



NORTH YORKSHIRE
MOORS RAILWAY

A short history

- The North Yorkshire Moors Railway can trace its origins back to the earliest days of railways, with the engineer, no less a person than the so called Father of Railways, George Stephenson.
- It first opened in 1835 as the Whitby & Pickering Railway. 'Trains' were initially horse drawn, except where they were hauled by rope up a steep incline into the Moors at Goathland from the River Esk valley.
- The 'Whitby & Pickering' was never prosperous, but fortunes looked up when it was bought up by the railway baron George Hudson in 1845. He had the line rebuilt to take steam engines, although trains were still rope hauled up the Goathland incline until this was replaced by a new route in 1864. (Today you can still walk down the old incline from Goathland to Grosmont).
- By now the line was part of the vast empire of the North Eastern Railway, and an important rail route linking Whitby to the south. The Edwardian era saw services at their zenith, with through trains from the West Riding, and even London, but by the time of the railway 'grouping' in 1923, a long decline was under way. It would take four decades, but the line between Grosmont, Pickering and Malton finally succumbed to closure under the infamous 'Beeching axe' in 1965.
- It was not long before efforts to re-open at least part of the line south of Grosmont were underway led by Whitby resident Tom Salmon. Thanks to a huge amount of work by an army of volunteers, together with support from the then North Riding County Council, and the new National Park authority, re-opening as the North Yorkshire Moors Railway took place from Grosmont to Pickering during the Easter of 1973.
- 37 years later, NYMR has become one of Yorkshire's finest attractions. It is Britain's busiest and most popular heritage steam railway and since 2007, has been able to run services on the national network beyond Grosmont to Whitby.

