

FINANCIAL BENEFIT OF CLOSING STATIONS
ON THE YORK TO SCARBOROUGH LINE

Scarborough's popularity as a seaside destination from the 1920s, increases the demand a greater number of fast excursion express trains. To facilitate this need for faster trains, all but two key stations (Malton & Seamer) on the York to Scarborough line close to passenger traffic on 22 September 1930. Some stations including Castle Howard Station were still operated for local freight movements and occasional special passenger stops.

The loss of local passenger service revenue was offset by greater operational cost savings as shown below.

Annual Savings:	£
Locomotive Power	4,512
Carriages	903
Station Staff	1,628
Station Stores	85
Lighting and Fuel	60
Station Repairs and Painting	100
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Estimated Gross Saving	7,288
Estimated Loss of Revenue	3,669
Net Annual Saving	3,619