

This **pre-World War I view of South Sands** shows a lack of deck chairs, Rawlings' bathing machines – in use since 1735 - available for hire and small sailing dinghies ready for use by holiday makers. Beach wear was still very formal and reflects the mores of the time.



Bon Marche, 12, Westboro', Scarborough

**South Cliff** looking back to the town centre shows some of the more exclusive Edwardian period hotels on the **Esplanade**. Even though this view was taken in the early 1950s, there are very few cars present.



Chadwick Studio Productions, 491 Oakwood Lane, Leeds, 8



In 1626 Mrs Thomasin Farrer discovered the **acidic spring** in the in the slopes of South Cliff. They were thought to have healing powers and were promoted in a **book written by Dr Robert Whittie in 1660**. A spa for the taking of the waters was established with a series of wooden buildings being erected and in 1737 they were destroyed by a cliff fall. Within 5 weeks the site was cleared and **two new springs with 'different' water** were found. Two years later new, improved buildings were in place and later, in 1839, replaced by another group of buildings. These were soon found to be too small and **Joseph Paxton** was brought in, in 1858, to design a new, grander complex which still stands today.



Publisher unknown

At the southern end of the Spa complex is an area known as **children's corner** – from the last days of when children should be 'seen and not heard'. Here we see the beginnings of children's castle building, often 'under Nanny's eye'.



Advance Publishing Co.



A few hundred yards further along the beach is the **South Bay bathing pool** which was filled with unheated sea water. There were changing rooms and refreshment facilities and seating for the **daily band concerts** given by the town's band during the summer season. Also present are permanent 'beach huts' available for hire. The 10 metre diving board has been constructed a short while before the photograph was taken in the mid-1930s.



Publisher unknown

On the cliff top above the bathing pool are the **Italian Gardens** which were constructed so as to be out of the wind and well sheltered by trees. Here on several levels are shrubberies, rose beds and water features with sculptures and fountains.



Valentine's Series



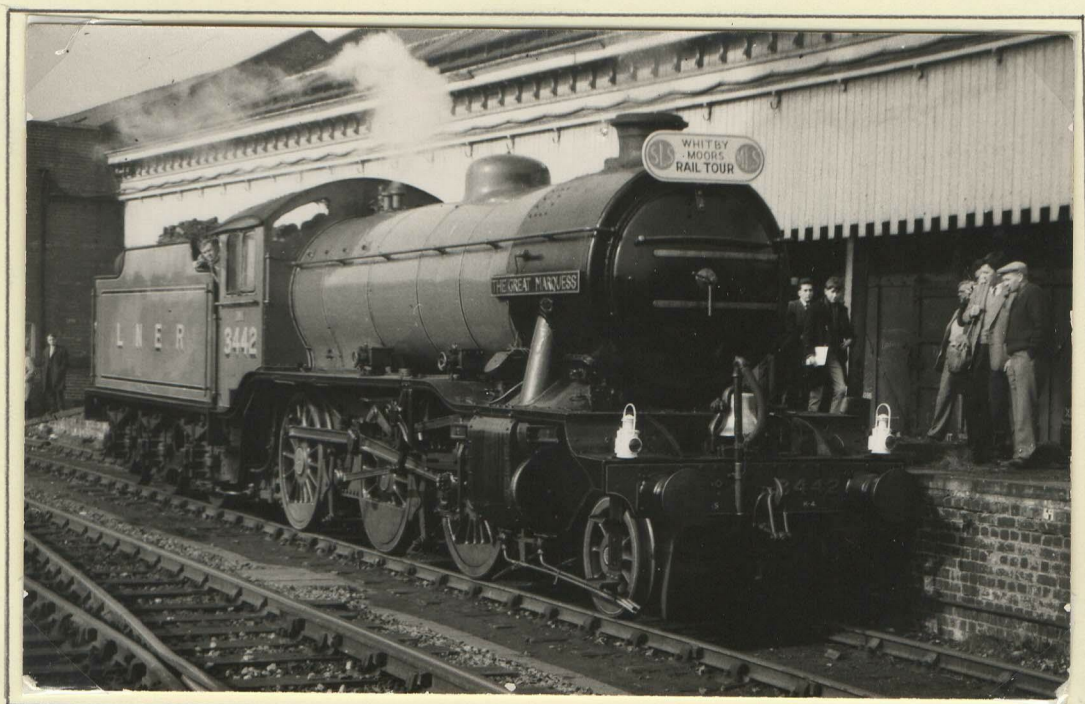
On 26<sup>th</sup> September 1923 Scarborough's memorial to those servicemen and civilians killed during the **World War I** was unveiled at the north end of **Oliver's Mount**. Later names were added to the civilians and servicemen and women lost in **World War II** and those who suffered in the **Korean War**. In all over 400 Scarboreans lost their lives in the three conflicts



The Milton 'Real Photographic' Woolstone Bros. London E.C.1

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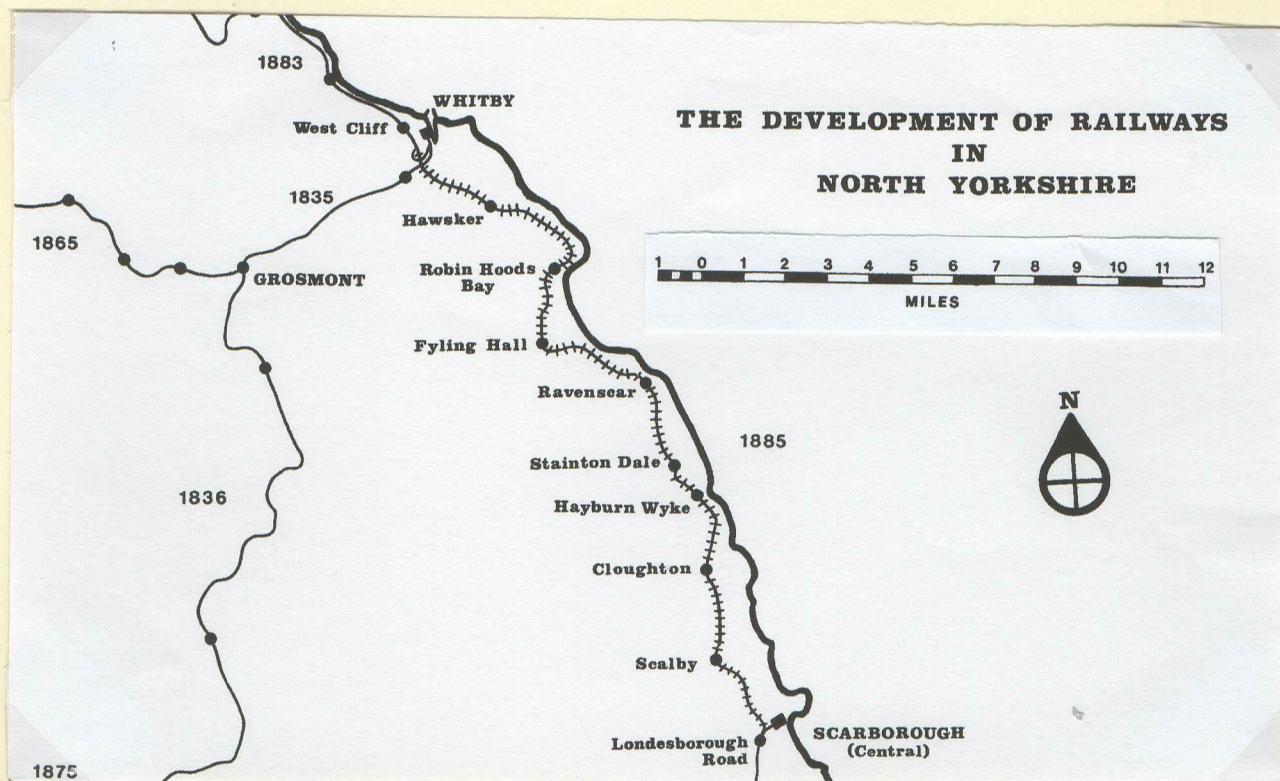
The trip through Scarborough ends on our return to the **railway station**, where our locomotive, **LNER 2-6-0-3442 'Great Marquess'** is waiting to cross the lines to **platform 1A, Londesborough Road**, to lead our train towards Whitby. This extra platform had been built outside the main station in 1934 to ease congestion during the summer season. The next stage of our journey starts as we enter the 260 yard long Falsgrave Tunnel.



Publisher unknown



The **Scarborough and Whitby Railway** was built to **shorten the distance** between the two seaside towns from **56 miles** – via **Pickering and York** – to **21 miles**. It promised to enable the development of a number of large, different mineral deposits along the coastline, to assist local farming and to encourage tourists to travel the line. **Building started in 1862** but came to a halt several times and was eventually **completed in 1885**. The line was taken over by the North Eastern Railway in 1898, the LNER in 1923 and became part of British Railways in 1948.



The first village on the line is **Scalby**, 2½ miles on, the station being entered via the viaduct over Scalby Beck, a well-known trout stream which leads down to **Scalby Mills**. There were 5 water mills on this stream at one time. Scalby Mills is today linked by the miniature railway to Northstead Manor Gardens in Scarborough.





The next village is **Cloughton**, another 3 miles up the line, with a population of around 700. It has a history dating back to prehistoric times and is recorded as **Clocktune** in the Domesday Book. From Cloughton the line rises steeply for two miles to **Hayburn Wyke** the smallest station on the line. A former coaching inn, the Hayburn Wyke Hotel was the gathering point for the local hunt.



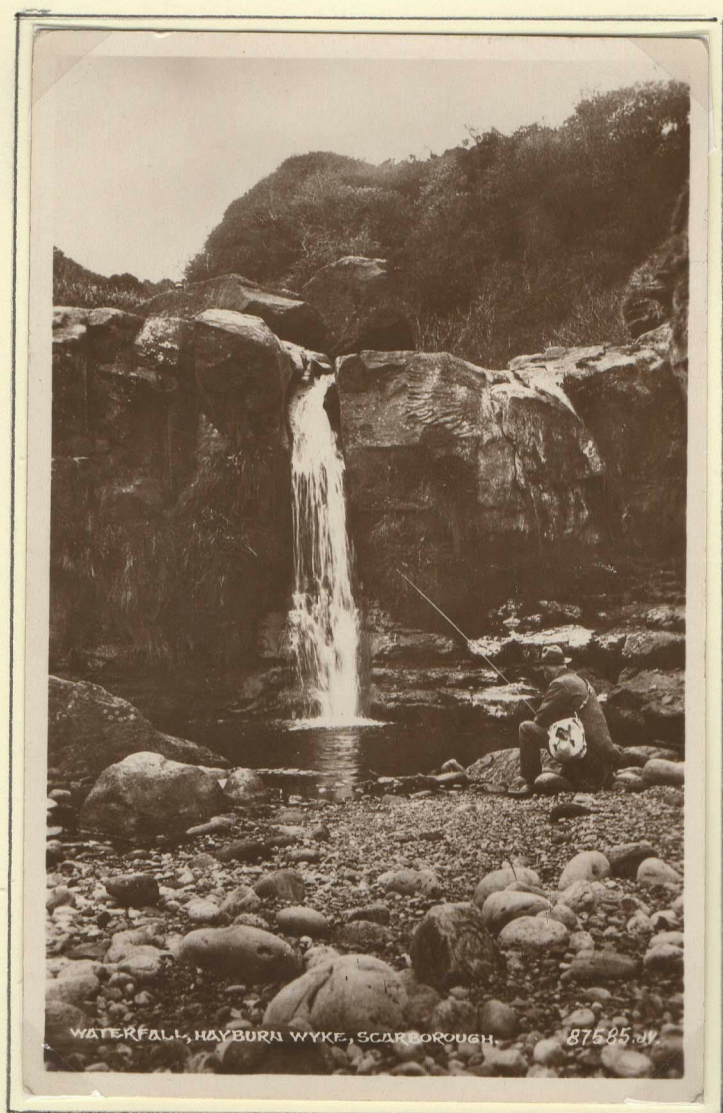
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A little over a mile further up the incline is **Staintondale** a small village whose Parish Council is combined with **Ravenscar**; they have a joint population of around 340. Hunt, shown above, is called the Staintondale, although their kennels are in Hayburn Wyke.



Publisher unknown





This pool and waterfall used to contain trout as the angler tries out his skill at the top of the beach below **Hayburn Wyke**.

Valentine's Post Card



The bridge here carries the road over the trout stream being fished, shown above, in this Edwardian period postcard having been posted in **Cloughton** in 1907, as shown on the reduced copy of the post mark below.



"Dainty" Series



After another climb of 2 miles at 1 in 41, our train reaches the highest point on the line at **Ravenscar**. This is a small village and its station was **originally called 'Peak'**, as at 631 feet above sea level, it was **the highest point** on the railway line. The line was slightly steeper – 1 in 39 – down towards **Fyling Hall** and during the summer seasons in the inter-war years an extra locomotive was used to 'bank' heavy excursion trains up these very steep inclines. In winter the station is very exposed and on one occasion the wooden waiting was blown away.



Queen Series, T.T. & S, Scarbro'

Five miles north of Ravenscar lies the village of **Robin Hoods Bay**, reached after passing through Fyling Hall. **The station is approximately 300 feet above sea level and almost a mile above the village** itself with a very steep hill in between. In the 16<sup>th</sup> century this was a busier port than Whitby and during the 18<sup>th</sup> century well organised **smuggling was rife**, with all levels of society involved. Most of the cottages were built between 1650 and 1750.



J.T.R. Series, Whitby



The view, below, is from half way down from the station to the beach. The way some of the houses seem to cling to the hillside is reinforced by **tales of landslides and rows of cottages collapsing** down towards the sea, which are well recorded, particularly in the last 150 years. **Fishing and farming** were the two mainstays of the local economy, but that has been replaced by **tourism**.



RA Series, Photoway of Fleet Street Ltd.

Many of the cottages had **cellars** often connected by passages to King's Beck which runs through the centre of the village. Originally part of the drainage system this was where contraband was smuggled in Georgian times. Some of these cottages also had **cupboards** with doors to adjacent houses and were used to evade the Press Gangs to prevent their being taken to serve in the Navy.



RA Series, Photoway of Fleet Street Ltd







**East Side** and **Old Harbour** is seen here at low tide in the early 1930s on a calm early summer's day with the ruins of **Whitby Abbey** and **St Mary's church** prominent on the cliff top. St Mary's was founded in 1110 and had a major rebuild in the 18<sup>th</sup> century.



Publisher unknown

A similar view of the **East Side**, taken in winter in the early years of the 20<sup>th</sup> century, and well before the 1957 Clean Air Act!



Judges Ltd, Hastings



The **main harbour** and **ship building areas** are beyond the **swing bridge**, shown in its closed position. Some of the buildings on the East Side down stream of the bridge were merchants' houses and warehouses. It was not until the Middle Ages that **fishing**, particularly for herring, was established. Later in the 18<sup>th</sup> century **whaling** became an important addition to the maritime economy.



Excel Series

A similar view looking up the **Esk estuary**, but with the **swing bridge open**, which has allowed a vessel through to head towards the North Sea. The bridge is the only way for pedestrians and vehicles to cross over from one side to the other for quite some distance.



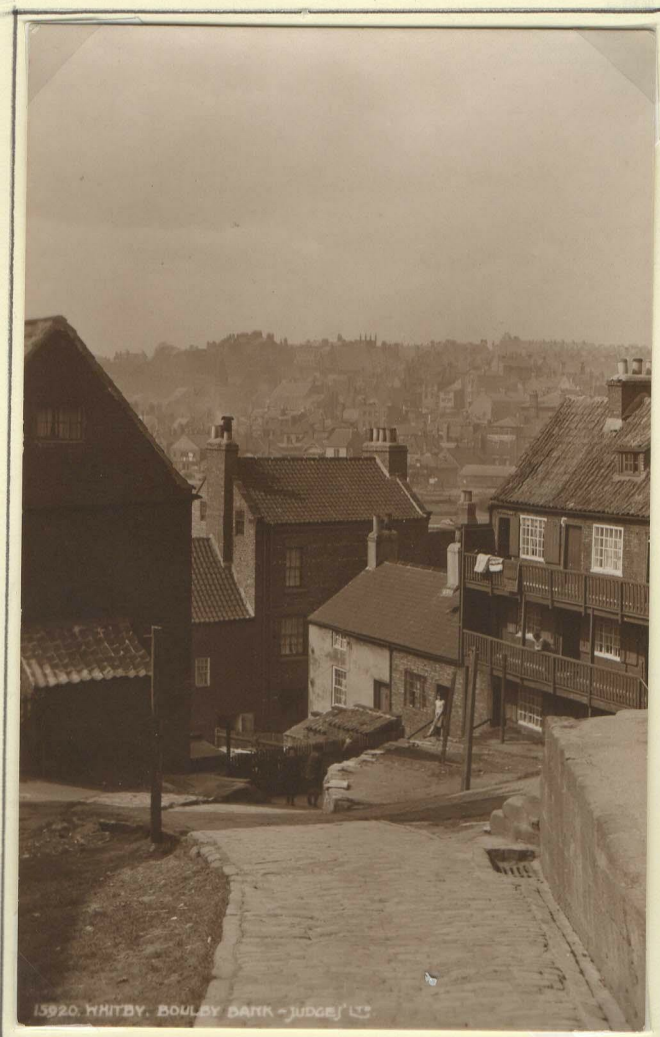
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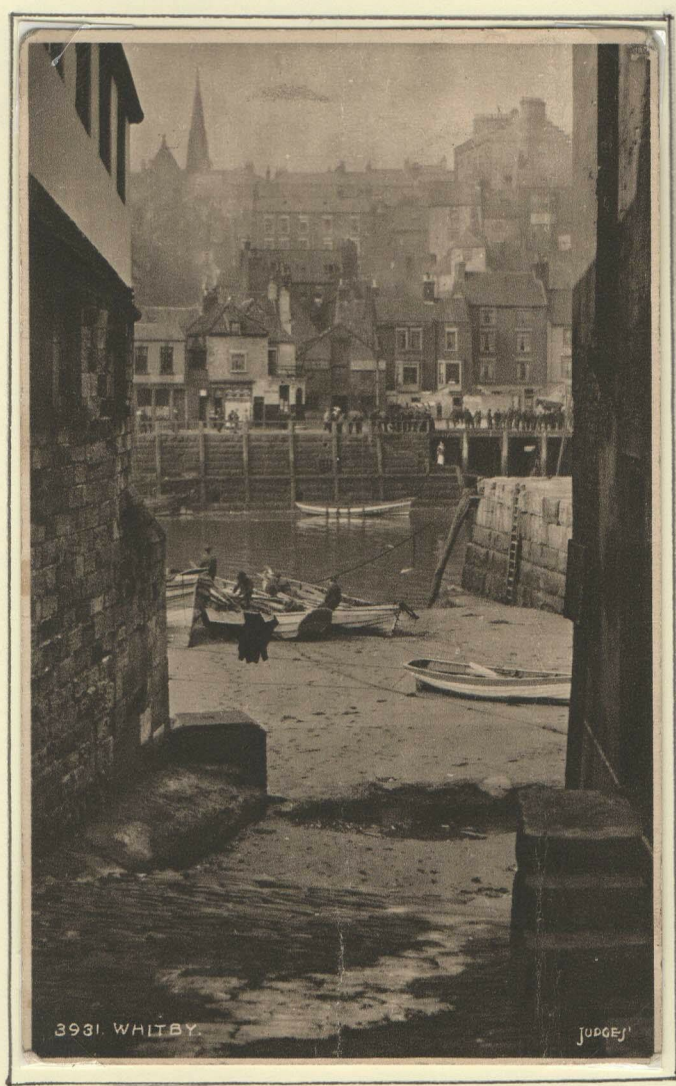
Whitby is built on the estuary of the **River Esk** which has steep slopes on both sides of the valley.

Accordingly around the harbour the streets are narrow, often winding and steep.

This view of **Boulby Bank** shows this in the mid-20<sup>th</sup> century and from here it is still some way down to harbour level.



Judges Ltd., Hastings



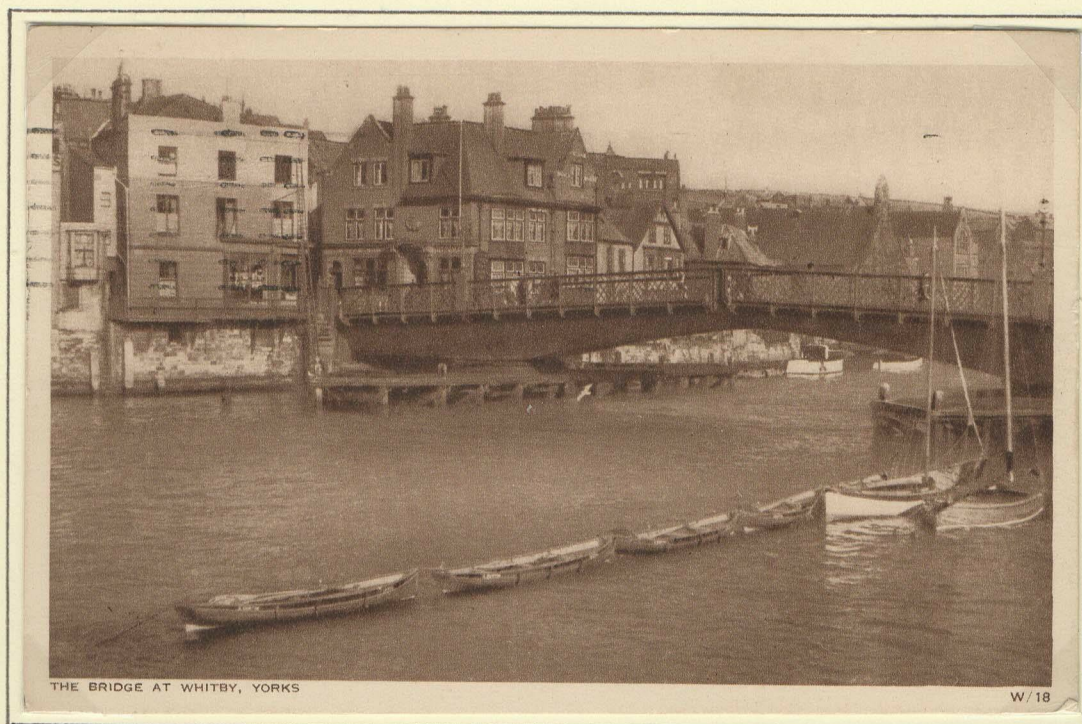
Another view of life down at sea level which shows fishermen preparing for their next trip out when the tide is right.

During the 19<sup>th</sup> century and the first half of the 20<sup>th</sup> fishing for herring was of great importance, but declining stocks have reduced this enormously.

However Whitby is still well known for its fresh fish and high quality fish and chips.



Another view looking towards the inner harbour with some **rowing skiffs** in the foreground and details of the **lattice work** on the swing bridge clear to see on the post card sent in august 1936. It was from here that **Captain Cook** set off on his journeys of exploration including discovering Australia. **William Scoresby** was also based near Whitby, being a famous scientist, arctic explorer and clergyman in the first half of the 18<sup>th</sup> century.



Publisher unknown

In 1921 the **German light cruiser, Danzig**, was taken to Whitby to be broken up for scrap. She had been built as the last of seven of the **Bremen class of light cruiser**, and while heavily armoured, was designed for **reconnaissance work** with the German High Seas Fleet. At 365 feet long and with a beam of 44 feet, she displaced 3780 tons, with her coal powered steam engines giving her a range of up to 4690 miles and a top speed of 22 knots. The Danzig was withdrawn from service in 1917 and surrendered to Britain in 1918. \*\*

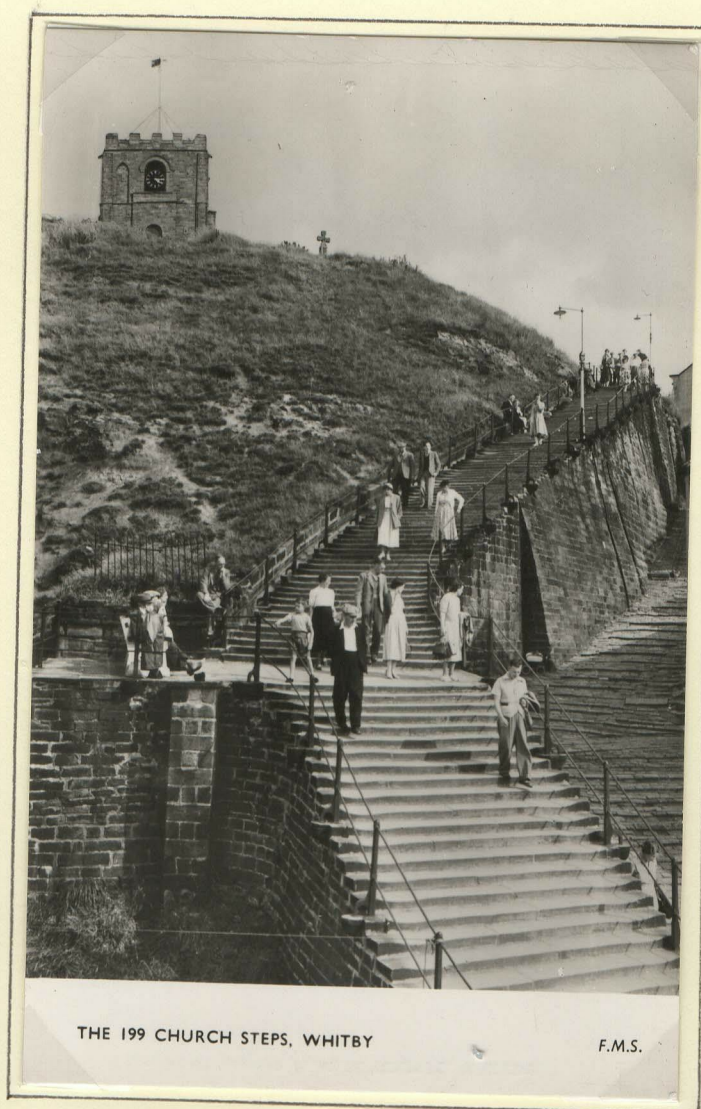


(Local?) publisher unknown



The headland on which the **Abbey ruins** stand has been heavily eroded by the sea over the centuries but still bears **signs of early, prehistoric occupation**. The **Romans** had a signalling station here.

A popular, though tiring way to reach the ruins is by climbing the **199 steps** to the top of the hill.



THE 199 CHURCH STEPS, WHITBY

F.M.S.

F.M.Sutcliffe, Whitby

In **656, Oswy**, the Christian king of Northumbria, founded the first abbey at Whitby under the leadership of **Princess Hild as Abbess**. She later became recognised as a saint – Hilda. This **was destroyed** during Viking raids in 867 and 870 and was not replaced for over 200 years. At the **Synod of Whitby in 664** the movable date of Easter was agreed. The **second Abbey** on the site was a **Benedictine monastery** that was a great centre of learning until it **was destroyed** on the orders of Henry VIII in **1540**.

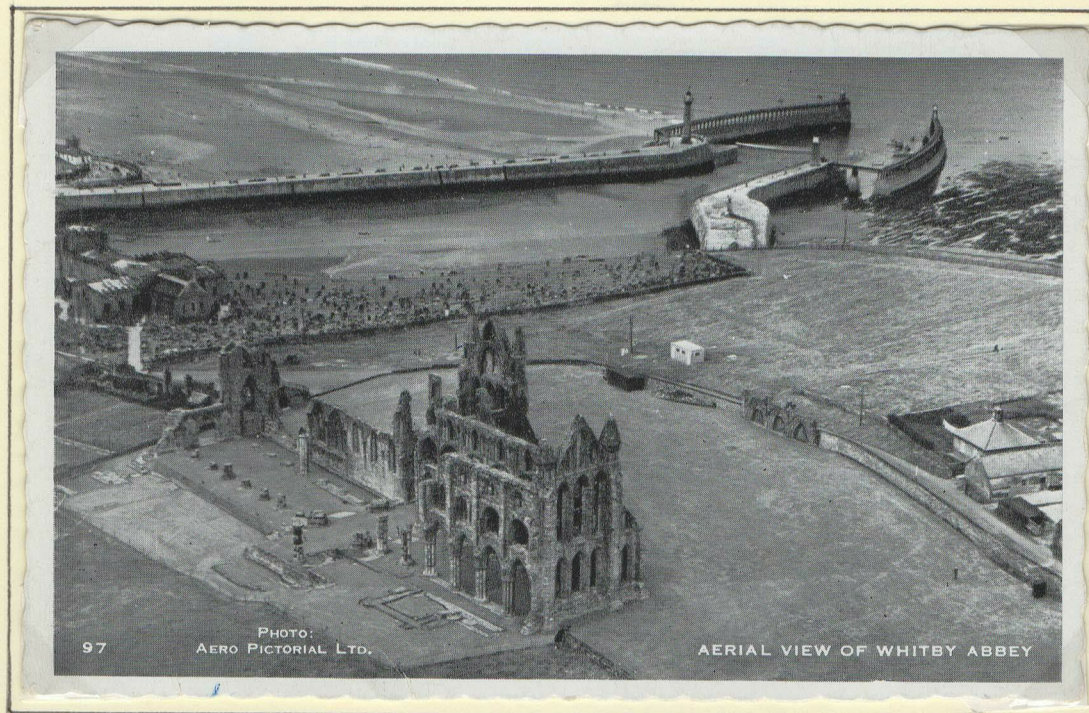


WHITBY ABBEY

The "Milton" Series, the Woolstone-Barton Co. Ltd.



This aerial photograph of **Whitby Abbey** shows the remains of some of the monastery complex which are below ground, though many buildings were robbed out after the dissolution. In its day the Abbey was 'home' to many dozens of monks, priests, teachers, students and support personnel. Also in view is **St Mary's Church** on the left and the **East and East Piers** built to protect the entrance to the harbour.



Aero Pictorial Ltd.

The final view on our journey is taken from Whitby Abbey, looking north and showing **West Cliff** soon after World War II. Some of the better hotels can be seen above the sweeping **north beach** and beyond towards the village of **Sandsend**.



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