRIPS from SCARBOROUGH (Lighthouse Pier) on the motor ships "Coronilla" or "New Royal Lady" are available at the reduced charge of 1/8 (Afternoon Trips—2 hours—at 2-30 pm) and 10d (Evening Trips—1 hour—at 6-30 pm) on presentation of return halves of L.N.E.R. excursion tickets.

TICKETS CAN BE OBTAINED IN ADVANCE  
 Tickets, bills and all particulars can be obtained at the Stations or usual Agencies.  
 Leeds tickets can also be obtained at Headingley and Horsforth Stations.  
 For further information apply to the District Passenger Manager, Leeds, Tel 20615

Monthly Return Tickets are available by these trains

CONDITIONS OF ISSUE  
 Day, Half-day and Evening tickets are issued subject to the conditions applicable to tickets of these descriptions as shown in the Company's time tables.  
 Children under three years of age, Free; three years and under fourteen, Half-fares.  
 For LUGGAGE ALLOWANCES also see time tables.

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