

# Railway Seaside Holiday Posters along the Scenic Coast from Scarborough to Whitby

*Including a brief history of the Railway Line and its Stations*

By Stephen Riley

The Scarborough and Whitby Railway line followed a difficult but scenic route along the North Yorkshire coast. It eventually opened on 16th July 1885 long after the first proposal to open a line between Scarborough and Whitby in 1848. One of the problems in building a line was the hilly topography and many of the early schemes failed because of the difficulty finding an economic route and raising sufficient capital to construct the line. Before this time the coast between Scarborough and Whitby was rarely visited by holidaymakers and Robin Hood's Bay was a relatively unknown fishing village.

A bill was put before Parliament and received Royal Assent on 5th July 1865 authorising the incorporation of the Scarborough & Whitby Railway. Their planned line was not started due to insufficient finance. In 1870 a new route was proposed and this time funds became available, construction work starting on 3rd June 1872. Progress was exceedingly slow and by 1877 work on the line came to a halt when insufficient capital could not be raised to complete it and the original engineer and contractor pulled out. The work resumed in June 1881 with the appointment of new contractors John Waddell & Son under new engineers, Sir Charles Fox & Sons who completed the line, included the building of a 13-arch red brick viaduct over the River Esk near Whitby.

The official opening of the Scarborough & Whitby Railway (S&WR) took place a day before public services commenced, on 15 July 1885, with a special train for the directors of the company and dignitaries from Scarborough and Whitby. This special train left Scarborough with no ceremony, but was cheered on the route by workmen and well-wishers. Making brief stops at the eight intermediate stations, the train took an hour and ten minutes to complete its journey, arriving at West Cliff Station at 12.45 pm. Lunch was provided at Whitby's Crown Hotel before returning at 1.45 pm. The non-stop return trip took just under an hour, a journey time that would remain typical throughout the working lifetime of the line. The directors and around two hundred guests completed their day out by banqueting at the Royal Hotel Scarborough. The completed line was managed by the North Eastern Railway Company (NER), they provided the trains, rolling stock and the staff and equally shared the gross profit with the Scarborough & Whitby Railway (S&WR). This however did not prove satisfactory, both companies had a number of different grievances.

The Scarborough & Whitby Railway line had cost £27,000 a mile to build and was not a profitable line from the beginning, this was partly due to the antagonism that existed between the two companies but principally because of the vast amount of capital that had been expended. After operating at a loss for some years the NER bought the S&WR line outright on 1st July 1898.

*Right: Map outlining the Scarborough & Whitby Railway line*



The 21 miles of line had taken thirteen years to complete running along the picturesque coast between Scarborough and Whitby. There were eight intermediate stations Scalby, Cloughton, Hayburn Wyke, Stainton Dale, Ravenscar, Fyling Hall, Robin Hood's Bay, and Hawsker, all with their own distinctive character, although Hawsker was the only station built of brick though the design was very similar to that of the stone built stations, and they served the different needs of visitors and local people.

In 1923 the North Eastern Railway (NER) became part of the London and North Eastern Railway (LNER) at the grouping of the railway companies known as ‘The Big Four’. Early in the 1930s the number of passengers had improved considerably with the introduction of cheap fares aimed at holidaymakers. Camping coaches were also introduced at five stations on the line, four at Scalby, three at Cloughton, two at Stainton Dale, two at Ravenscar and five at Robin Hood’s Bay, these quickly proved to be very profitable. When parts of the Scalby and Hayburn Wyke railway stations became unstaffed the buildings were converted into holiday cottages. The increase of passengers in the 1930s was short lived and was only seasonal.

After the railways were nationalised in 1948 the London and North Eastern Railway (LNER) became part of British Railways (BR) and with the rapid popularity of road transport the railway began to decline and the line quickly became unprofitable. The camping coaches were still operating at a profit but this was insufficient to save the line which closed as one of the Beeching cuts to goods traffic on 4th August 1964 and to passengers on 8th March 1965, the last passenger train ran on 6th March, bringing to an end what could arguably be said to be one of the most scenic railway journeys in the country. The Scarborough & Whitby Railway line initially opened up a countryside that had been virtually inaccessible to most people and for 80 years it gave many thousands the opportunity to see and stay in the most picturesque part of the Yorkshire coast. In 1975 Scarborough Borough Council bought the track-bed and is now used as a bridleway by cyclists, walkers and horse riders, known as the ‘Scarborough to Whitby Rail Trail’ or ‘Cinder Track’.

## THE RAILWAY STATIONS AND THE LINE

Originally trains left from Scarborough Station but the platforms could not cope with the influx of passengers to the town during the holiday season. North Eastern Railway obtained permission to build an excursion station on the site of an old engine shed half a mile before the Scarborough terminus. The station was named Washbeck which opened on 8th June 1908, it was upgraded on 1st June 1933 and was renamed Scarborough Londesborough Road. It directly served the Scarborough and Whitby line via the Falsgrave tunnel which passed underneath part of western Scarborough before resurfacing into the location of today’s Sainsbury’s supermarket. This station closed on 24th August 1963 then all trains ran into Scarborough Central.



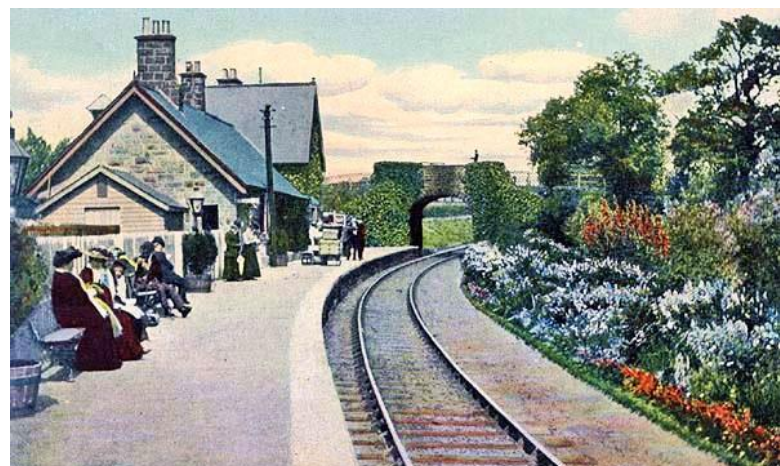
*Left: This photograph was taken from the end of platform 1A at Scarborough Central Station showing the platform line on the right and the line through the Falsgrave Tunnel on the left. The tunnel carried only one track and was in use until 1965. The railway line has been lifted and tunnel entrance bricked up*

## SCALBY RAILWAY STATION

Shortly the train approached Scalby station over a small four arch viaduct that still stands. Scalby was the first of the eight stations on the line and had a single platform on the down side of the line with a goods bay to the rear

of the platform and a further siding. The station was built of local stone with a slate roof and was converted to holiday accommodation after the station became unstaffed.

*Left: This old coloured postcard dated 1914 shows the station at its most picturesque with a group of people waiting from the train and the well-kept station garden on the other side of the single line. The ivy covered hump backed bridge that carried Station Road over the line can be seen in the middle of the postcard. It was demolished along with all the station buildings, and a small housing estate built on the site.*





*Right: The Scalby Viaduct, it is brick built with four arches running over the Scalby Beck, photograph taken in the 1950s*



*Left: A recent photograph of the Scalby viaduct now much overgrown with trees and bushes*

After closure some trains continued to stop until 1964 serving the occupants of the two camping coaches which were located in the goods bay platform. The station and the nearby hump bridge were

sadly demolished in 1974 to make way for a housing development which incorporates some of the stones from the old station.

*Right: Looking north at Scalby station in July 1963, three camping coaches can be seen in the goods yard. After closure of the station to passengers in 1953 some trains called at Scalby by request for people who had hired camping coaches until final closure of the line on 8 March 1965. A permanent way trolley was stored in the corrugated white shed on the right*



*Left: Two years after closure on 31st October 1967 a special train was run on the line. It brought contractors up the railway who were going to tender for the redundant assets of the closed line. Scalby station was the first stop and this was the very last train to run on the railway*



## CLOUGHTON RAILWAY STATION

Leaving Scalby travelling north the next station on the line is Cloughton. When Cloughton station was originally built it only had one platform with a parallel siding, and it was not until 1891 that the siding was extended to form a passing loop and a second platform was added. The goods yard included a cattle dock and small goods shed with a wooden canopies. This station had the only manned public level crossing on the line, the gates were worked by a wheel in a small hut to the side of the gates. The camping coaches at Cloughton station had their own siding.





*Above: Cloughton station in 1904 showing the two storey station master's house and to the right a single storey waiting room and offices*

The Cloughton station had a two storey station master's house next to a single storey waiting room and offices at the south end. When the line closed in 1965 the station building and stationmaster's house were restored and converted into a guest house and a tea room with access to the platform and extensive landscaped garden. The old goods warehouse has also been renovated into holiday accommodation. At the south end of the platform sits a new camping coach.

*Right: This 1930s photograph shows Cloughton station looking along the platform line south towards Scalby. In the far distance can be seen the camping coaches in their own siding.*



*Left: The station restored and converted into a guest house and tea room with access to the platform and extensive landscaped garden. It makes a pleasant place for cream tea on a summer afternoon*



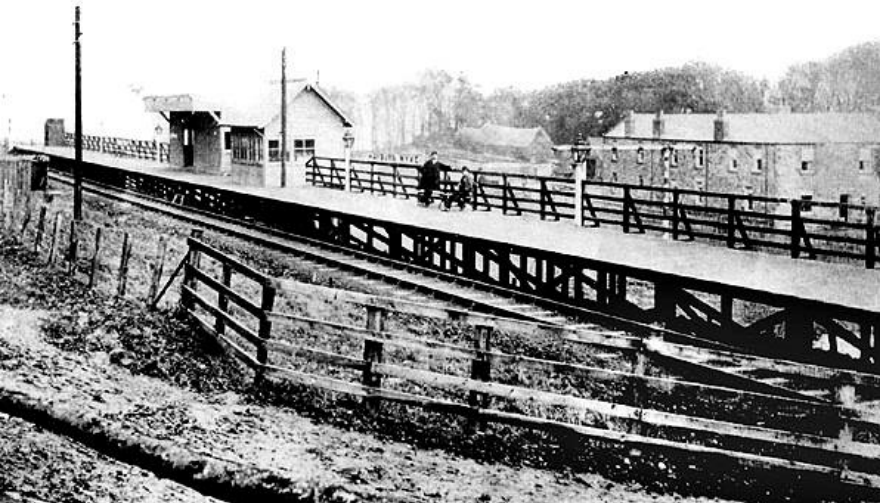
*Right: A short length of track has been re-laid at the south end of the platform for a refurbished Mk 1 railway carriage built at Derby in 1962 to provide self-catering accommodation similar to the 'camping coach' that used to stand at Cloughton Station.*





## HAYBURN WYKE RAILWAY STATION

It is only 1 mile from Cloughton Station to Hayburn Wyke which is the next station on the line. Originally the platform at this station was built entirely of wood on the 'up' side of the line but in 1887 the North Eastern Railway (NER) complained to the Scarborough & Whitby Railway Company that it was inadequate. They were required to build a new station on the 'down' side of the line which became a single track station. At one end of the platform the stationmaster's house was built separately in 1892. Hayburn Wyke station was the smallest on the line and the only one without a siding or goods yard. The station became an unstaffed halt on 23rd March 1955 when the buildings were converted into holiday accommodation.



*The original wooden platform at Hayburn Wyke on the 'up' or the seaward side of the line in 1886. This was replaced with a new station on the 'down' or landward side of the line in 1893*



*Right: Hayburn Wyke station looking south in about 1910. Beyond the name board and the platform lamp is the gentleman's convenience and further along the platform is the canopied waiting shelter*



*Left: This 1950s photograph shows the separate brick built stationmaster's house at Hayburn Wyke looking north-west. A steam train has just passed the stationmaster's house and is about to arrive at the station on the single line.*

After closure in 1965 all the buildings were demolished except for the stationmaster's house. Hayburn Wyke was popular with day trippers and picnickers but for most of the year there were only about four trains day in each direction increasing to eight in the summer months. Today

only the overgrown platform and the stationmaster's house survive

*Right: The overgrown platform and the public footpath known as the 'Cinder Track' which runs along the old track bed. The fence that can be seen on the left is the same one in the top photograph. In the far distance to the north between the trees is the stationmaster's house which stands alongside the track, it is now a private residence*





## STANTON DALE RAILWAY STATION

From Hayburn Wyke the railway line snakes round to Stainton Dale station. This station was known as Staintondale until 1937 when it was renamed Stainton Dale. It had a small goods yard and in later years two camping coaches were stationed in the goods bay. Stainton Dale railway station closed on 8th March 1965 but unlike Hayburn Wyke which also closed in March the station was not demolished, both platforms survive and the station buildings are privately owned.



*Left: Stainton Dale station looking north in about 1905. Access to the second platform was by using an unmanned level crossing which can be seen situated at the south end of the station.*

*Right: Stainton Dale Station looking south in the 1950s. Two camping coaches can be seen in the siding behind the signal on the right*



*Left: This recent view of the picturesque station shows the original double track bed with cyclists. It is now part of what is known as the 'Cinder Track' because the track ballast was made from cinders rather than crushed stone. It forms part of a long distance footpath used by walkers, cyclists and horse riders that follows almost the entire Scarborough to Whitby railway. On the fence along the station platform there is a gradient sign of '1 in 54/1 in 172'*



## RAVENSCAR RAILWAY STATION

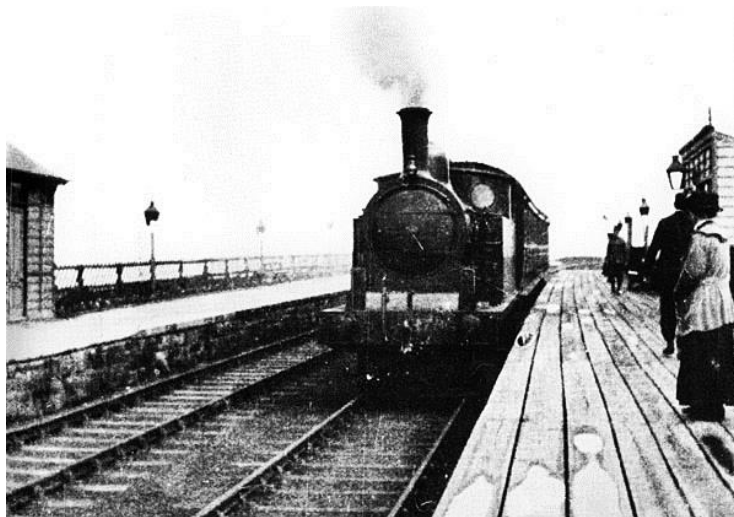
Ravenscar was the highest point on the Scarborough & Whitby railway line built at the 850 feet contour line (259 metres) level and the station was called 'Peak' when it first opened on 16th July 1885, but was renamed Ravenscar on 1st October 1897. Originally there was only a single track with the platform on the up side and a goods siding on the down side. The station was made of wood but there was no stationmaster's house. In 1886 the North Eastern Railway requested the Scarborough & Whitby Railway company to provide one, they failed to do so and the NER in retaliation closed Peak station on 6th of March 1895. Eventually the S&WR board agreed and built one and the station was reopened on 1st April 1896. In 1908 a second platform built of wood was added with a shelter room.



*Left: Ravenscar wooden station looking north-west before 1908 when a second platform was added. Outside the station is the Ravenscar Guest Houses and tea rooms*

*Right: Ravenscar Station looking south-east in about 1915 after the new wooden platform and shelter was built.*

Ravenscar station also had two camping coaches until the autumn of 1963. After the station closed on 8th March 1965 all the buildings and the wooden platform and shelter were demolished. Today only the solid southbound platform remains.



*Left: The remains of the southbound platform looking north-west towards Robin Hood's Bay. The Ravenscar Guest Houses and tea rooms can be seen on the right. Photograph by Nigel Thompson*



Ravenscar station was at the top of a steep 1-in-39 gradient from both north and south directions. Immediately north of the station was a 279 yard long (255 metres) tunnel that curved sharply away to the west with the steep ascent to Fyling Hall. The tunnel proved troublesome for many trains that often came to a halt in the darkness, having failed to overcome the steep gradient. In fact the tunnel was not necessary, it would have been easier to make a cutting but W. H. Hammond, did not want to see the railway crossing his land. In the 1930s plans to blast the tunnel roof off, because many trains failed to overcome the steep gradient up to Ravenscar becoming stranded in the darkness was never implemented. The entrance to the tunnel has been bricked up as it is become dangerous.

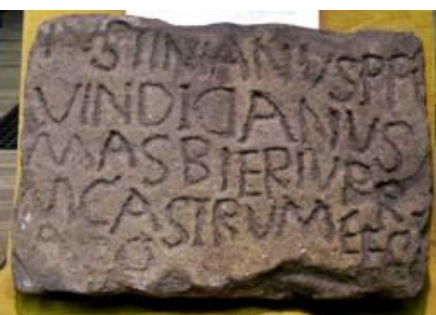


*Left: A train is about to enter the north portal of Ravenscar Tunnel on the way to Fyling Hall the next station on the line going north*

*Right: Inside the disused tunnel showing the bend curving sharply away in the distance*

Today the village of Ravenscar consists of the Raven Hall Hotel, the Ravenscar guest houses and tea rooms in the square, a few houses, a church and the National Trust visitor centre which displays the history of the area. To the north of the village is the old Peak alum works, now a National Trust site, but once an important part of the dyeing industry.

Ravenscar was known as Peak until 1897 and has a most intriguing history. In 1774 Raven Hall, formerly known as Peak Hall was built on the site of a Roman signal station that formed part of a chain of coastal defences that extended along the Yorkshire East coast. A late 4th century dedication stone block was found with a Latin inscription recording the construction of a ‘tower and fort’, it is on display in the Whitby Museum.



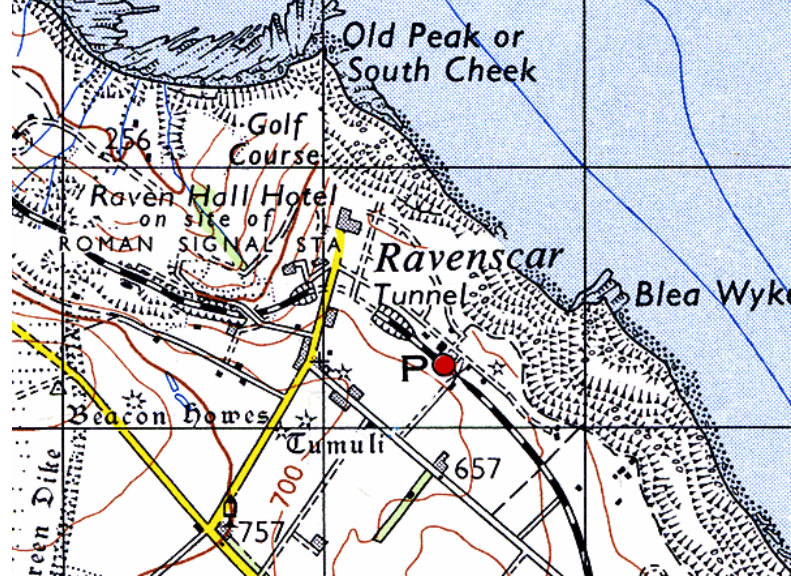
*Left: Stone slab found in 1774 during the building of Raven Hall, Ravenscar with a Latin inscription on display in the Whitby Museum*

The Raven Hall Hotel was once owned by Dr Francis Willis, doctor to King George III who had bouts of madness. In 1841 after the Rev. Dr. Richard Child Willis had gambled away his money the property was taken over by his main creditor, William Henry Hammond who was a public benefactor. He became a director of the Scarborough to Whitby railway line, and he insisted that it passed through his property with a station and that it should disappear under a tunnel.

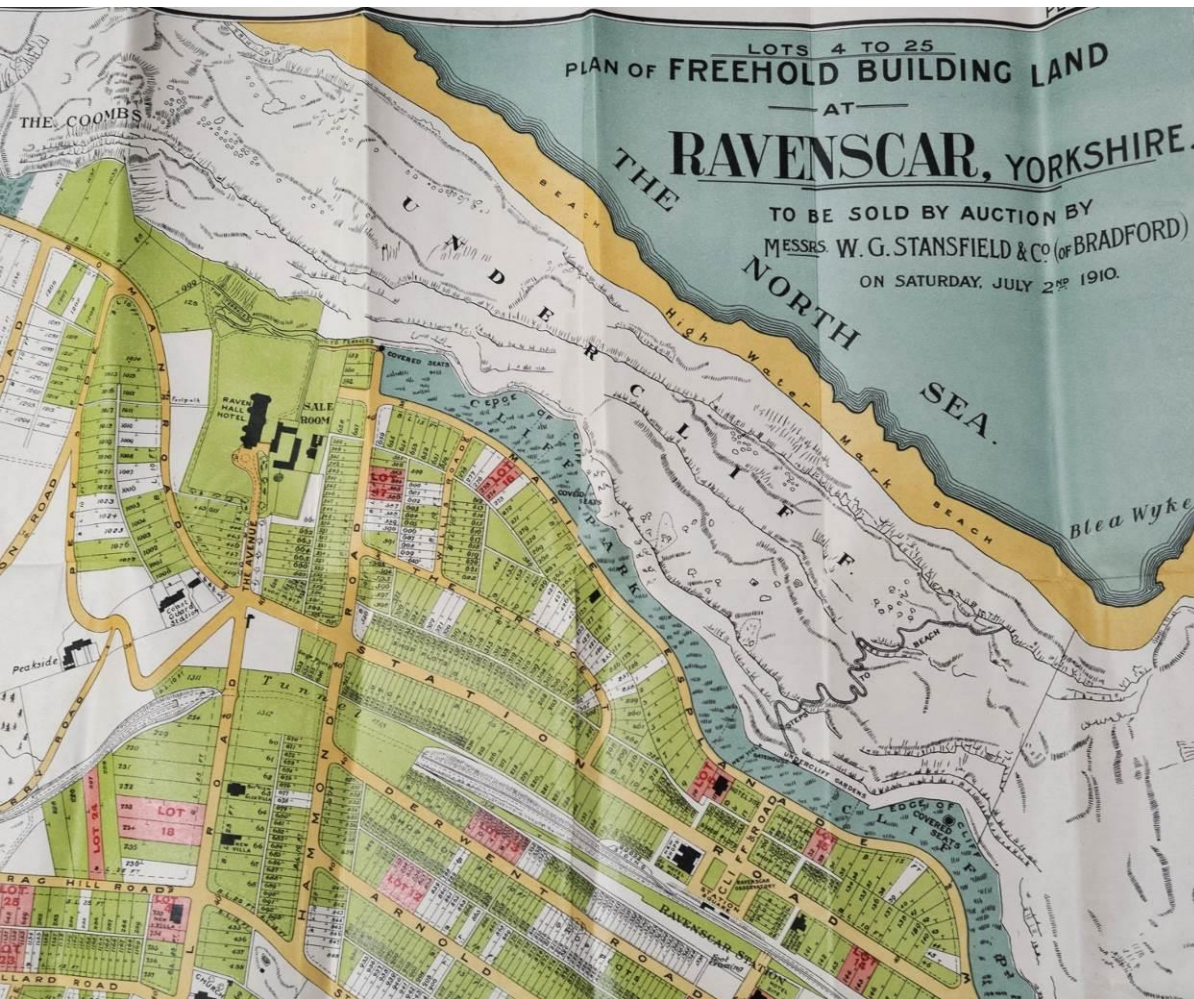
This was built at an extra cost of £500 but sadly, Mr Hammond died in 1885 three months before the line was completed.



Right: Map showing Ravenscar railway station with the line running through the tunnel, Ravenscar Hall Hotel and Golf Course and the site of the Roman Signal Station.



On the death of his widow in 1890 their four daughters who inherited the estate sold it to the Peak Estate Company who envisaged the small village as a large holiday resort, bringing jobs and prosperity to the area. The Hall was turned into a hotel, and renamed Raven Hall in 1895, its golf course was opened in 1898 by the Earl of Cranbrooke and the village was renamed Ravenscar. The Raven guest houses and tea rooms in the square was also built at this time. By 1897 plans for a 'new town' to include shops, tearooms, guesthouses, gardens and attractions were drawn up to rival the popularity of Scarborough approximately 10 miles (16 kilometres) to the south. Some building foundations were erected, roads, drains and a mains water supply were laid down and the land was divided into 1500 plots for building which were offered for sale. The plans were eventually abandoned when the company responsible for its development became bankrupt, investors did not buy the plots of land and the town was not built. Ravenscar failed due to its location high on the cliff tops, exposed to the elements with only a rocky shoreline hundreds of feet below with no proper sandy beach and accessible by a railway line with a steep gradient of 1-in-39 climb which trains often struggled to overcome. Today parts of the unfinished layout of the town remain with overgrown roads.



Left: A plan of Ravenscar Estate map divided into plots and lots of land to be sold by auction on Saturday 2nd July 1910. The black areas are buildings that had been constructed prior to the scheme to turn the small village into large holiday resort. The railway station is located at the bottom centre of the plan and Raven Hall is on the left side

One of the reasons why the planned large holiday resort for Ravenscar failed was after would-be investors viewed the site, they found it difficult to access the rocky beach which is a drop of almost 600 feet (185 metres) from the cliff top clearly shown on the map.



## FYLING HALL RAILWAY STATION

The approach to Fyling Hall station from Ravenscar was over a short wrought iron bridge with stone abutments, beneath is the Fyling Hall Road which leads to the sea. Fyling Hall was one of 4 stations on the line without a passing loop, one was proposed in 1934 but was rejected due to the short seasonal duration of the traffic.



*Right: Looking north across the wrought iron bridge with stone abutments with the station beyond. To the left between the trees can be seen the weigh house and goods yard*

The station platform had a goods warehouse, a waiting shelter with a stove, ticket office and at the far end a brick built signal box. At the rear was a goods yard with a weigh house. In its heyday Fyling Hall was a very attractive station with well-kept gardens, tidy platforms and bright paintwork.



*This photograph taken on Saturday 27th July 1957 is a view from the north end of Fyling Hall Station and shows the access to the goods yard through the gate on the right. Arriving at the station is the 14:37 Scarborough to Whitby service*



*Right: Fyling Hall Station in the late 1940s. The signalman at Fyling Hall was a keen gardener and the station was a regular winner of the 'Best Kept Station' competition*

In 1958 Fyling Hall station became an unstaffed halt and all the wooden buildings were removed. It was completely closed in March 1965 and today the platform has practically disappeared in a mass of trees and bushes that have grown up since the line closed. The station house survives as a private residence.



*Left: This photograph shows what remains of the platform overgrown with trees with a group of horse riders. The line is now used as long distance footpath called the 'Cinder Track' used as a bridleway by cyclists, walkers and horse riders*

The short wrought iron bridge with stone abutments seen in the above photograph has been replaced by steps leading down to Fyling Hall Road.



## ROBIN HOOD'S BAY RAILWAY STATION

The Scarborough to Whitby coastline curves its way northwards towards the coast at Robin Hood's Bay. This was the busiest station on the line and the goods yard which was the largest included a weighbridge, coal yard, cattle dock, crane, and goods shed with five sidings. The main station buildings which stood on the up platform consisted of a two-storey station master's house, single storey waiting room and a booking office. The signal box was behind the up platform and there was a waiting shed on the down platform. The station also had a water tank to replenish the tanks of the steam locomotives. Four camping coaches were situated at the south end of the station on a specially built siding.

*Right: Robin Hood's Bay station looking south in the 1960s, with left to right, the booking office, single storey waiting room, two-storey station master's house and signal box. At the very end of the platform is a water tank*



*Left: The waiting shelter on the down platform at Robin Hood's Bay, it was a typical design of the North East Railway, although most of them were fully enclosed to give complete protection from the weather. In the far distance on the left can be seen camping coaches standing in their own siding. At the bottom of the photograph is an unmanned level crossing which gives access to the second platform. Notices have been placed at the end of each platform which reads 'Stop! Look! Listen!'*

Most of the station buildings have survived, and are now used as holiday accommodation although the platform has gone. The goods warehouse was renovated and incorporated into the new village hall that occupies the site across the railway track. The weigh house was demolished and the area cleared to make way for a large car park used by most visitors to Robin Hood's Bay.

*Right: The station buildings converted into holiday accommodation minus the platform*





## HAWSKER RAILWAY STATION

Once again the line moves inland away from the coast towards Hawsker which was the penultimate station on the Scarborough to Whitby line before terminating at Whitby West Cliff. It opened on 16th July 1885, and was a small intermediate stop, its ticket sales reflected this according to LNER in 1922 it sold only 8,982 tickets. The design of Hawsker station was similar to Scalby except that it was built of red bricks being close to the Whitby Brickworks, Scalby had access to nearby stone quarries. Like Scalby and Fyling Hall stations Hawsker station did not have a passing loop or a second platform. It had a small goods yard which mainly dealt with milk from the local farms.

*Right: Hawsker Station looking north-west in the 1950s. A steam train has just arrived at the station on the single line, it is waiting opposite the single-storey waiting room next to the two storey stationmaster's house*



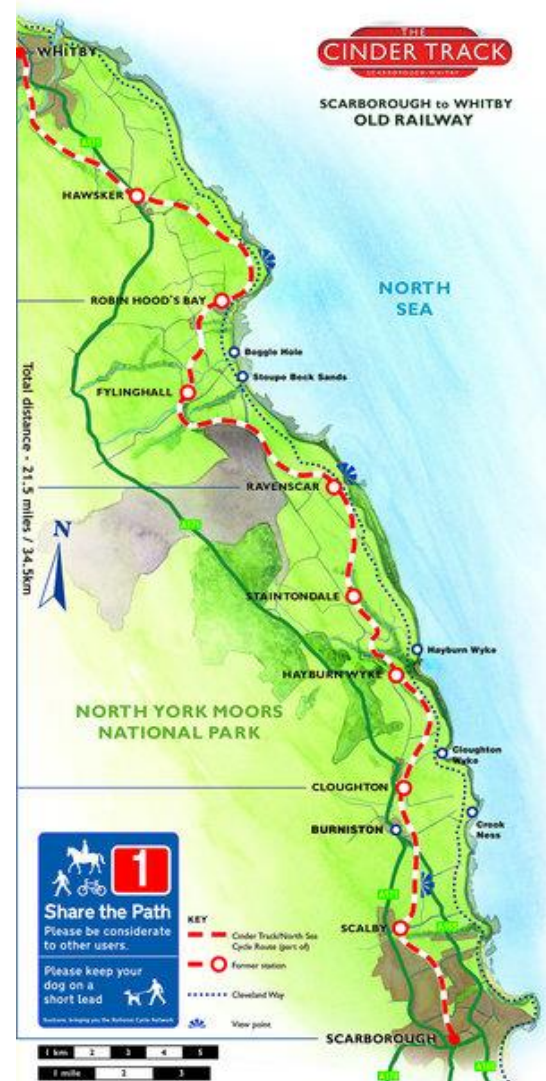
Freight services were withdrawn from Hawsker Station on 4th May 1964 three months before all freight service along the line ended on 10th August 1964 and the station closed to passengers on 6 March 1965. The rail track between Hawsker and Whitby was left *in situ* until 1973 pending potash traffic which never materialised.

The main station building is a private residence and guest house and includes a cycle hire business called Trailways. It also has a number of old railway carriages sitting on track that has been re-laid in the platform and goods bay and which are used as accommodation.



*Above: Hawsker Station looking south east along the old passenger platform. The old railway coaches are used in conjunction with the bicycle hire business that is run from the station.*

*Right: Map of the Scarborough to Whitby Old Railway line known as the 'Cinder Track'. It is used by cyclists, walkers and horse riders as indicated on the map with gives key features and information for dog walkers*

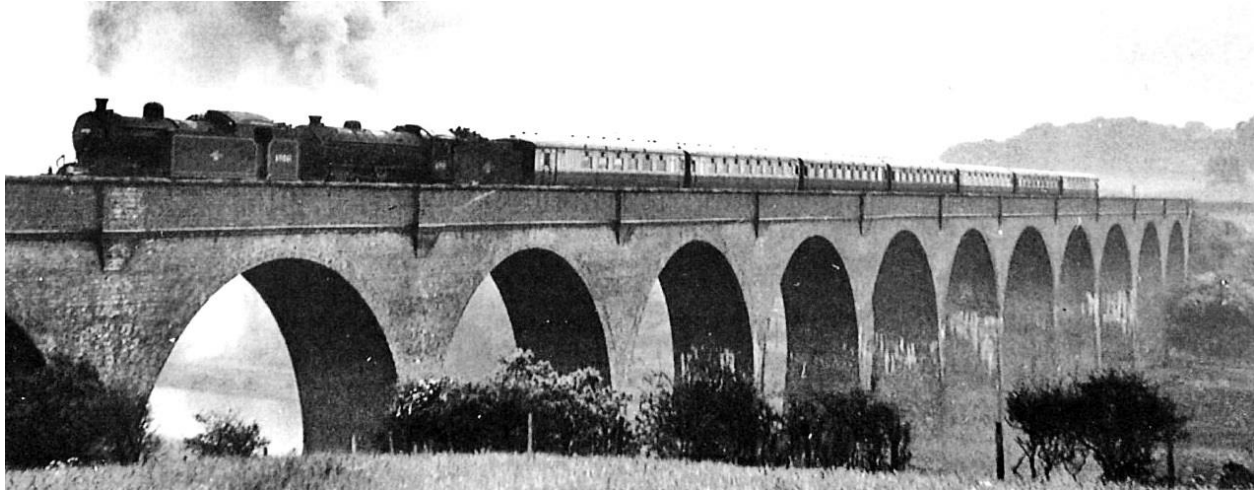




## WHITBY WEST CLIFF RAILWAY STATION

The line from Hawsker curves through the countryside and crosses the Larpool Viaduct, also known as the Esk Valley Viaduct to Prospect Hill. The Grade II listed Larpool Viaduct is the largest above ground structure on the Scarborough and Whitby railway. It is estimated to have been constructed with five million red bricks, is 915 feet long, and stands 125 feet from the river bed at its highest point. The viaduct is supported on 12 piers by 13 arches with an average span of 60 feet. It was constructed for the Scarborough and Whitby Railway to carry a single track line across the River Esk and valley near Whitby, and was also used by and two other railways, the Whitby, Redcar and Middlesbrough Union Railway (WR&MUR) and the Esk Valley Line. The viaduct was completed on 24th October 1884 and was officially opened on 16th July 1885, it now forms part of the ‘Cinder Track’.

*Right: A passenger train for Scarborough steaming over the Larpool Viaduct in 1958. Photograph by Ken Hoole*



*Left: A recent view of the Larpool viaduct over the River Esk showing the red brick arches*

The line ascended steeply at a gradient of 1 in 50 from Prospect Hill to Whitby West Cliff Station where there was a short branch line to Whitby Town Station.

*Right: Prospect Hill from the north. The Scarborough and Whitby railway line is in the foreground by the junction with the line from Whitby Town station. On the right is the unusual signal box and to the left above is the Larpool Viaduct*







*Left: The signal box at Prospect Hill Junction was a bridge type. This view is looking north towards West Cliff station. It commanded an excellent view of both the Whitby, Redcar and Middlesbrough Union Railway (WR&MUR) line below, and the Scarborough and Whitby line (S&WR) which ran above the retaining wall on the right. The pair of staircases allowed the signalman to reach platforms for the collecting and handing over of single line tokens. The signal box was destroyed by fire after the lines closed*

The Whitby West Cliff Station was built without goods facilities but these were developed later and included coal cells, goods warehouse and a one ton crane. The main station buildings which were substantial, stood on the 'up' platform built with red bricks and incorporated the two-storey station master's house, long single storey waiting rooms and a booking office. Towards the end of the platform was a wooden signal box. On the 'down' platform there was also a red brick waiting area. The station had water tanks situated at the end of each platform and a covered footbridge at the south end.

*Right: This 1908 photograph shows Whitby West Cliff station looking north. The two-storey red brick station master's house can be seen on the 'up' platform next to the long single storey waiting room and booking office. Towards the end of the platform is the wooden signal box. On the opposite 'down' platform is the red brick waiting area and at the very end of the platform is a water tank. Further in the distance to the north end is a stone bridge over the railway line*



*Left: On the 'up' platform at Whitby West Cliff Station is a shuttle train about to depart for Whitby Town Station in 1960. The covered footbridge can be seen at the south end of the station*

When Whitby West Cliff Station closed on 12th June 1961 trains from Scarborough had to reverse at Prospect Hill junction to go to Whitby Town station.

All the station buildings on both platforms have been converted to private residential units. The covered waiting area on the 'down' platform has been retained as a car port. The rest of the site has been developed as private housing.

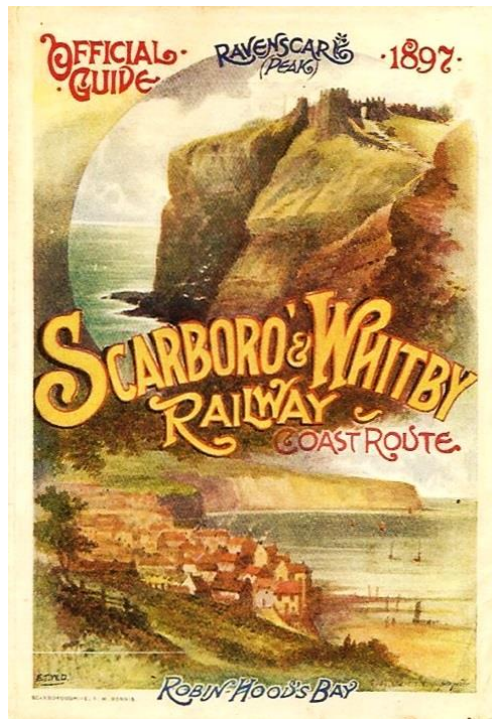
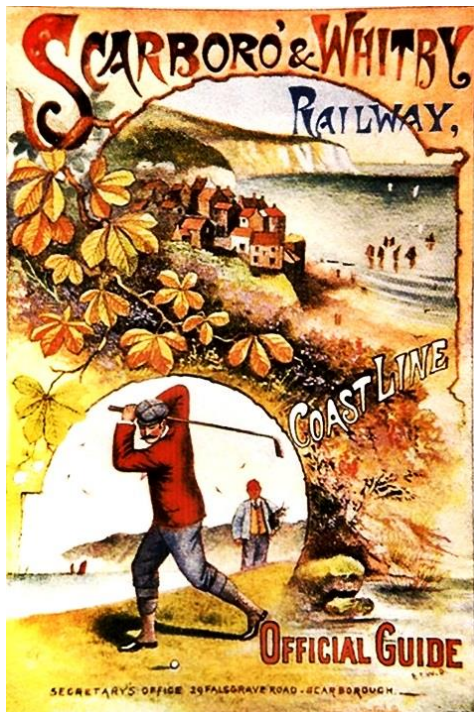
*Right: The former Whitby West Cliff station looking west, the station masters house can be seen in the foreground*





An official Scarborough & Whitby Railway Company guide, published in 1897, wrote ‘The line runs through pleasant, undulating pasture lands at either end, winds in and out amongst the gorse and heather-clad hills, dips into wooded dales, skirts the edge of a wild moor, climbs the highest cliff on the Yorkshire coast, runs round one of the bonniest bays in the Kingdom, and over a portion of its course is perched on the brow of a cliff against which the waves ceaselessly break’. The guide was a very comprehensive and interesting publication, which included illustrations of the scenery on the route, a map, as well as time tables and fares. There was a chapter on the area surrounding each station, giving its history and features together with suggestions for walks and a list of the lodgings available in the villages on the route.

Right: The front covers of the official guides published by the Scarborough and Whitby railway company in the late 1890s. They illustrate Robin Hood’s Bay, a popular destination and Ravenscar with its golf course



## THE FIST RAILWAY POSTERS PROMOTING HOLIDAY DESTINATIONS ALONG THE SCARBOROUGH AND WHITBY RAILWAY LINE

**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.
p.m.			
Scarb' dep.	1 25	<b>1/3</b>	<b>1/6</b>
Scalby "	1 35		
Cloughton "	1 42		

Children not exceeding 5, free; above 5 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 ensure 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-named 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.**

Yark. June, 1898. **GEORGE S. GIBB, General Manager.**

Ben Johnson & Co., Printers, York.—No. 238—27-C-98.

After the Scarborough and Whitby Railway line opened in 1885 the North Eastern Railway were eager to encourage passengers to use their trains on the line. Cheap excursions were the best way, they offer passengers economical travel while filling their trains and generating income for the company. These excursions were popular at this time and were a big part of people’s leisure activities. Marketing them to attract customs was initially by simply producing handbills and posters printed by letterpress in black bold lettering without colour. These were the earliest railways posters produced by the NER advertising the Scarborough and Whitby Railway line.

Left: Letterpress type poster dated June 1893 which represents the early posters produced by NER to promote the Scarborough and Whitby Railway line. It advertises a half-day excursion in the afternoon of Tuesday 4th July 1898 to Robin Hood’s Bay and Whitby from Scarborough. It returns quite late in the evening 8.45 pm from Whitby and 9.05 pm from Robin Hood’s Bay.



Right: Another example of a letterpress type poster produced by North Eastern Railway dated June 1893. It advertises a day excursion on July 3rd from Hull and stops at practically every station south of Scarborough and stations on the Hull Scarborough line, known as the Yorkshire Coast line (see Scarborough Railway Seaside Holiday Posters in the Yorkshire Journal Vol, 1 2018), and most stations on the Scarborough Whitby railway line to the Whitby West Cliff station. Third class return tickets are itemised from 2/- and 3/6 depending on which of the stations passengers depart from. According to the time table the train took two hours to reach Filey from Hull and would probably not reach its final destination for at least another hour and a half. The return train left Whitby West Cliff at 7.45 pm.

The developments in colour lithography replace the dull, informative letter press type posters and enabled pictorial posters to become a cheap and effective form of advertising.

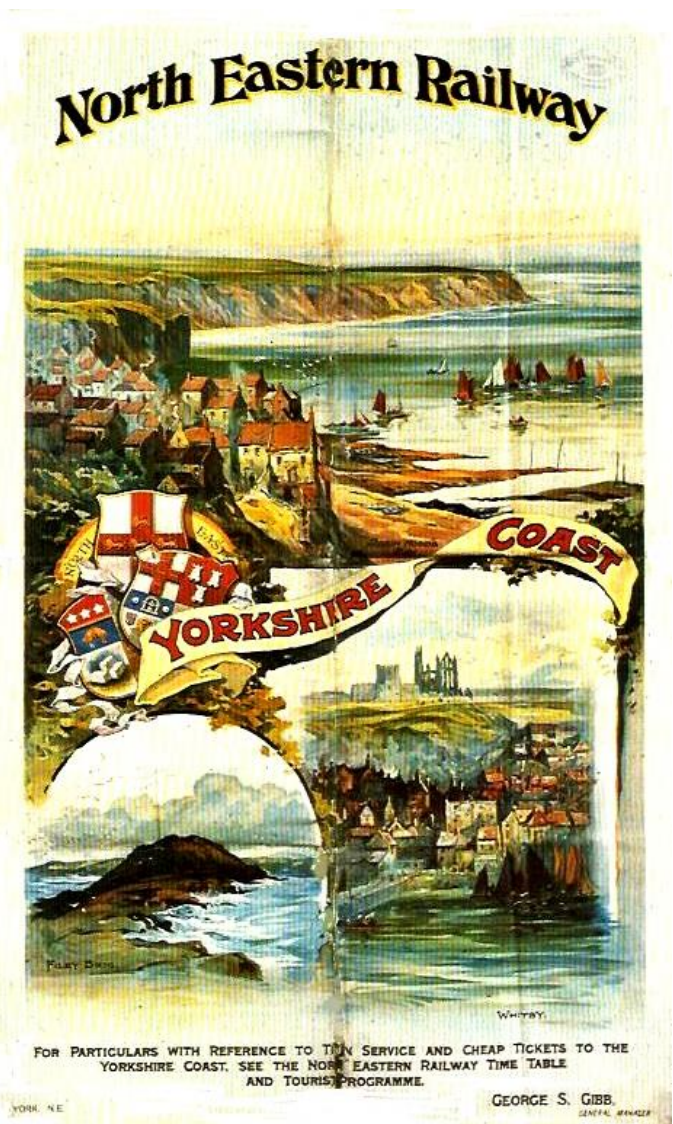
**NORTH EASTERN RAILWAY**

**DAY EXCURSION**  
TO  
**SCALBY, CLOUGHTON, HAYBURN WYKE**  
Robin Hood's Bay and Whitby (West Cliff.)

**ON MONDAY, JULY 3rd,**  
A DAY Excursion will be run from Hull, Beverley, Driffield, Bridlington, &c., to  
**SCALBY, CLOUGHTON,**  
Hayburn Wyke, Robin Hood's Bay  
AND  
**WHITBY (West Cliff)**  
AS UNDER:

		a.m.	Fares there and back—Third class.	
HULL	.. .. .	.. Dept. 6 55	}	<b>3s. 6d.</b>
COTTINGHAM	.. .. .	.. " 7 4		
BEVERLEY	.. .. .	.. " 7 14	}	<b>3s. 0d.</b>
ARRAM	.. .. .	.. " 7 22		
LOCKINGTON	.. .. .	.. " 7 28		
HUTTON CRANSWICK	.. .. .	.. " 7 32		
DRIFFIELD	.. .. .	.. " 7 40	}	<b>2s. 6d.</b>
HAFFERTON	.. .. .	.. " 7 46		
LOWTHORPE	.. .. .	.. " 7 52		
BURTON AGNES	.. .. .	.. " 7 57		
CARNABY	.. .. .	.. " 8 4		
BRIDLINGTON	.. .. .	.. " 8 12		
FLAMBRO'	.. .. .	.. " 8 18		
EMPTON	.. .. .	.. " 8 23		
SPERTON	.. .. .	.. " 8 32		
HUNMANBY	.. .. .	.. " 8 41		
FILEY	.. .. .	.. " 8 45		

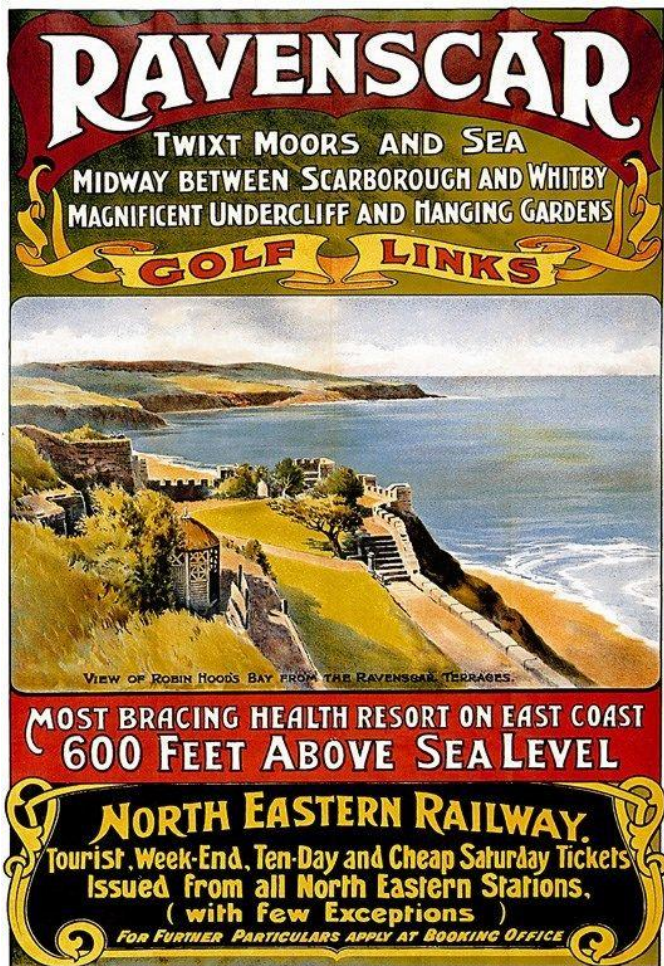
The RETURN TRAIN will leave WHITBY (West Cliff) at 7-45, ROBIN HOOD'S BAY at 8-5, HAYBURN WYKE at 8-45, CLOUGHTON at 8-45, and SCALBY at 8-54 p.m.  
Children not exceeding 3 free; above 3 and under 12 years of age half-fare.  
A limited number of carriages will be provided for this Excursion, and in 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 fare.  
The issue of tickets from Hull, for an hour before the train's departure, will only be made at the Excursion booking office at the west-end of the Paragon Station, York.  
**NO LUGGAGE ALLOWED.**  
York, June, 1893. **GEORGE S. GIBB**, General Manager.  
Goddard and Son, Printers, Silver Street Hull.



The poster on the left is one of the first coloured lithographical railway posters produced by North Eastern Railway (NER) to promote destinations on the Scarborough & Whitby Railway line. It is dated to about 1900, and although the artist is not known it could be by Frederick W. Booty (1840-1924) who produced other posters for the NER around this time. He lived for sixty years in Scarborough and produced many paintings featuring towns and villages along the Yorkshire Coast.

The poster is a typical example of early railway posters with various artwork. The top view is of Robin Hood's Bay with its red roof houses descending down to the beach. Out at sea are a number of fishing boats known as Yorkshire cobs. In the distance are the jagged cliffs of Ness Point also known as North Cheek. The bottom scene is of Whitby illustrating sailboats in the harbour and part of the town's buildings set on the hillside. St Mary's Church and the ruins of Whitby Abbey are situated on the hilltop; they look down on the town and harbour. The small illustration inserted in the poster on the left is of Filey Brig. Separating the views is a yellow banner with the words Yorkshire Coast written in red and to the left the York coat of arms.





The poster on the left is another early coloured lithographical railway poster produced by North Eastern Railway (NER) to promote destinations on Scarborough & Whitby Railway line. It is dated 1909 by the artist William S. Tomkin and promotes the Ravenscar Resort. The centre panel shows a picture of the magnificent views from the cliff tops overlooking the North Sea with the rocky coast line that sweeps in a wide curve toward Robin Hood's Bay in the north. Just below the cliffs are the hanging terraced gardens with battlements which surround Ravenscar Hall. The caption at the bottom of the poster is justified 'Most Bracing Health resort on the East Coast' just too bracing perhaps for some people. It is a drop of almost 600 feet (185 metres) to the sea from the stone battlements walls along the terraces illustrated in the poster. The cliffs are sandstone from the lower Jurassic period dating from around 170-180 million years old and are favourite places with fossil hunters. The view looking up from the small rocky beach is rather daunting to those who have to walk up.

*Right: This recent photograph shows a view of the steep cliff with zigzagged steps going up from the rocky beach*



*Right: A similar view of the hanging terraced gardens and the cliff battlements of Ravenscar Hall to the one in the poster. They were laid out by Rev. Dr. Richard Child Willis son of Ann and Dr. Francis Willis, before squandering the family fortune. He failed to grow trees, instead he put up cast-iron replicas complete with metal leaves that tinkled in the wind*



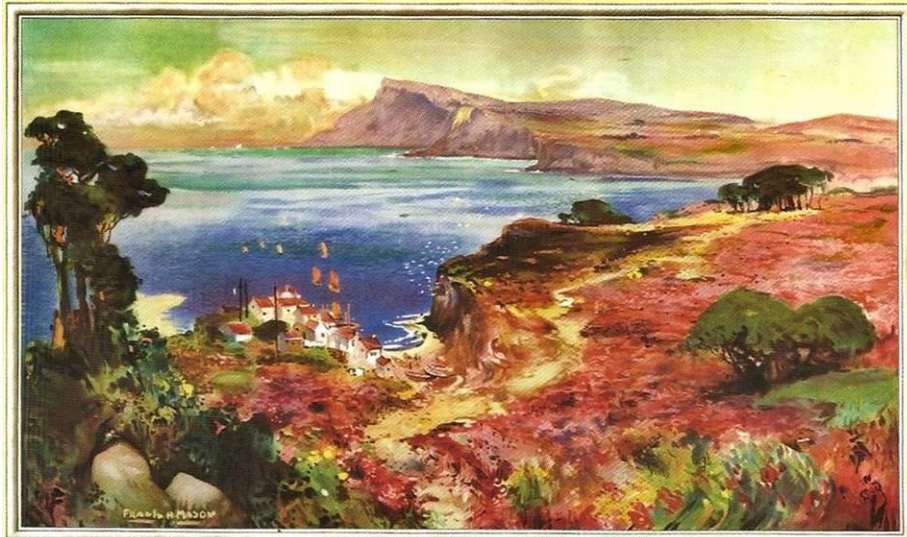
*Left: A view of the golf course from the battlements of Ravenscar Hall looking north along the coast toward Robin Hood's Bay*





# THE YORKSHIRE COAST

TWIXT MOORS & SEA



## HOLIDAY RESORTS TO SUIT ALL TASTES

FOR ILLUSTRATED BOOKLETS APPLY PASSENGER MANAGER, NORTH EASTERN RAILWAY, YORK.

N.E. No. 50.

two cobles are being unloaded by three fishermen, and just behind them, beached on the sands are another three cobles. Robin Hood's Bay was a thriving fishing village with 130 fishermen and forty-five boats, but by the end of 1914 there were only two families fishing fulltime. The decline was due to the introduction of off-shore trawlers working from the harbour in Whitby, these could not be used at Robin Hoods Bay due to the lack of harbour facilities this made fishing from local cobles unprofitable. The poster illustrates the wild North Yorkshire moors stretching away beyond and the path running along the cliff tops now forms part of the Cleveland Way National Trail that rolls up and down along the cliff edge and gives wonderful coastal scenic views. It leads towards Stoup Brow and the nearby site of the Alum Works which closed in 1864 and the rugged South Cheek, otherwise known as Old Peak a 600 feet (180 metres) high headland pictured in the far distance.

## RAILWAY POSTERS ISSUED BY THE LONDON AND NORTH EASTERN RAILWAY (LNER)

In 1923 the Scarborough and Whitby railway became part of the London and North Eastern Railway (LNER) at the creation of four new railway companies, it served largely the eastern side of England. The London and North Eastern Railway (LNER) employed some of the finest poster artists of the day to tempt passengers on their trains. They were quick to realize that a successful poster relied on good design and a strong images for its appeal. The posters in this series show how effective they were.

The poster on the right was issued in the early days of LNER, and carries one of its early logos. It is dated 1925 and is the first poster that LNER produced to promote rail travel on the Scarborough and Whitby railway line. It is looking north towards Ness Point also known as North Cheek with its sweeping curve of the bay and cliffs in the background. This is one of the most treacherous headlands along the coastline with its jagged rocks.

The diversity of the landscape between Robin Hood's Bay and South Cheek, also known as Old Peak has been captured by artist Frank Henry Mason (1874-1965) in his colourful poster on the left which is simply titled 'The Yorkshire Coast, Twixt moors & Sea' and is dated to about 1910. The poster is painted from the wind swept cliff tops looking south across the North Sea along the rocky cliffs. Below can be seen Robin Hood's Bay with its red roof cottages descending sharply down to the beach. Out at sea are a number of fishing boats known as Yorkshire cobles. They belong to local fishermen, four of them appear to be returning from fishing in the North Sea. On the small sandy beach the catch from



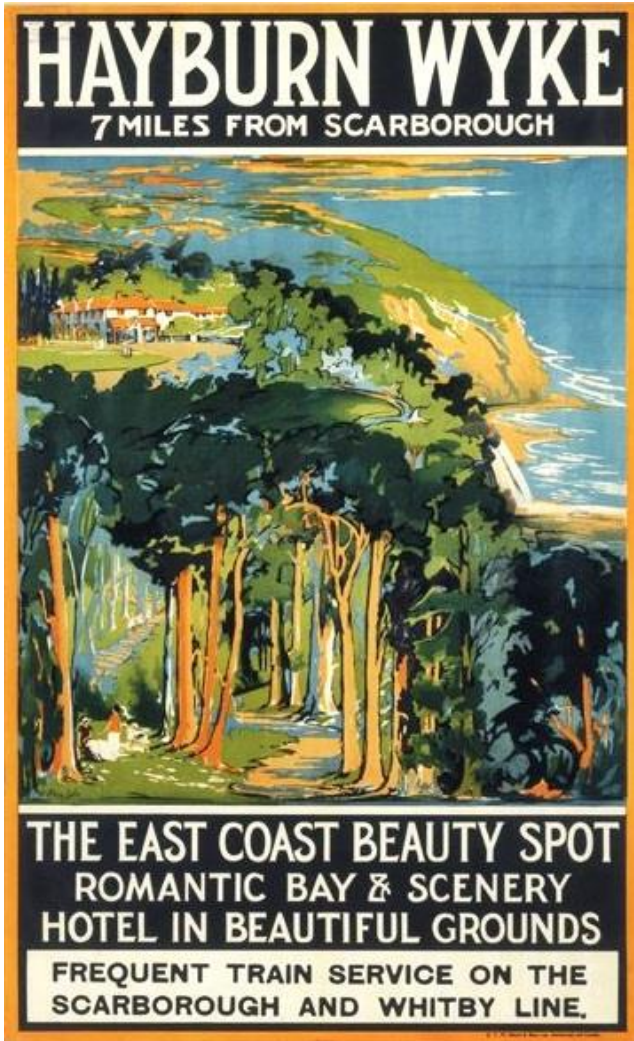
Illustrated booklets free from Passenger Manager Liverpool Street Station E.C.2; York; Waverley Station Edinburgh; Traffic Superintendent L.N.E.R. Aberdeen or any L.N.E.R. Enquiry Office

LNER



Jet was mined here in the 19th century to make necklaces and brooches and small pieces of jet can be found on the beach. Between the cliffs in the foreground from where this poster was painted from, huddled together are the red roofs of former fishing cottages that drop steeply away down to the beach and the edge of the sea. This is the picturesque Robin Hood's Bay, a scene that has hardly changed today. Although the connection with the legendary Robin Hood is obscure, one story is that he made his way here in order to hire a boat in which to escape from England. The artwork is by F Gregory Brown (1887-1941) who undertook work for all four of the main railway companies.

*Right: A recent photograph showing a similar view of Brown's 1925 poster of the treacherous headland of Ness Point or North Cheek and red roofs of Robin Hood's Bay*



The poster on the left was produced to promote rail travel to the bay of Hayburn Wyke, the artwork is by Alice Cole and dates to the 1920s. The name Hayburn comes from Anglo-Saxon word meaning 'a hunting enclosure by a stream' and Wyke comes from the Norse word 'vik' meaning a sea inlet or creek. This poster illustrates the attractive wooded nature reserve valley leading down, through a beautiful glen, to a tumbling waterfall and giant boulders on the beach. Hayburn Wyke became a particularly popular picnic spot in Victorian times with the coming of the Scarborough to Whitby railway line, but nowadays, apart from when visited by walkers and cyclists it is relatively quiet.

During the 1940s oak, ash and beech trees were felled for the war effort and the Forestry Commission later replanted the area with conifers. In 1981, when the woods were purchased by the National Trust, work started to restore the woodland to its earlier state by thinning out the conifers and encouraging native species. On the right hand side of the poster is a waterfall that cascades over large gritstone blocks and descends onto the beach below. During heavy rain twin falls can be seen gushing out down the cliffs.

*Right: Hayburn Wyke waterfall cascading into a pool on the beach. Photography by Lance Garrard*



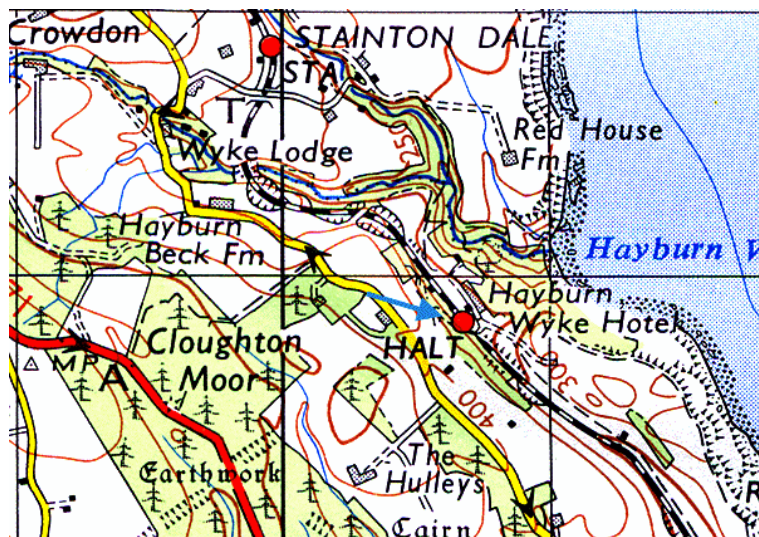


The Hayburn Wyke Hotel can be seen situated at the top left hand side of the poster with gardens laid out in front. This poster is thought to have been produced privately to advertise the Hotel and grounds, it was printed by local printers E. T. W. Dennis & Sons Ltd, Scarborough. The Hayburn Wyke Inn was originally an 18th century coaching inn set in woodland next to the coast. Nowadays the area is a lot quieter, and the inn caters more for walkers hiking across the Cleveland Way.



*Left: This old postcard shows the Hayburn Wyke Hotel as it looked in 1922. The building has hardly changed, but the area in front of it which was laid out in gardens is now a car park. Set out under the canopy are two tables with white cloths, a waiter is standing behind serving afternoon tea to guests*

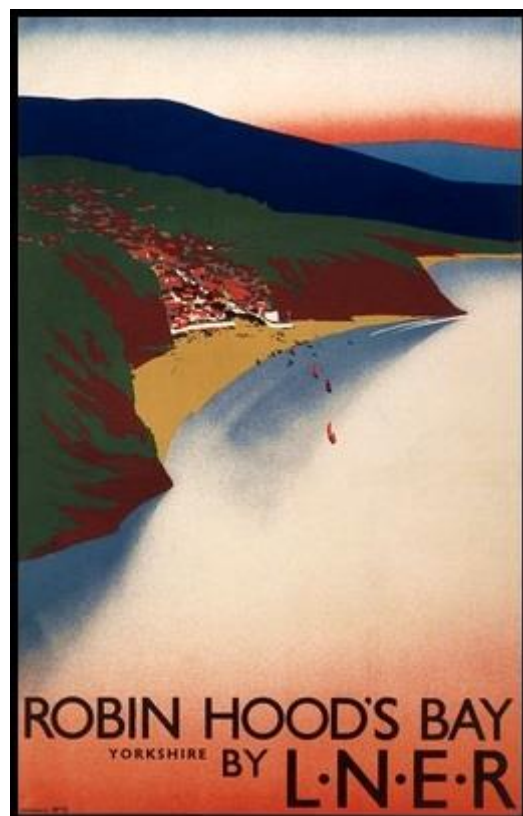
*Below: A view north across Hayburn Wyke bay looking towards Stainton Dale*



*Above: Map showing the Scarborough and Whitby railway line winding its way to Hayburn Wyke railway station pointed out by a blue arrow, and the Hayburn Wyke Hotel. The line curves its way inland to Stainton Dale railway station after crossing over the Hayburn Beck.*

The LNER poster on the right is by Tom Purvis who developed a bold, two-dimensional style using large solid blocks of vivid flat colour and eliminating detail. It was originally produced in 1930 as part of a set of 6 posters using the same bold style to form a panoramic night view of the LNER holiday coastline. This poster is number 5, the others are Clacton-on-Sea, Essex, Lowestoft, Suffolk, Skegness, Lincolnshire, Scarborough, Yorkshire and Bamburgh, Northumberland.

What is remarkable about this poster is that LNER got the topography wrong, the view is not Robin Hood's Bay but Runswick Bay some 14 miles (22 Kilometres) further north along the coastline.





## RAILWAY POSTERS ISSUED BY BRITISH RAILWAYS (BR)

In 1948 the railways were nationalised, London and North Eastern Railway (LNER) became part of British Railways (BR). They continued to produce railway posters promoting rail travel to holiday destinations along the Scarborough and Whitby railway line.



Robin Hood's Bay

FRANK  
SHERWIN

# THE YORKSHIRE COAST

BRITISH RAILWAYS

SEE BRITAIN BY TRAIN

BRITISH RAILWAYS

The above poster is a panorama view of the picturesque village of Robin Hood's Bay. This is one of the most beautiful railway posters ever produced, it is by the artist Frank Sherwin and is dated 1954. It is an idyllic landscape and a classic of its type to persuade holidaymakers to visit the area by train.

The view is looking south with the rocky rugged coast line sweeping in an arc around to the headland of South Cheek also known as Old Peak, although the wide sandy beach below the cliffs is somewhat exaggerated. The white patches seen on the sloping hills are Alum quarries which closed in 1817, the Peak Alum Works continued production until 1864. These are ruins today and a tourist attraction in the care of the National Trust. In the far distance the hills go on climbing to the North Yorkshire Moors. On the beach are a few holidaymakers, they are sitting or strolling along the sands and some are paddling or swimming in the sea. Two children are happily playing with a beach ball and on the sea near the bay are two sailing boats.

The foreground is looking down over clusters of red-tiled roofed houses and cottages that give this place an obvious charm. They are built at a different level with two nearest the cliff edge being three stories high. In front of two cottages, walking along the path enjoying the sunshine are two young ladies, one is waving to a young man walking down the steep cobbled side-street down to the beach.



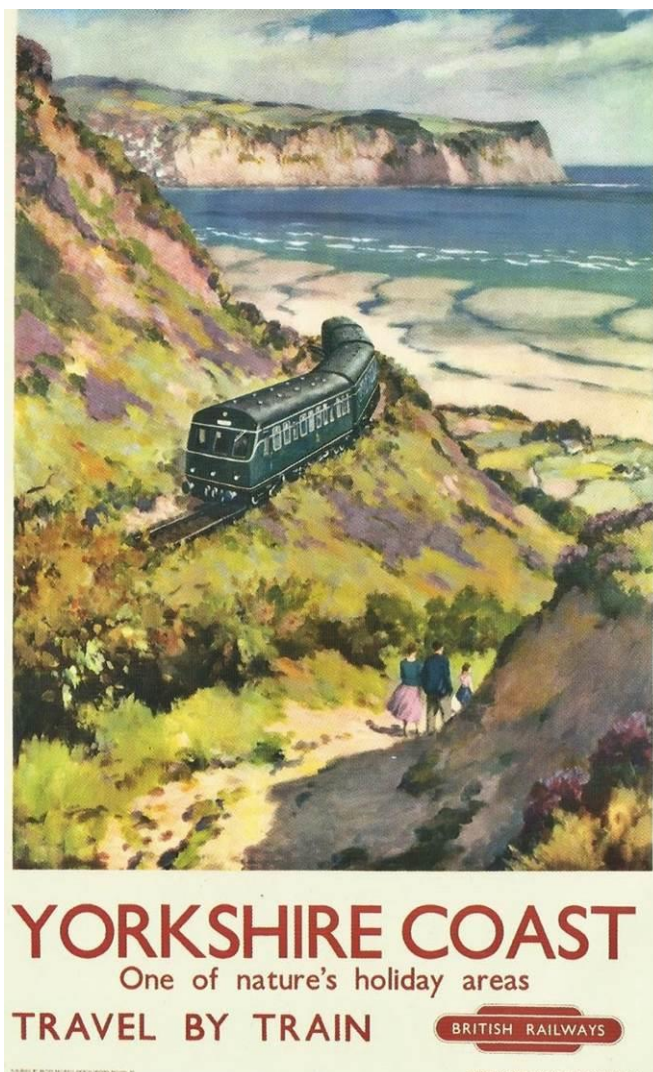
Over the years up to 200 cottages have disappeared due to cliff erosion, a common feature of the Yorkshire coast. The last house to fall was Regent Cottage in 1973. In 1975 to stem the erosion, a 40 foot (12 metre) high by 500 (150 metre) long sea wall and cliff promenade was built. During the smuggling era many of the cottages had cellars which were connected by passages and ran through the centre of the village, some of the buildings also had openings disguised as cupboards into adjacent houses. Most of the passages have now been blocked off and many of the cellars filled with concrete. The main legitimate activity had always been fishing, but this started to decline in the late 19th century. These days most income comes from tourism.

*Right: This black and white old photograph is of the same view to that of Frank Sherwin's poster which is dated 1954. The only difference appears to be that the shed in the centre is a now a cars garage with two car, a lorry and a cart parked outside. In the poster it is shown as a repair shop for boats with a man working on a sail boat. The cottage on the far right is a Lyons Tea café which has a number of people sitting outside, this is also the same in the poster although Sherwin omits the sign. The actual small size of sandy beach along the cliffs can be clearly seen in the photograph. Since the poster was painted and the photograph was taken the last building on the cliff edge has vanished.*



*Above: The sea wall and cliff promenade built in 1975 to stem the erosion.*

The British Railways (BR) poster on the right is rather an unusual view as very few holiday posters showed the actual train. It is one of the new Diesel Multiple Unite which were introduced on the Scarborough and Whitby railway line in 1958. These new trains gave much improved viewing of the endless variety of wild and picturesque scenery along the line. The train in the poster is running along the line at Stoupe Brow which is between Ravenscar in the south and Fyling Hall in the north. In this area the line runs close to the coast and gives views of Robin Hood's Bay with its clusters of red-tiled roofed houses and cottages which can be seen on the left side of the poster between the rugged steep hills in the foreground and the cliffs of Ness Point or North Cheek in the background. A family can be seen walking between the hills going down to the beach. The poster is by artist Gyrth Russell and is dated 1959.





## CAMPING COACHES ALONG THE SCARBOROUGH AND WHITBY RAILWAY LINE

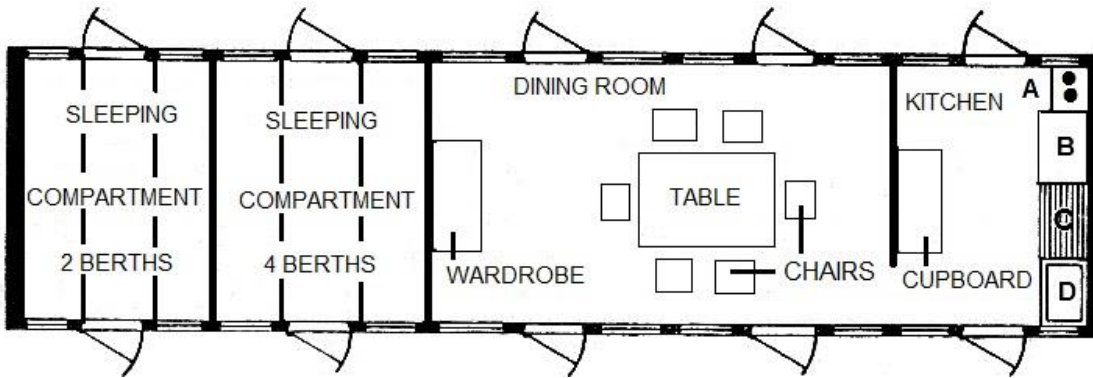
Camping coaches were first introduced by the London and North Eastern Railway (LNER) in 1933 they were obsolete six-wheeler carriages converted into camping holiday homes using five small compartments. These coaches stood in some remote, rural siding and came under the care of the local station-master.

*Right: A LNER postcard to promote camping coaches situated at a wayside halt or siding. It is carefully posed showing a happy couple*



L.N.E.R. CAMPING COACH.

The most popular type accommodated six persons which had one two-berth sleeping compartment and another with four berths. The dining-room contained a wardrobe, a table and six chairs. The kitchen contained cupboards, a stove with an oven, a sink and table. All the coaches were provided with cutlery, crockery, bed linen, towels, cooking utensils and table linen. Oil lamps and deck chairs were also included in the inventory. The local station-master could arrange food for campers and gave advice and information. Campers were also able to use the amenities available at the nearby station.



*Left: Plan of a camping coach. These coaches are usually designed to accommodate six people. A stove with an oven B table and cupboard C draining board D sink*



*Left: This picture shows how the interior was arranged with a wardrobe in the background. Six ladies are seated around the dining room table taking afternoon tea*

*Right: Another carefully posed LNER postcard to promote camping coaches. It shows steps attached to the sides of the coach to enable entering and leaving the converted holiday home which uses five small compartment*



L.N.E.R. CAMPING COACH.



Camping coaches were introduced at five stations on the Scarborough to Whitby line, four at Scalby, three at Cloughton, two at Stainton Dale, two at Ravenscar and five at Robin Hood's Bay, these quickly proved to be very profitable.

*Left: This 1934 postcard is of a LNER camping coach in a siding at Sandsend near Whitby. It shows three lots of steps attached to the sides of the coach to enable entering and leaving the converted holiday coach*



## CAMPING COACHES ON CIGARETTE CARDS

To illustrate how popular camping coaches were in the 1930s Senior Service cigarettes and Ogden's cigarettes included camping coaches in one of their sets of cards.

The Senior Service cigarette card was of a glossy black-and-white horizontal photograph of a camping coach on the right issued in 1938. It shows a camping coach parked near a railway station in the countryside on a warm summer's day with a couple taking afternoon tea on the grassy side of a lonely platform. The card is titled 'Camping Coach' in



**BRITISH RAILWAYS**  
A SERIES OF 48 — No. 19

**CAMPING COACH**

The railway camping coach provides a novel form of holiday. More than 400 of these coaches are sent out in April to beautiful coastal and inland localities. They are under the care of the local station master and are rented in advance. Camping coaches are fully equipped, whilst bed and table linen are supplied through the railway laundries. The rental for a party of six to ten varies from £3 - £5 per week.

Photo, courtesy G.W. Railway.

**SENIOR SERVICE  
CIGARETTES**

a rectangular white box centered at the bottom of the photograph. The back of the card on the left, is printed in black ink in two rectangular boxes with the name of set 'British Railways', in this series there are 48 cards this one is No. 19 in the set. The description outlines the amenities of camping coaches and the rental for a party of six to ten which varied from £3 to £5 per week. The photograph is courtesy of Great Western Railway (GWR). The lower box displayed the name 'Senior Service cigarettes'.

The Ogden's cigarette card is a coloured illusion showing the inside of what is called a camp coach on the right. It belongs to a set of 50 cards in the series 'Modern Railways' issued in 1936, this one is No. 11 in the set, titled 'Camp Coach' printed at the bottom of the card. It depicts the dining room with a table and chair in the foreground. The lady in the background is making the tea and the man standing next to the wardrobe is putting a record on the portable record player. The man seated at the table is reading a newspaper and the lady is preparing sandwiches. Hanging down from the roof is an oil lamp. Printed in black ink on the back of the card on the far right, is a description of the amenities of a 'camp coach' which includes some of the contents.



**MODERN RAILWAYS**  
A SERIES OF 50

11

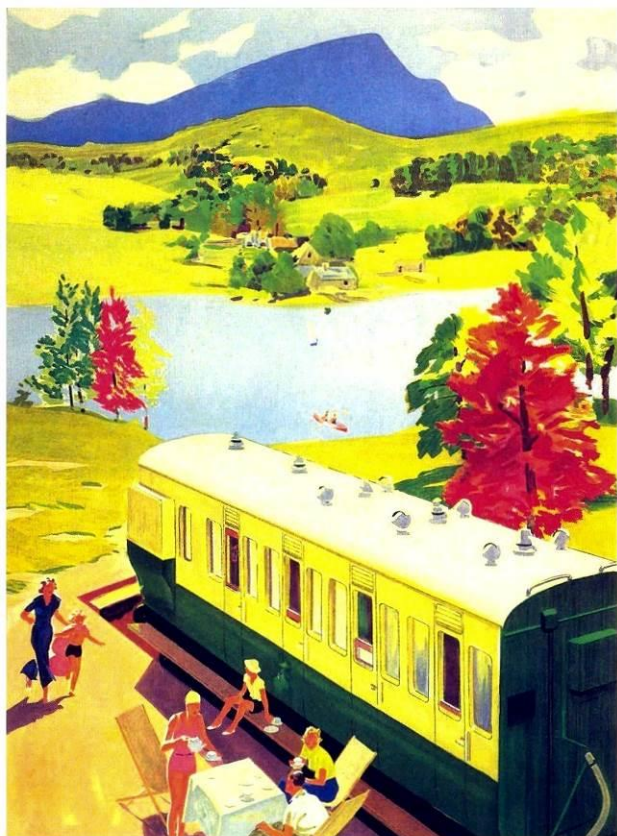
**CAMP COACH**  
Great Western Railway

The railway camp coach is designed to provide all the fun and freedom of a camping holiday without the drawbacks of a canvas shelter. Specially-equipped coaches are placed near station premises at points carefully selected for the quiet and beauty of their surroundings, whether seaside, mountain or moorland. Accommodation for six to ten persons is provided, including sleeping compartments, a dining section, and a kitchen. Bedding, crockery, kitchen utensils, lamps and a stove form part of the coach equipment and, except for the purchase of provisions, the only expenditure is a low rental and the cost of the railway journey to and from the selected site.

ISSUED BY  
**OGDEN'S**  
BRANCH OF THE IMPERIAL TOBACCO CO.  
(OF GREAT BRITAIN & IRELAND), LTD.



## RAILWAY CAMPING COACH POSTERS ISSUED BY THE LONDON AND NORTH EASTERN RAILWAY (LNER)



### L·N·E·R CAMPING COACHES in England and Scotland

Accommodation for six persons from £2.10.0 per week  
Ask for details at any L·N·E·R Station or Office

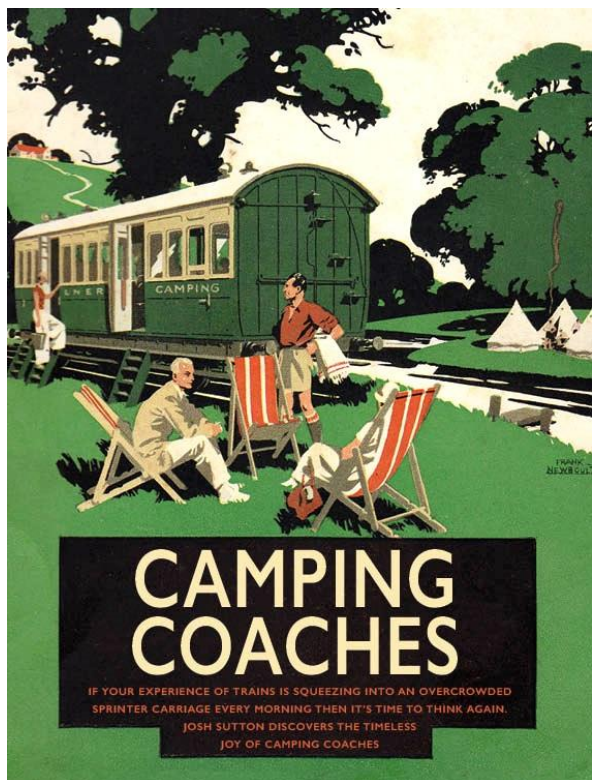
The poster on the right was also used by LNER on the cover of their 'Camping Holidays' booklet No 17 dated 1937 in which it lists camping sites on the eastern side of England and Scotland accompanied with a map. The cost of a camping coach for six people on this atmospheric poster has increased from £2.10.0 to £3.3.0 per week. The scene is set among trees in a beauty spot on a warm summer evening with the moon above the mountain in the background. Behind the camping coach is a lake where the holiday makers can have a swim. The group of six holiday makers are sitting and standing around a campfire singing songs, one has a guitar which he is playing to accompany the singers. The art work is by Tom Purvis (1888-1959) who was one of the major designers for LNER.

The London and North Eastern Railway (LNER) produced a few posters to promote affordable camping coach holidays at a number of attractive seaside and country sites that were ideal for a family holiday.

The poster on the left promotes LNER Camping Coaches in England and Scotland at a cost of £2.10.0 per week for six people. It illustrates a camping coach that has been repainted from its previous teak livery to the familiar colours of green and cream yellow. Sitting outside in the shade of the coach, are three holiday makers having a cup of tea. The lady standing next to the table is pouring out a tea from the teapot. A young boy and his mother are running back from the lake where the boy has been swimming. Paddling across the lake in a canoe are two young people wearing bathing costumes. On the other side of the lake surrounded by trees is a farmhouse and in the background rising above the green hill is a mountain. This is truly an idyllic setting for a relaxing family summer holiday far away from city life.







The LNER poster on the left advertises affordable holiday camping accommodation for six people, at a cost of £3.3.0 per week. This was in the late 1930s, which is equivalent to about £143 in today's money, during this period the average weekly wage was around £1.20.0. It illustrates a group of holidaymakers beside their camping coach in the countryside. Two are seated in deckchairs engrossed in conversation with a man standing with towel under his arm looking towards a lady walking up the steps attached to the sides of the coach carrying a bucket of water. He is probably telling her that he is going for a swim in the river next to the coach which has a small wooden jetty. In the field across the river is a Boy Scout camp, they are cooking on a campfire. The coach has been repainted from its previous teak livery to the familiar colours of green and cream yellow. The artwork is by Frank Newbould (1887-1951), who studied at Bradford College of Art. He designed posters for LNER, the Great Western Railway (GWR), Orient Line and the Belgian Railways.

The posters and photographs produced by LNER depict carefully posed camping holiday coaches in idyllic settings to attract holidaymakers. The ones on the Scarborough to Whitby railway line were situated in sidings close to railway stations and not actually in particular tranquil locations. However, such peaceful scenes were only a short walk away from the camping holiday coaches.

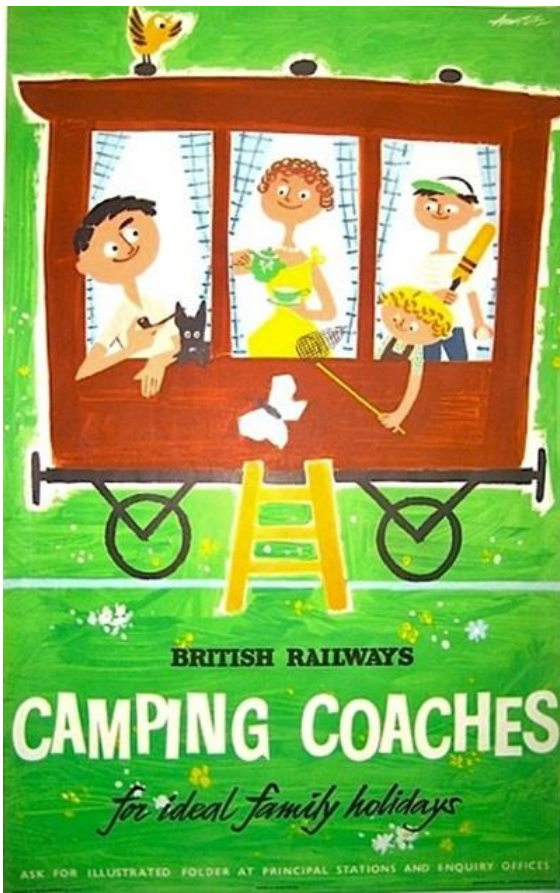
## RAILWAY CAMPING COACH POSTERS ISSUED BY BRITISH RAILWAYS (BR)

In 1939 the camping coaches were withdrawn with the outbreak of World War II. They were reintroduced by British Rail in 1952, using larger coaches which provided sleeping accommodation for four, six or eight persons. They included a fully equipped kitchen, a commodious living room and three bedrooms. All the coaches were fully equipped with crockery cutlery, cooking utensils, towels, table and bed linen. Some coaches used paraffin or Calor Gas for lighting, heating and cooking, but the ones at Robin Hood's Bay and Scalby had electricity. Tenants had to pay extra for this essential power. Drinking water and toilet facilities were available on nearby railway stations. These camping coaches were available from the end of March to the end of October and could be hired for one or two weeks. Rentals varied according to season, in 1958 for example 4 or 6 berth coaches with electricity at Robin Hood's Bay and Scalby were between £5.15.0 and £9.0.0 per week. At Cloughton and Ravenscar which had Calor Gas it was between £6.10.0 and £11.0.0. per week and at Stainton Dale which had oil it was between £6.0.0 and £10.10.0 per week. British Railways published brochures which included photographs, a map listing coach sites for all regions, and an application form.

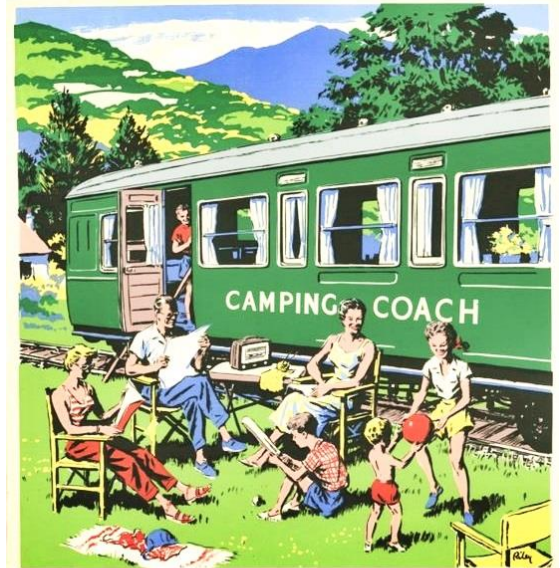
*Right: One of British Railways early posters produced to promote cheap and ideal holidays for the family in self-catering camping coaches. It is illustrated with two black and white drawings, the top one shows the living room and the bottom one the exterior of the coach. This poster was published 1954*







The British Railways poster on the left is by Amstutz and is dated January 1955. The caption reads ‘Camping Coaches for Ideal Family Holidays’ and shows a cartoon family inside a camping coach. Leaning out of the window on the left is father, pipe in his hand with the family pet dog next to him. Mother is standing in the central window pouring out a cup of tea from a teapot. Their two sons can be seen in the window on the right, the younger one is trying to catch a large butterfly with his small net and their other son is standing behind him holding a cricket bat watching him.



**CAMPING COACHES**  
 FULLY EQUIPPED FOR 8 PERSONS  
 SITUATED AT NUMEROUS ATTRACTIVE SEASIDE AND COUNTRY SITES. IDEAL FOR FAMILY HOLIDAYS  
 AVAILABLE 30<sup>th</sup> MARCH TO 19<sup>th</sup> OCTOBER, 1957  
 REDUCED CHARGES - EARLY AND LATE SEASON  
 ASK FOR ILLUSTRATED FOLDER AT STATIONS AND ENQUIRY OFFICES OR APPLY TO CHIEF COMMERCIAL MANAGER, WESTERN REGION, PADDINGTON STATION, LONDON, W2  
 WESTERN BRITISH RAILWAYS REGION  
 PUBLISHED BY BRITISH RAILWAYS - WESTERN REGION - PA 104 PRINTED BY STUDIO 100/20N LTD.

Although the British Railways poster on the right was produced for the Western Region it advertises camping coaches at numerous attractive seaside and country sites that are ideal for family holidays. It illustrated a happy family of parents and grandparents on a warm sunny day outside a camping coach in the countryside. Two children are playing with a ball and a young boy is sitting on the grass polishing his cricket bat. Grandfather and mother are sitting on camping chairs reading newspapers. Grandmother is also sitting on a camping chair, she is smiling happily watching her grandchildren playing. On the table between the grandparents is a pile of yellow knitting and a portable transistor radio. Father is standing in the doorway of the camping coach wearing blue shorts looking at the children playing. This Camping Coaches poster was produced for British Railways in 1957.



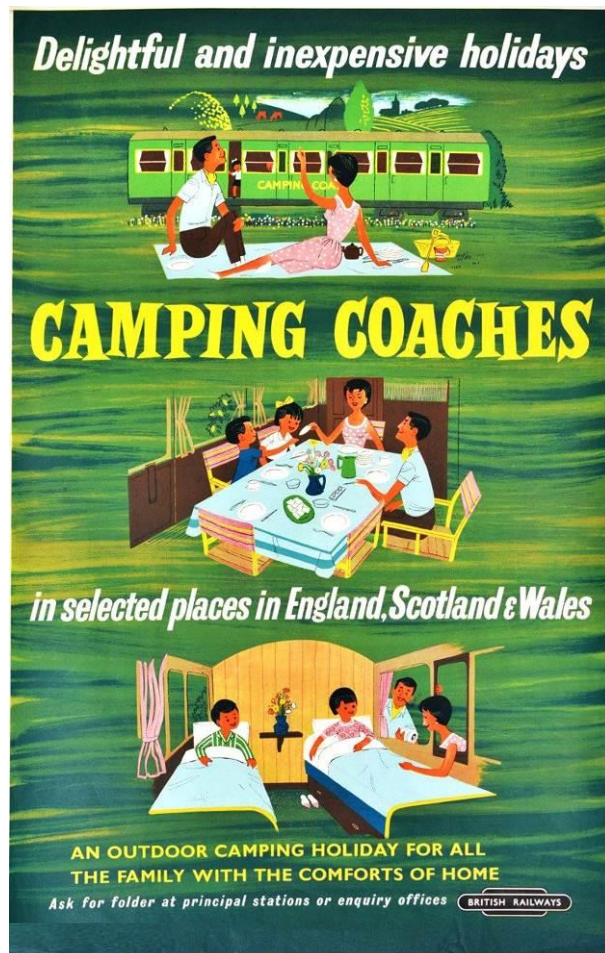
*Left: This 1951 photograph is of a very similar setting to the one in the above poster. It is showing a family relaxing in camping chairs listening to their portable record player, outside their camping coach after lunch. The two eldest boys are reading comics and the two younger children playing with toys on the grass. Mother is sitting back in her chair taking in the sun and listening to the music, father is enjoying the music whilst smoking a cigarette.*



The title of this British Railways poster is ‘Camping Coaches – Delightful and inexpensive holidays – In selected places in England, Scotland & Wales’. The situation is somewhere in the countryside illustrating three different parts of the camping coach. The top shows mother and father sitting on a white cloth which has been laid out with a teapot, plates and cutlery. Mother is waving to their two children who are inside the camping coach to join them for tea. On the right side of the white cloth is a yellow basket which probably contains food with a bucket and spade indicating that they are not far from a beach. Growing in front of the camping coach is a row of colourful flowers.

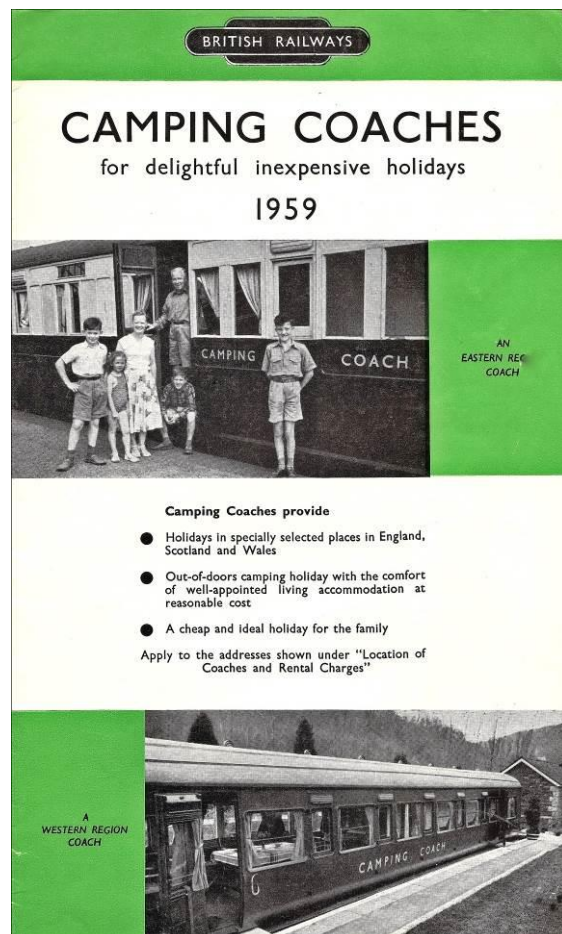
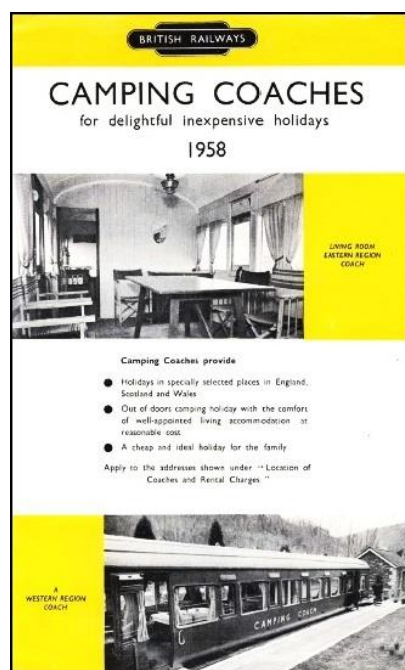
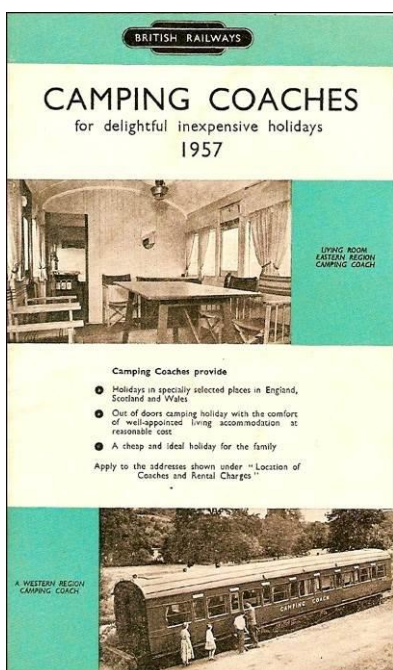
The middle illustrates the living come dining room with the family sitting round the table about to have a meal. The bottom illustrates a bedroom for two which is situated at one end of the camping coach. Mother and father are looking in through the windows making sure that the children are safely in bed.

This British Railways poster was designed by Studio Seven and is dated to about 1960.



Left: The living room of a camping coach showing a table and camping chairs

Right and Below: Three British Railways brochures dating from 1957 to 1959 which includes photographs, a map listing coach sites for all British Railways regions, and an application form





The rapid expansion of road traffic which was in competition with the railway led to the drop in passenger numbers on the line. It was inevitable that in 1963 the Beeching Report proposed the closure of the Scarborough & Whitby railway. A financial survey was carried out in the summer of 1964 to determine the railway's viability, it revealed that the Scarborough & Whitby railway was running at a considerable loss, the wages paid out to staff fell well short of the income from passenger ticket sales. This is not to say that the whole line was unprofitable the camping coaches were still operating at a profit but this was insufficient to save the line which closed to all passengers on 8th March 1965.

**CAMPING COACHES**

This was not the end of all camping coaches on the Scarborough & Whitby railway line. At Cloughton Station an 'OSCAR' MK1 railway carriage built at Derby in 1962 has been refurbished to provide self-catering accommodation for up to 6 people similar to the 'camping coach' that used to stand at Cloughton Station. It is situated on short length of track at the south end of the platform a short distance from the stationmaster's house which has been restored and converted into a guest house and a tea room with access to the platform.

The first three of the original compartments have been converted into a lounge area, the next compartment is a kitchen and there are three bedrooms.



*Left: The 'OSCAR' MK1 railway coach looking north along the Cloughton Station platform*  
Photo by Nick Catford



*Right: The 'OSCAR' MK1 railway coach on the original track-bed alongside the old platform at Cloughton Station*



*Left: Inside the camping coach looking along the full length of corridor*



*Right: The lounge/dining area with a table, chairs, and television*





At Hawsker Station an old railway coach has been converted into self-catering holiday accommodation which is situated alongside the old Hawsker railway station on a track that has been re-laid by the platform. The accommodation including 3 bedrooms, fitted kitchen, sitting room with traditional, first class railway carriage seats, shower room with WC can accommodate up to six people. The old railway carriage is managed by Trailways, a bicycle hire business run from the main station building which is a private residence and guest house.

Trailways also have a number of other old railway coaches which are used in conjunction with the bicycle hire business they are situated along the former passenger platform and the opposite former goods loading bay.



*Left: The converted self-catering railway coach at Hawsker Station with wooden steps alongside the railway coach*



*Right: The sitting room with traditional first class railway carriage seats, table and television*



*Left: Hawsker Station looking south east. The former passenger platform is on the right with the former goods loading bay to the left. The old coaches are used in conjunction with the bicycle hire business that operated from the station. Photo by Nick Catford*

*Below: The old railway coaches at Hawsker Station converted into self-catering holiday accommodation situated alongside the railway station that can be seen in the background. Wooden steps have been built alongside the railway coach for easy access*

## THE CINDER TRACK

Almost the entire length of the old railway line of 22 miles from Scarborough to Whitby known as the 'Cinder Track' is travelled and well used by walkers, cyclists and horse riders.

