

YORKSHIRE COAST LINE HERITAGE RAIL TRAIL



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The YCCRP is hosted by Humber and Wolds Rural Community Council, and works to promote
and enhance the Hull - Scarborough railway line for the benefit of the local community.

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Yorkshire Coast Line Heritage Rail Trail

On October 6 1846, the York and North Midland Railway Company (Y&NMR) officially opened the line from Hull to Bridlington. The occasion was marked by a special train of three engines and sixty six carriages travelling from Hull to Bridlington, while crowds lined the route to watch.

The line from Seamer junction to Filey had opened the day before, but it was another year before the 13 mile section between Filey and Bridlington opened, due to the more difficult terrain through which it had to pass.

In 1854 the line passed into the hands of the North Eastern Railway (NER), and in 1923 to the London & North Eastern Railway (LNER).

The stations and other buildings on the line were designed by the YNMR architect George Townsend Andrews. Many of these buildings survive.

The map shows that there were originally many more stations. Those in BLUE closed between 1950 and 1970.

The mainstay of the railway in its early days was agriculture, and early passenger services were modest. Traffic on the line increased in the 1930s with the growth in holiday travel, and summer Saturdays saw lots of additional trains. The railway enabled people to travel much further, opening up work and leisure opportunities.

In 1947 the LNER built a short branch line to serve the holiday camp at Filey, and at its peak this was busy with trains bringing holiday makers from all afar. With the decline of this type of holiday it eventually closed in 1977. The earthworks of the double facing junction between Hunmanby and Filey can still be clearly seen.

Between Bridlington and Seamer, the line was partly reduced to single track in the 1970/80's, with the section between Filey and Hunmanby being retained as double.



SCARBOROUGH:



Scarborough was founded around 966 AD as Skaroaborg, by Thorgils Skarhi, a Viking raider. There is also evidence of much earlier Stone Age and Bronze Age settlements, and remains of a Roman signal station on the Castle headland overlooking the North Sea.

The original settlement was destroyed by a Norwegian fleet in September 1066 on route to the Battle of Fulford and Battle of Stamford Bridge, which was overshadowed by the Battle of Hastings a few weeks later. No settlement was recorded in The Domesday Book.

William Le Gros (Lord of Holderness, Earl of Albemarle and York) selected the promontory as an ideal site for a castle, and work began in 1157. A settlement grew behind the harbour area. A market was established, and Scarborough Fair was permitted by Royal Charter in 1253. Because of its strategic position, located on the North Sea coast between the Tyne and Humber, coastal fishing and trade grew, also developing further afield to The Baltic and Low Countries.

The English Civil war of the 1640's resulted in serious damage to both the Castle and Town.

In 1626 Elizabeth Farrow discovered a spring near the present day Spa. It was claimed the water had medicinal properties. Scarborough was reborn, and as a result became Britain's first seaside resort and "watering - place" of the gentry.

The Y&NMR arrived from York in 1845 and Scarborough developed into 'a holiday resort for the masses'. The Grand Hotel, completed in 1867, was one of the largest hotels in the World. In 1846 a branch line opened to Filey and extended in 1847 to allow a direct service to Hull. The local railway network was completed by the rural Seamer to Pickering branch (1882) and the coastal Scarborough to Whitby Railway (1885) which provided a shorter route to Teeside. The Seamer to Pickering line ceased operation in 1950. The Scarborough to Whitby line survived until 1965. The trackbed has been developed into a scenic rail trail and forms part of the **National Cycle Network**.

View of Scarborough station, 1904. The tower (1884) with four clock dials was supplied by Potts of Leeds at a cost of £110. Courtesy of Simon Smith Collection.

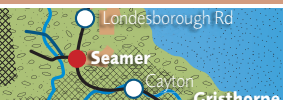


Before the growth of cheap foreign flights and package holidays, Scarborough was an important holiday and excursion destination, particularly from West Yorkshire. To cater for this, Scarborough Station built the longest station seat in the world (139 m), still in use on Platform 1. In addition, a purpose built station, originally known as Washbeck Excursion Station was built in 1908, off Londesborough Road, approximately 500 m. inland from Scarborough Station. Washbeck Station was upgraded to a public station in 1933, and renamed Scarborough Londesborough Road and Scarborough Station renamed Scarborough Central. Londesborough Road Station allowed trains to Whitby to be served directly via the Falsgrave tunnel, which also gave access to the Gallows Close Goods Depot, now a supermarket and car park. Londesborough Road Station closed in 1963 and continued to be used for stabling coaches until 1966. The station building and platform remain, the site has been developed for light industry.

Scarborough continues to be a popular excursion and holiday destination including Summer Steam Specials. Another popular attraction is the North Bay Miniature Railway, which links Peasholm (near the Open Air Theatre) with Scalby Mills. The Open air Theatre was formally reopened on 20 May 2010 by Her Majesty Queen Elizabeth II who, along with Prince Philip, arrived at Scarborough Station, from where they were driven to the newly refurbished Open Air Theatre, for a concert and ceremony. The town has a wide, vibrant cultural scene, with a number of attractions, including The Castle, Art Gallery, Sea Life Centre, Spa Complex, Stephen Joseph Theatre and Futurist. Sporting attractions include two golf courses, the Scarborough Cricket Festival and the Oliver's Mount racing circuit.

More recently, the beautiful and geologically diverse coastal landscape has been promoted as "The Dinosaur Coast" with the Rotunda Museum becoming a national centre for geology.

SEAMER:



The village name Seamer is thought to have originated from Seamer Moor, where there would have been a view of both the North Sea and Lake Pickering...SEA- MER(E).

The original inhabitants of the area were people of the Mesolithic Age, followed by Bronze Age, Romans and Anglo Saxons.

To the south of Seamer are the remains of an internationally famous Mesolithic settlement, located at Star Carr. Because of the waterlogged conditions, a considerable amount of well preserved materials remains (wooden planks, flint axes and tools). In 2010, it was announced that the oldest known house in Britain had been discovered in Seamer. The house, a wooden structure (3.5 m) in diameter, was built no later than 8,500 BC (about 10,500 years ago).

The existing landform in the area has been strongly influenced by the last glaciation, characterised by low lying Carrs, which have subsequently been drained for farming. Evidence of glaciation is found throughout the area, including a glacial erratic (boulder) near to Seamer Station.

Seamer village developed in the Saxon and Medieval period. By approximately 1150, the original wooden Saxon church had been replaced by the current stone Parish Church of St. Martin's. In 1337 King Richard II granted a Charter for an annual fair, which continues in some form, to the present day.

Seamer Station was opened in July 1845, by the Y&NMR, and became a junction station, when the line was opened to Filey in 1846. A second line from the station (the Forge Valley Line to Pickering) was opened by the N E R in 1882. This ceased operation in 1950, and the track was lifted.

The railways brought considerable expansion after the First World War, with housing development at Seamer and Crossgates. The railway provided a means of moving agricultural produce. More recently modern industry has developed at nearby Eastfield, which has become a major employment centre for Seamer and Scarborough.

FILEY:

The name of Filey probably derives from the words 'five leas' meaning five clearings or meadows. Evidence of a Roman Signal Station, dating from the first century A.D., was discovered on the cliff tops near to Filey Brigg in the 19th century.

The oldest building in Filey is the parish church of St Oswald, just to the north of the town, beyond Church Ravine. It is unusual in structure, having a central tower.

Filey Museum in Queen Street is housed in a row of former fishermens' cottages restored in the early 1970's to their current use. The date inscribed above the main door is 1696 (www.filey-museum.co.uk).

Filey Station and the line to Seamer were opened on 6 October 1846 at the height of 'The Railway Mania', when lines were being built all over the country. Filey station has one of finest examples of a Y&NMR overall roof, restored in 1994. Visitors could now arrive in Filey quicker than by horse power, until then the fastest method of transport. Coal and goods were brought in by rail for community benefit, and fish caught locally could quickly be sent to inland markets.

Previously 'Old Filey' had been a small isolated fishing village but at this time 'New Filey' was being developed to the south, with large elegant buildings around the cliff top Crescent Gardens, to cater for the visiting upper classes. This was the start of Filey becoming the popular family

holiday resort we know today.

Filey is famous for its seven miles of lovely flat sands and sheltered bay, which were used by the early aviators for testing their new flying machines.

Filey is the starting or finishing point of several long distance footpaths including the **Cleveland Way**, **The Yorkshire Wolds Way** and the **Centenary Way**.

Hi De Hi - Did you know that there was once a Butlin's holiday camp near Filey, and that it had its own railway station?

Surprisingly holiday camps have their origins in the Victorian era. Interest in the outdoors, saw the development of the first holiday camps, very basic affairs consisting of camping grounds with tents. The idea of communal activities developed, and there was a progression to camping huts. Holiday camps really took off in the interwar period. Increased affluence brought with it a boom in family holidays. Holiday camps offered sun, sea, sand, organised activities, and something to do when it rained! Synonymous with the holiday camp scene was Billy Butlin. In that period he had already opened two camps, and was looking at the Yorkshire Coast. He selected a location to the south of Filey, with magnificent views over the wide sweep of the coastline. He successfully obtained planning permission for a camp accommodating 5000 guests. One of the conditions, attached to the planning permission, was that 'a siding' be constructed on the Yorkshire

Class B1 No.61145 comes to a stop with a southbound train in the summer of 1956. This was a time when the water tank house still had its tank, the station had gas lighting and the Station Master still lived in the railway house in the left background. Courtesy of J.W.Armstrong.



The arrival of the first aeroplane to be seen at Filey. During the very early days of flying, Filey became a major centre for the pastime. This view was taken outside the Scarborough side platform. The aircraft was hidden by the tarpaulin and had arrived in the end-loading van that can be just seen on the left. Courtesy of Crimlisk Archive.



A photograph taken at the time of the retirement of the Station Master, Mr. J. Taylor, in July 1927. The Assistant Station Master, Mr. L. W. Binnings, who replaced Mr. Taylor, is on the left of the picture. Credit to John Farline collection.



Class D49/2 No. 62751 'The Albrighton' waits to depart with the 2-55 p.m. stopping train to Hull in May 1949. The D49s were the most commonly used locomotives on local passenger services during the 1940s and 1950s. They were gradually replaced during the mid to late 1950s by diesel multiple units. Credit to P.Ward

Coast railway, to allow guests to travel by train. War broke out before the camp could be opened, and the unfinished camp was used to house troops. Towards the end of the war Butlin persuaded the War Office to release part of the site. Half of the camp was then opened for visitors, and the remainder followed on a year later. Construction started on a branch line off the Yorkshire Coast Line, between Hunmanby and Filey. A triangle was created which allowed trains to depart for the north and the south. A basic station with four platforms was constructed, together with a large open concourse area. A small single storey building provided waiting facilities and staff accommodation. The station was constructed on the opposite side of the road, visitors climbing a flight of stairs to cross the Bridlington to Scarborough Road. A tunnel was built under the road, allowing guests to be transported by road train into the camp.

The station was served by trains from a wide variety of destinations including London Kings Cross. Thousands of holidaymakers were transported to and from the camp each Saturday.

Although unassuming, the station witnessed one dramatic event. Early on a Saturday 25 August 1956, a train of empty coaches from Bridlington ploughed into the buffers at the end of platform 3. The locomotive had come from Hull, and was attached to the coaches at Bridlington. The guard had failed to attach the brake pipe to the locomotive, therefore was no continuous brake on the train. The first part of the journey from Bridlington is a climb to Hunmanby. It was only on the approach to the branch junction, that the

driver realised that only the locomotive brakes worked. The train rounded the curve on the approach at 50 mph. The guard at this point realised the problem, and applied the hand brake. The driver and fireman jumped clear of the train before it hit the buffers at 25 mph. Fortunately no one was seriously hurt, and the station remained open for guests!

The station continued to perform a valuable service through the 50's and 60's, but by the mid 70's, visitor numbers arriving by train had declined, a victim of changing holiday venues and the private car. The end came on Saturday 17 September 1977, when the station saw its last campers. After the station closed, the tracks were still used as a turning triangle for Steam locos which visited Scarborough, until its turntable was reinstalled in 1981.

Affordable package holidays saw holidaymakers heading for the Mediterranean sun, instead of the British seaside. The camp, said to be Butlin's favourite, finally closed its gates in 1983. A brief attempt was made by a new owner to reopen, but this failed, and the site was cleared. Today part of the site is run as a caravan park. The rest remains derelict. Remnants of the boating lake and indoor pool can still be seen from the road. Chalet lines where happy campers bustled, can still be seen.

On the opposite side of the road, the station platforms are still visible. The tunnel under the road remains, and the formation of the track bed can still be made out at the Junctions with the Yorkshire Coast Line. **Good Night Campers!**

HUNMANBY:

With its location on the edge of the Yorkshire Wolds, Hunmanby was once described as the largest village in England. The name derives from the Danes, and the village appears in the Domesday Book as 'Hundemanbi', farmstead of the houndsmen, which relates to the hunting of wolves in the surrounding Wolds countryside. Today the walker may enjoy this countryside by following the Centenary Way from the village, to Filey or to York, while en-route, the energetic are able to join the Wolds Way, for a longer adventure. The village itself well rewards the visitor with its picturesque 11th Century church and well established inns. At Hunmanby the railway becomes single track over its highest point, as it passes through Speeton cutting, through the chalk of the Yorkshire Wolds until Bridlington is reached.

Filey Holiday Camp
Hunmanby



This is a view inside the holiday camp that shows one of the tractor trains being used to carry holidaymakers around the camp. The tractors were probably converted from ex-RAF equipment from the time during the second world war when the camp was an RAF base named Hunmanby Moor. Courtesy of John Farline collection.

BRIDLINGTON:

Carnaby
Bridlington

Bridlington with its wide bay, miles of golden sands, and coastline of chalk cliffs, to Flamborough Head was made available to a much wider public with the opening of the railway in October 1846. Textile workers from the West Riding, coal miners from the Don and Dearne valleys, and steel workers from Rotherham and Sheffield came in increasing numbers. By 1912 the railway station had to be enlarged, to cater for ever increasing holiday and excursion traffic. Today, the beaches remain a firm favourite with children of all ages, the harbour is busy with shellfish boats, and visitors can enjoy a cruise below the cliffs to view the many seabirds. The newly refurbished Spa offers a variety of entertainment and other events, and has a café facing over the bay. Bridlington station has changed considerably over the years, and the part now used is actually the extension built by the NER in 1912. The original station buildings and platforms 1, 2 and 3 were located to the west of the current station, and accessed through the arch on

platform 4. These platforms were taken out of use in 1983 and demolished. Platform 3 was a very short bay platform at the Hull end of Platform 2 and was the platform from which the 'Malton Dodger' passenger service (Bridlington - Driffield - Malton) departed. The Bridlington Windsor Street branch railway ran to the top of the harbour. Do not forget to visit the Station Buffet built as part of the 1912 station extension, and retaining all of its original features. In fact it is one of only three original station buffets left in the UK, and displays interesting railway artefacts. The town retains many of its Georgian and Victorian buildings, and in the Old Town the visitor will find many specialised shops, and can visit the site of the Augustinian Priory, founded in 1133, and dissolved by King Henry VIII. Today the Bayle Museum occupies the site, and The Priory Church of St. Mary, alongside, stands sentinel over a town dating back to William the Conqueror.

BEMPTON:

Speeton
Bempton

Bempton is a small single platform station between Bridlington and Hunmanby. Ideally sited for the cliffs and RSPB reserve. The nearby area is the site of bronze age pits. The village centre at Bempton features original 18th century houses. The 'cattle dock', was a short elevated platform in a siding on the Hull-bound side. The fences 'corrallled' or 'penned' livestock (cattle, pigs or sheep) during their loading (or unloading) to or from a cattle wagon, positioned by the local goods train at the 'dock'. A cattle wagon had a covered roof, but was open on its upper sides. The station house with its 'estate' is now privately owned.



Summer in the late 1950s, Class B1 4-6-0 No 61305 passing Bempton with the 5.10 pm Hull - Scarborough businessmen's express. The train called only at Beverley, Driffield, Bridlington and Filey en route. The station signal box, adjacent to its level crossing, can be seen in the distant right background. This was before the line was singled and the signal box abolished. Courtesy of Tony Ross.



This view shows the ticket collection point for platforms 5 and 6 in 1969. The steps on the left gave access to the platforms in the original part of the station (now demolished) which was built around the same time as the other stations on the Hull to Scarborough line. Courtesy of John Farline collection.

NAFFERTON:



This large village has a fine example of a Y&NMR rural station building with the ticket office and waiting room incorporated into the main structure of the station master's house. The latter still retains the pillars to the front of the building, facing the roadway and the bay window of the station master's office juts out on the platform to gave him clear views of the railway. To the north of the line, was a largish yard of five sidings, adjacent to a flour mill and coal yard. On the other side of the track, a standard goods shed

still survives as a domestic dwelling. Such was the influence of the railway that it is recorded that in 1872 Nafferton was a self sufficient community. In 1985 the station and adjoining station master's house was given grade II listed building status. Today the flour mill has been demolished giving way to the building of new dwellings, and the station still enjoys an hourly weekday service, to the benefit of the ever increasing population.

DRIFFIELD:



Driffield was once the junction of three lines, the survivor is the present Hull to Scarborough line. The Driffield to Malton line was opened May 19 1853, and closed to passengers on June 3 1950. It carried more freight than passengers, and that finished in 1958. This was a difficult line with steep gradients. The Market Weighton line opened in 1890. The curve of the line can still be seen behind the houses in Beverley Road, before it heads to Kellythorpe, where a Bronze Age barrow dated to 2,000 BC was demolished to make way for it. Archaeological evidence proves that Driffield has been a centre of human activity for the last 10,000 to 12,000 years.

In AD 71 the Romans crossed the Humber. They needed corn for their armies, and there was a shift to cereal production. In 1993, evidence of Roman occupation as late as the 4th century was found under the former railway sidings at Eastgate South. **Visit Hull Museums Quarter and Beverley Treasure House for more information.** The Saxon Chronicles state that King Alfrid of Northumbria died here in January 705, and was buried at Little Driffield, in St Mary's church. Footpaths lead to Little Driffield and other parts of the Wolds. **See the East Riding web site 'Walking the Riding' for routes.**

In more recent times, Driffield experienced some significant events. The enclosure of land in 1742 brought new crops and livestock management. Driffield Navigation came in 1770 and an

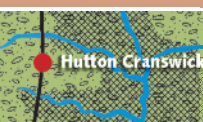
industrial area was formed. Before this the rivers were used to transport goods - wheat, barley, malt, coal, bricks and tiles. Corn and wool from a wide area, went to Hull for export. The railway came in 1846. The station was opened by the York and North Midland on 6 October 1846, at the same time as the line from Hull to Bridlington, and its original overall roof was removed in 1947.

Around 1862 better quality buildings started to be built. By 1892, forty eight carriers were bringing goods from all parts of the Wolds to this market town. Today Driffield is a valuable shopping centre, with a Thursday market and a monthly Farmers' market. The **Annual Driffield Show** draws thousands of visitors. A **Traction Engine Rally** is held in summer. Canal head is a pleasant area, near the station, and the Driffield in Bloom Group, Gold winners in 2010, work to enhance the town.



Driffield, Eastgate South, looking towards Driffield, 1950's. Courtesy of Tony Ross.

HUTTON CRANSWICK:



The station, as far as is known, existed at the opening of the line. It consists of parallel platforms with station buildings on the west side a short distance from the village green in Cranswick. Hutton itself is situated a little further to the North. A neat yard layout of two sidings running almost to the road with a goods shed and yard, was built just north of the station, to facilitate the transportation of commercial

products. Today it is evident that a lot of new housing has appeared in the area, resulting in the station enjoying an hourly weekday service for passengers. The station itself is kept neat and tidy by the local village in bloom committee.

ARRAM:



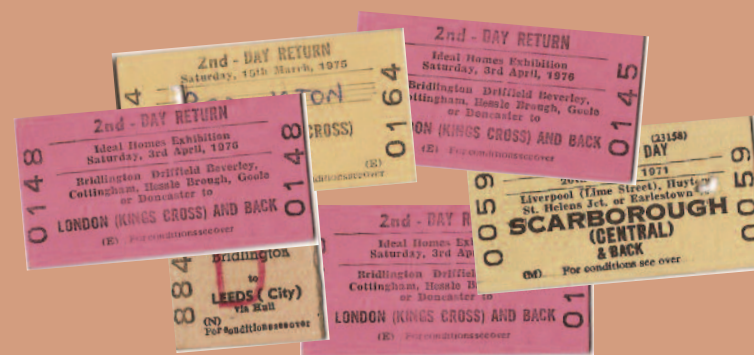
This is the line's least served railway station, lying between Beverley and Hutton Cranswick. It was not opened until 1855, 9 years after the rest of the stations. It serves a population of no more than 200. Originally for the nearby military facilities, who have since started using Beverley railway station, for its improved services. In the latter days of RAF Leconfield, special emergency colour light signals, controlled from Arram signal box, were installed to warn train drivers of any obstruction arising from the airfield. Normally these signals were not illuminated.

The station did manage to avoid closure, as it was inaccessible to buses, meaning the village would be without public transport.

The village itself is an ideal start for a countryside walk.



Arram, c1957. Photographer unknown.



BEVELEY:

Beverley

Beverley town is noted for the ancient Minster and other architecturally significant religious buildings, as well as the racecourse (there is evidence of a permanent race track from 1690) and the market place. The town itself is over 1,000 years old and is home to the oldest Grammar school in the country founded in 700 AD, and public houses dating back to around 1530.

Originally known as 'INDERAWUDA' in the wood of the men of Deira, Beverley's first structure was a Christian church, dedicated to Saint John the Evangelist. This was founded during the time of the Bishop of York who later became known as John of Beverley. It was founded during the time of the Anglian kingdom of Northumbria in the 7th century passing through a period of Viking control, continually growing in importance in terms of religious significance – being a place of pilgrimage throughout the Middle Ages. The name of the town changed, perhaps in the 10th century, to Beveli or Beverlac, meaning Beaver Lake or Beaver Clearing – a reference to colonies of beavers in the River Hull at the time. Under the Normans its trading industry was well established, and became known as a thriving wool trading town, and by the 12th-century Beverley had developed into an extensive town, with borough status from 1122.

Wills of 1376 and 1520 refer to four orders of friars in Beverley. Dominican and Franciscan orders had been sent during the 13th-century, and Beverley retained its powerful saintly history, relying to an extent on pilgrimage, but changes due to the English Reformation impacted on this, and the town declined in status. The Civil war and the period of the Restoration played their part on Beverley's fortunes, but during the Georgian era Beverley was the county town of the East Riding of Yorkshire, and became the prime market town of the area during the 18th century. Replacing old timber buildings with the Georgian architectural style helped the town recover its level of prestige, with the religious buildings also undergoing restoration. The station opened in October 1846, improving communications, and today, thousands of tourists come to view the religious buildings and to attend events at the racecourse. The station was designed with an overall roof by G T Andrews and is now grade II listed. NER opened its line to Market Weighton and York from Beverley in the 1860's, but this line closed in 1965. The station was intended as the junction for the North Holderness light railway, a branch line that was to run north east to North Frodingham, stopping at Tickton, Routh, Long Riston, Leven and Brandesburton – the branch was, however,

never constructed as the NER introduced a bus service instead. It can be seen on the NER original tiled map which the station retains on platform 2. The area in front of Beverley station (information from Bulmers directory of East Yorkshire. 1892) states, referring to the 1610 plague "A Pest house was erected on the site of the ruined Commandery or Preceptory of St John [Knights Hospitalers] where the sick were admitted and detained, possibly receiving medical attention. The number of dead was very great, and the burials were made in huge tumuli."

Today the railway allows visitors to view the history of the town, and attend one of the many festivals

held throughout the year - various music festivals, an annual literature festival, kite festival and Saturday and Wednesday markets held weekly.

A visit to the Treasure House in Champney Road with give enthusiasts access to East Riding history, a wide range of locally relevant archive material, Library, art gallery and museum. The Treasure House's state-of-the-art stores hold the collections of the East Riding Archives, Beverley Local Studies Library, Art Gallery, Guildhall, and the Archaeology of the East Riding Museums Service.

www.beverleytowntrail allows you to access information on a trail through Medieval Beverley and see some of the town's rich heritage.

COTTINGHAM:

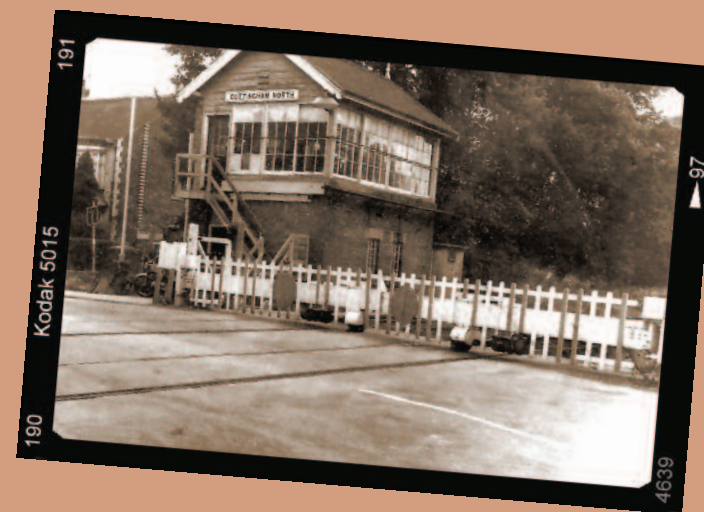
Cottingham

Cottingham station was designed by G T Andrews, and built in 1846 of brick and slate. Recently the western range, which has been boarded up for several years, was repaired and restored to its original state. By 1868 the eastern platform was built. The eastern waiting room has a stove, where passengers used to sit by a fire, whilst waiting for the trains. The two storey detached, station master's house is in private hands as is the substantial goods shed close by. The cast-iron footbridge over the line is original and dates from

the 1890s. The line closed to goods traffic in 1964. In 1988 the whole station, including house and goods shed, became Grade II listed. Recently a canopy was added over the ticket office window and, after long negotiations, CCTV was installed to view the whole station. A previous station master was a keen gardener and won prizes for the best-kept station. In 2010 the Wild Spaces Group planted the flower beds on the station. Visit Hull **Steet life Museum** to see the signal box and gates, once at the Northgate level crossing.



Beverley is c1927, taken from end of Down platform looking towards Driffield. Courtesy of Mick Nicholson collection.



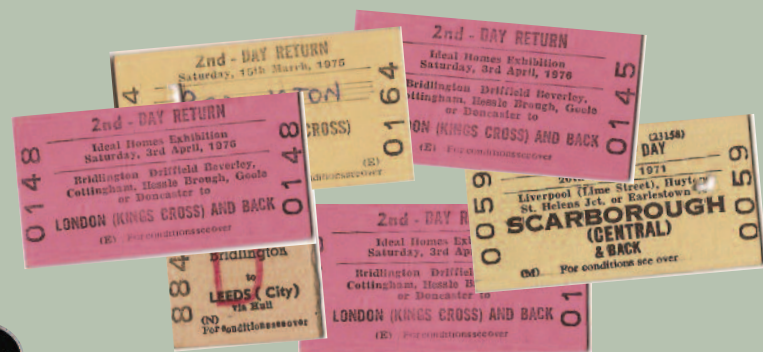
Cottingham North signal box. Find it now in Hull Streetlife Museum. Courtesy of Mick Nicholson collection.

Cottingham is an ancient settlement, lying at the base of the Wolds, with an abundant water supply and fertile land. It was once described as the largest village in England, with lands stretching all the way to the river Hull. It was mentioned in Domesday as having a mill, several fisheries and cultivated farmland. The main street has the remains of a castle at one end and a church at the other. Baynard Castle, once fortified, is a mound with a manor house, a bailey and associated fishponds, all as listed archaeological sites. The castle was once owned by Joan the Fair Maid of Kent and her husband the Black Prince. They appointed rectors to the church, dedicated to St Mary the Virgin. Built around 1300, it is an attractive building of pale stone with a mostly Victorian interior, surrounded by an odd shaped graveyard. Cottingham produced fodder for the Whartons of Beverley who had a cattle ranch at Beverley Parks in the 17th century, and supplied London with meat on the hoof. This is now the site of the Millenium Orchard where old varieties of apples are grown to preserve them for the future. The Wharton family was very rich, but suffered as a result of welcoming King Charles into Beverley, when he was refused entry into Hull. Curiously King Charles is reputed to have spent a night at Cottingham's manor house in Burton Road. An area known as Cottingham Parks was a royal hunting ground and is now golf courses and a playing field.

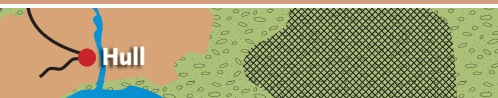
When Hull merchants became rich, they moved out to Cottingham, and built substantial houses, with grounds, and they planted trees, which are a precious legacy today. Many houses have been demolished for redevelopment, but Hull

University bought up properties for student accommodation, and this saved them. A very important one is Thwaite Hall with a unique villa garden. The 500 strong Friends of Thwaite Gardens organise open days in summer. The university built a set of student halls at The Lawns in the late 1960's. They became Listed Grade II in 1993. Cottingham has, for centuries, grown produce to feed Hull. In the 1920's several Dutch families came to the area, and set up market gardening, introducing 'Dutch lights', forerunners of the massive glasshouses we have today, where crops are grown for supermarkets, using hydroponics.

Hull Royal Infirmary has a huge development at Castle Hill in Cottingham where its isolation hospital used to be. If you walk into Cottingham today you will find tubs of flowers in the main street and a wide collection of shops, public houses, cafes, restaurants and take-aways to suit most tastes. The Market Green is where the Thursday market is held. This is also the focal point for Cottingham Day, held in July, when thousands gather for a fun day out. Cottingham has a good Christmas lights display, started by traders in 1981. There are walks all round Cottingham, one of them to the Skidby Windmill which still grinds corn. You can walk to Beverley via the Millenium Orchard. Visit the East Riding Council Web site "Walking the Riding" for routes. The parish council has produced a leaflet "Discover Cottingham" and The Local history society has produced a leaflet "Historic Cottingham Walk" with details of 24 interesting buildings in the centre of Cottingham.



HULL:



The City of Kingston upon Hull lies on the north side of the broad estuary of the River Humber. The city is divided west to east by the River Hull, from which the city's shortened name is derived. The River Hull rises approx. 20 miles north of the city from springs near Driffeld.

The settlement that became Hull was founded, in the late 12th century, by Cistercian monks from Meaux Abbey, about 5 miles east of Beverley. The monks chose the site at the junction of the River Hull with the Humber estuary for a quay, from which wool, produced on the Abbey estates, could be shipped to Europe. In the early 14th century the town was walled, with four main gates. During the English Civil War, the entry to Hull of King Charles I and his army was repelled in 1642 and again in 1643.

The Hull & Selby Railway (H&S) opened in 1840. The Hull terminus was at Manor House (Street), to the western side of Humber Dock. The north eastern corner of the building was at the present day junction of Kingston Street and Railway Street. The Y & NMR became part of the NER on the latter's formation in 1854.

The Y & NMR line to Bridlington, opened in ceremony by George Hudson (the 'Railway King') in 1846, diverged northwards from the Selby route in Hull, at what later became Dairycoates East Junction, to run directly towards Cottingham.

Hull Paragon station 1953 decorated for coronation.
Courtesy of Ken Hoole collection.



HULL PARAGON STATION:

Rail traffic quickly outgrew Manor House station, and 4½ miles of new lines were constructed, to reach a fine new terminal station and hotel, designed by G T Andrews, at the end of Paragon Street, in the centre of Hull, though the station's main entrance was actually on Anlaby Road. A new line from the H&S at Hessle Junction converged with a new line from Cottingham Junction, at West Parade Junction, not far from the new station, which became just Hull Paragon, rather than Paragon Street. Cottingham Junction, where the new line for Paragon turned off the original Bridlington – Manor House route, was actually some two miles south of Cottingham. A signal box, controlling the junction, was later renamed Cottingham South. Hull Paragon station opened in 1848. The station hotel opened to patrons in 1851 and became the Royal Station Hotel following an overnight stay by Queen Victoria in 1854.

In 1904 the NER rebuilt and expanded Paragon station, creating the last of Britain's great barrel-vaulted glass and iron stations, with a five bay train shed and two additional barrel-vaulted bays at right angles, covering the concourse. The station once had fourteen platforms, No. 10 was a short platform, and No's 11 to 14 were excursion platforms. In the 1930s, No. 10 was used largely for trains worked by short distance 'Sentinel' steam railcars (for example, to and from Beverley and Brough) and for fish traffic. Platform 10 later became the unmarked Platform 1 and Platforms 9 – 2 became Platforms 2 – 7.

A building on Anlaby Road, immediately to the south of Platform 14 at Paragon, was built for the NER in 1879 and extended in 1881. It is of historical importance, because it was used exclusively to handle immigrant passengers from Europe to America, in the late 19th century. The immigrants travelled by sea to Hull, then by train to Liverpool, where they embarked for America. For health reasons, amongst others, they were segregated from other passengers. For this

reason, the Anlaby Road 'quarantine' building could form part of the heritage of many Americans. The building was designated English Heritage Grade II in 1994, and is currently in use as a social club.

The original 1848 station frontage faced south, on to Anlaby Road. The 1904 alterations brought the main entrance to face east, on to Ferensway. The frontage was in the form of a portico with a small clock tower. In 1962 British Railways were permitted to demolish the 1904 portico, and to replace it with a multi-storied brick office block (Paragon House) elevated above ground level on concrete stilts, to serve as a regional base for railway operations. The square architectural style was typical 1960s. Much of the office space became superfluous, following reductions to the local railway network in the mid to late '60s, and the building became empty and neglected. Paragon House was demolished some 40 years, later as part of the Interchange project, under which the original northern bay of the railway station was converted into the covered bus station concourse and combined travel centre, opened in 2007, bringing bus, coach and train operations under one roof. The original train shed, booking hall and the adjacent hotel were designated Grade II* in 1952. The former railway booking hall is currently (2011) in use as 'Community Junction', with transport, community, voluntary and charitable organisations, all housed under one roof. The former booking office itself is a branch of W H Smith.

Following the privatisation of former BR hotels in the 1980s, the 'Station' part of the Royal Station Hotel name was removed, but not, of course, the 'Royal' part. The hotel was later seriously damaged by fire, but it was rebuilt and restored in 1990.

The Hull & Barnsley Railway.

The Hull & Barnsley Railway (H & B), from Hull to Cudworth and Stairfoot, near Barnsley, was promoted to break the rail freight monopoly of the NER in Hull and the East Riding. The H & B opened Alexandra Dock, to the east of the NER's Victoria Dock, in 1885. Its purpose was to export coal from West Riding collieries. A terminus for the not so frequent passenger services was provided at Hull Cannon St. on a short branch off the dock line.

In 1924, a new connection between the H & B (at Springbank) and the NER (at Walton Street) allowed former H & B passenger services to be diverted to Paragon station.

Cannon Street continued to be used for goods services, until complete closure in 1968. The H & B Neptune Street goods branch from Springhead closed in 1962 beyond its bridges over Hesse Road and the ex- NER main line into/out of Hull. The bridges were demolished, and the former H & B line was lowered and re-aligned into the main line at Hesse Road, giving access to and from the former H & B 'high level' route and its connected docks.

Hull Corporation Pier 'Station'

In 1849 the Manchester Sheffield & Lincolnshire Railway (MSLR), later the Great Central Railway (GCR)), purchased No 7 Nelson Street in Hull, opposite Hull's (Victoria) Corporation Pier, for use as a booking office for the River Humber crossing by paddle steamer and, for onward rail travel via New Holland Pier and Grimsby. The office closed with the opening of the Humber Bridge in 1981. It is English Heritage Grade II listed (1994).

The 'Anlaby Road' Curve.

This short double track connection, between Anlaby Road (from Brough) and Walton Street (towards Beverley) was opened in 1965, with a financial contribution from Hull City Council. It enabled the closure of the old original Hessle Road – Cottingham South line, together with its level crossings. Today the curve allows engineering or charter trains to bypass Hull Paragon as required. Hessle Road – Cottingham South closed in 1965



HULL DOCKS:



1. **The Dock** (later renamed the **Old Dock** and then the **Queen's Dock**) opened in 1775/1778, off the River Hull to the west. It closed in 1930, was infilled, and is now Queen's Gardens, with water features (and ducks!).
2. **Humber Dock** opened in 1809, off the River Humber, to the west of the River Hull. It closed in 1968 and reopened as the Hull Marina in 1983.
3. **Junction Dock** (renamed **Prince's Dock**), opened in 1829. It connected Docks 1 and 2 via locks at each end. It closed in 1968. The dock was preserved as a water feature. Prince's Quay shopping centre (opened 1991) was built on stilts over part of the dock.
4. **Railway Dock** opened in 1846 off the western side of Dock 2. It closed in 1968 and reopened in 1984 as part of the Hull Marina. An adjacent 7 storey goods warehouse was opened in 1857. It was partly demolished in 1972 and was later converted into flats. English Heritage Grade II listed.
5. **Victoria Dock** (ex-NER) opened in 1850, off the Humber, the first dock east of the River Hull. It closed in the 1970s. Subsequently, the site was developed as the Victoria Dock Village. The village story can be traced in greater detail by following the Victoria Village Heritage Trail.
6. **Albert Dock and William Wright Dock.** Albert Dock was built on the Humber foreshore west of the River Hull, the dock entrance being at its eastern end, close to the entrance to Dock 2. It opened in 1869. A westward extension, named William Wright Dock, opened in 1880. The dock is still in use as part of the Associated British Ports (ABP) estate, but is no longer rail connected.
7. **St Andrew's Dock** opened in 1883 to the west of the William Wright Dock. It was used entirely by the fishing industry, which supplied fast fully-braked fish rail freight trains

until the traffic was switched to the roads in the 1960s. The dock closed in the 1970s. The western part is now the St Andrew's Quay retail park. The eastern part is a conservation area dedicated to the fishing industry.

8. **Alexandra Dock** (ex-H & B). opened in 1885, east of Dock 5. It closed to shipping in 1982. It reopened in 1991 but without its former rail connections and now forms part of the Hull ABP estate. In January 2011 international wind turbine manufacturer Siemens announced that the dock had been selected to be the site of a new £multi-million turbine production plant.
9. **Riverside Quay Station** opened in 1907 at the end of an NER branch eastwards from St Andrew's Dock to a new passenger station on the river side of Albert/William Wright Dock. Regular sailings to and from Zeebrugge began, operated jointly by the NER, and Lancashire & Yorkshire Railway. It was also used to handle perishable goods traffic. Boat train connections reached the station from as far away as Liverpool, and locally from Paragon. Riverside Quay station closed in 1938 and subsequently the landing stage was destroyed in the May 1941 blitz. However, new berthing facilities were provided from August 1946 and the station was used for a time to transport Allied troops and to repatriate prisoners of war.
10. **King George Dock** (ex-H & B and NER joint) opened in 1914, east of Dock 8. It includes the later Queen Elizabeth Dock internal extension. It now forms the major part of the Hull ABP estate. Its 7 mile long rail connection (the 'Docks Branch') runs from the junction with the main line at Hessle Road, via former H & B and NER goods lines to the north and east of the city.

CULTURE, SHOPPING AND LEISURE:

The 2010 statue of Hull poet Philip Larkin stands on Hull Paragon Station concourse. St Stephen's shopping centre is adjacent, with the new Hull Truck theatre nearby, along Ferensway. The Trans-Pennine Trail (Southport – Hornsea) runs along the Humber foreshore including through/across Humber Docks. The Deep and Hull's Museum Quarter are just some of the other visitor attractions in the City. For those interested, there is much more information available about the former Hull motive power depots (engine sheds) within other publications.

Dates of Station Closures, Scarborough to Hull:-

Cayton Bay 05-05-52, Grinstead 16-02-59, Lockington, 13-06-60, Scarborough Londesborough Rd 25-08-63, Speeton, Flamborough, Carnaby, Burton Agnes, Lowthorpe all 05-01-70, Filey Holiday Camp 17-09-77.

All the village stations were some distance away from the villages they served, some being miles away. They had their own freight sidings for mainly farm produce and of course household coal, this gradually declined in the late 50s & 60s.

Cayton, in its last years, only had one train per day in the down direction on Summer Saturdays. Flamborough Station, 2.5 miles away from the village, was renowned for holiday passengers leaving the train and then having to telephone for a taxi to take them to the village.

Earlier in the century, fishermen from North Landing took their fish to Flamborough station, for its journey to Hull and Manchester.

Carnaby was close to the R.A.F Station which had the longest runway for an R.A.F base in Britain. This is now The Carnaby Industrial Estate.

Lockington is remembered tragically for the rail accident in 1986 when 11 people lost their lives. This accident prompted the installation of half barriers on the network.