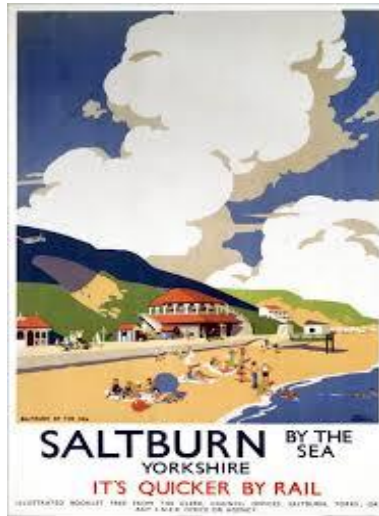


Saltburn by the Sea

Title:



Saltburn by the Sea - East Cleveland – Nth Yorkshire

Sands stretch west about 6 miles, passing Marske (2.5) & Redcar (4)

Lawrence Stern (“The Life & Opinions of Tristram Shandy, Gentleman”) raced chariots along the sands mid-18C,

Typical Railway Advertising Picture of the 20C inter-war years.

Old Saltburn:



All that Henry Pease would have seen of Saltburn when he walked from the family's house in nearby Marske in 1859.

The Ship Inn (mostly 17C) and a few cottages is all – fishing & smuggling were all that went on for centuries.

Hunt Cliff is at eastern end of beach, Neolithic remains found on top.

Saltburn (Sealt Burna) is Saxon for “Salty Stream”. Viking (Danish) name is “Skelton Beck”

Stream running into the sea just behind camera is now Skelton Beck, into which a smaller stream, Saltburn Gill empties.

Cottages beyond the Ship were a Smuggling Museum till 2014? when the Beck flooded them, and the Ship. The Pub re-opened but not the museum.

Cliff House, Marske:



Seaside home of Pease family, built in 19C.

Pease were Quakers from Darlington, and very big in local industry (coal, iron, bricks, railways etc.) and affairs (Henry was MP for South Durham, 1857-1865, and 1st mayor of Darlington, 1867). A Peace-loving Liberal, he went to Russia to plead with him not to go to war in Crimea. Also went to Paris to plead with Napoleon III.

When Henry returned here to Marske late for dinner that day he said he had had a “sort of prophetic vision” of a town with gardens, and he wanted to build it.

S & DR:



Pease family were Directors and Shareholders in the Stockton and Darlington Railway (1825, George Stevenson, “Rocket etc.”)

Line actually ran from Shildon (8 miles N.W. of Darlington) to Stockton in earliest days.

Extended through tunnel and across to Bishop Auckland & along Wear Valley via Stanhope (1862) & eventually to Wearhead (1895). Branch ran from Witton le Wear to Howden le Wear, to Crook, and then by 1859 up to Tow Law and on to Consett (1858).

Banksfoot Cokeworks, and brick kilns at Crook. Served by coal from 20 mines all around the town, including one at Stanley Hilltop (now Stanley Crook) owned by Earl of Strathmore (Bowes-Lyon family, as Queen Mother).

S&DR extended East across Tees to Middlesbrough & then on to Redcar (1846). 1858 extended past Saltburn to Skelton for coal. Saltburn branch opened 1861. Eventually extended to Whitby (now closed beyond Saltburn spur except for potash transport).

Victorian Terraces:



Land purchased from Earl of Zetland. Town laid out as grid pattern south from Marine Parade (“Jewel” streets; Coral, Garnet, Ruby, Emerald, Pearl, Diamond and Amber).

Most buildings made of “Pease” brick, much from Crook but also Darlington.

Clifton Villas, a parcel of land for 3 cottages, was sold to William Morley in 1865, who built one house “The Cottage”.

Lilly Langtree stayed at the Cottage somewhere between 1877 & 80. She had an assignation there with “Bertie” (Prince of Wales), who was staying in the Zetland Hotel. House is now called “Teddy's Nook”.

Local by-laws stated that anything planted on seaward side of Marine Parade could not rise more than 18” above roadway, to maintain the views.

Town Centre:



Pease” Bricks obvious in this shot.

Because Pease family were Quakers, there were no pubs! Alcohol was available only in the hotels and Social Clubs, not even to be consumed on hotel balconies!

Zetland Hotel:



Named after Lord Zetland, Lord Lt. Of North Riding, he laid the foundation stone and opened it July 27, 1863.

Built of Pease Brick & with Westmoreland Slate roof.

Circular tower in the centre of the front set up as a Telescope Room.

Probably the 2nd Railway Hotel in the world (1st was in Derby), it had its own private platform & a covered walkway to the hotel rear. Platform, canopy & siding buffers still visible.

“Bertie” a guest when he met Lilly at Teddy's Nook.

Eventually owned by LNER, refurbished 1937. BR tried to auction it in '51, but no takers.

Struggling by '70s, closed in '83, converted to apartments in '89.

Station:



Station opened in 1861, in its heyday there were 4 platforms and a number of sidings to cater for excursion trains from as far afield as Leeds & Blackpool (?)

In 1863 a 300yd siding extension took 1st class passengers to Zetland Hotel's platform.

Mid 1970s reduced to 2 platforms only. Most of building now non-rail (photographic studio, cafe, etc).

Valley Gardens & Italian Garden:



Built from 1861 along the west bank of Skelton Beck east of the town, bounded to North by the Lower Promenade & to West by Albion Terrace & Glenside.

C25 acres, Ph. 1 included paths and a fountain. Ph. 2 ('65 – '67) added a croquet lawn, bandstand with banked seating, summerhouses, an Albert Memorial, and the “Italian Garden”.

'69 saw the Saltburn (or Hapenny) bridge – demolished 1971. '84/'85 the Concert Hall (or Assembly Hall), and late 19C the bandstand was replaced.

1947 saw the miniature railway added.

Saltburn Pier:



The only Pleasure Pier north of the Humber.

Started in '67 by the Saltburn Pier Co., opened May '69. Follows design of Margate Pier, iron screw piles, metal frame and wooden deck & was 1500ft long.

Steamer landing stage at end saw services run to/from Middlesbrough. 50000 visitors in 1st 6 months.

'75, a gale took away 300ft of the end. Company couldn't afford to replace. Re-opened 1250ft long in '77.

More storms in 1970s left it only 1100ft long, & by '75 Council wanted it demolished.

A "Save the Pier" campaign led to a Public Enquiry, resulting in it being shortened by '78 to the current 681ft.

Now Grade II* listed, it's had money spent since 2000. Queen's Jubilee Heritage Award & won Pier of the Year '09,

Cliff Lift:

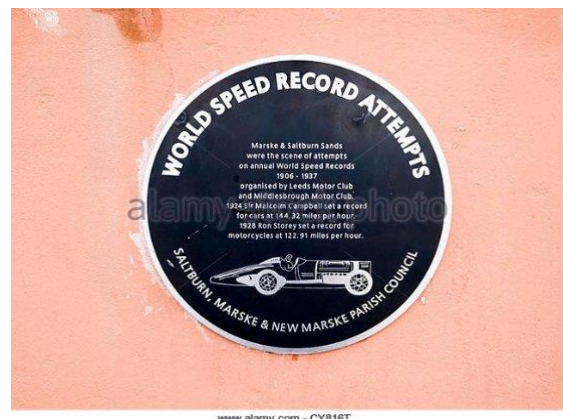
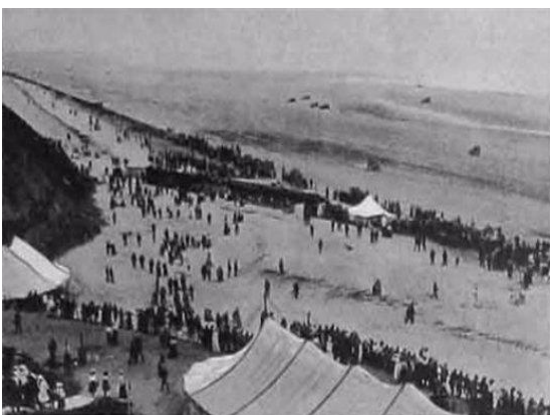


To get people to the Pier, the wooden Cliff Hoist was built '70.
Water-powered, like its successor. 120' high, 20 person lift.
Demolished '83, after Pier auctioned to Middlesbrough Estate (a Pease Co.).



Funicular Railway "Cliff Lift" built '83-'84
120' high, track 207' long, 12-person cars, 240gal water tanks.
About 15 such still operating in UK, but few still water-powered.
Water pumped back up by Crossley ICE coal-gas fuelled, but electric since 1913.
Little changed apart from maintenance since '84.

Motor Sport:



1st event in July '06 by Yorkshire Auto Club. Fastest speed at 96.5mph. Steam car did 54mph.
Sir Malcolm Campbell's 1st Land Speed Record achieved in 350hp Sunbeam at Saltburn June '22 –

138.08mph. CSI (Commission Sportive Internationale) refused to recognise it.

As many as 50000 attended these meetings.

Racing continued till '38, when it moved to Redcar because of sand conditions. Finally ceased in early '60s. Much of the Beach now only accessible by 4*4 vehicles.

Saltburn Pier Knitting:



Started in '12 for Olympics. Repeated a number of times, inc. EU referendum, General & European elections since. Now called “Yarn Bombing”.