



17 July 2023
NR-U/RPJ/01-23

NEWS ROUND-UP

Visiting steam locomotive

The only surviving Lancashire & Yorkshire Railway 'A' Class locomotive No 52322, built at Horwich in 1895, is making a further visit to Embsay for the peak season, where it is expected to be based until mid-September. The locomotive, which arrived on 3 July, has made two previous visits to the line, in 2013-14 and again last year, where it has proved to be extremely popular and very well-suited to the line.

Peak season

Passenger trains are now running daily until the end of September.

Forthcoming special events

- **PAW PATROL – 19-20 August**
Chase and Marshall will be appearing at intervals throughout the day – a great family event!
- **BEER FESTIVAL & DIESEL GALA – 26-28 August**
One of our most popular events, this year combining our annual Beer Festival with a Diesel Gala, with a visiting diesel locomotive.

Locomotive fleet

As well as No 52322, steam services over the peak season will also be handled by Bagnall 0-6-0ST No 401 (formerly *Vulcan*), Hunslet 'Austerity' 0-6-0ST *Cumbria* and Hunslet 16inch 0-6-0ST *Beatrice*. Locomotives in the regular fleet are progressively being fitted with an ashpan sprinkler – which can be operated from the either the injector or an external hose – therefore helping to reduce the risk of lineside fires. The Hudswell Clarke 0-6-0ST *Nightingale/Seacole* remains on hire at the Stephenson Steam Railway in North Tyneside, where it has proved to be very popular. On the diesel front, Class 20 No D8110 and Class 37 No 37294, as well as the unique NER Autocar, remain available for service.

Dales Dining

Our Dales Dining operation – which features a wide range of dining options and on-board events (including Breakfasts, Afternoon Teas, Murder Mysteries) – has remained extremely popular, with only a limited number of seats remaining to be booked until the end of October. Full details available from: www.ebar.org.uk/dales-dining.

Carriage & Wagon

In order to relieve the pressure on our own fleet, and to provide increased capacity in readiness for our forthcoming winter programme of trains, three Mark 1 TSO carriages (Nos 4940, 4984 and 99327) have been hired for the remainder of the year from the West Coast Railway Company at Carnforth. Air conditioning is to be fitted to Mark 1 Kitchen Car YDR No15 (former BG No 81517). Bulleid Third Open No S1469 remains on hire from the Vintage Carriages Trust. Work continues on our Midland Carriages project – the body of No 3300 has recently been lifted off the chassis and placed temporarily on an underframe borrowed from the LNER Carriage Association in order for restoration to continue. Funds raised for the project have now raised over £80,000 towards the £100,000 target.

Signal & Telegraph

Tablet working has now been introduced between the signal boxes at Embsay and Stoneacre, which has considerably increased operational flexibility and helped to reduce operating costs.

Workshop

A start has been made on fitting a new mezzanine floor in the 3-Road shed which, when completed, will be used as a woodworking workshop and upholstery shop, thus providing a secure area as well as relieving space elsewhere. Work continues on a variety of fronts. The overhaul of the small Fowler diesel shunter is almost complete, with initial test runs already undertaken, whilst bodywork and cab repairs on Class 31 No D5600 continue to make good progress. The overhaul of the Trust's own steam locomotive, Hunslet 'Austerity' 0-6-0ST Wheldale, is progressing well – the chassis is having a contract overhaul at the Statfold Barn Railway, whilst a contract for the overhaul of the boiler has been agreed in principle with Israel Newtons, with discussions over the exact method of repair continuing. The Wheldale Appeal Fund has already raised a very impressive £235,000.

Ends

Contact:

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We are happy to supply any photographs/images on request.

NOTES & BACKGROUND INFORMATION

Embsay & Bolton Abbey Steam Railway
Bolton Abbey Station, Bolton Abbey, Skipton BD23 6AF
Tel: 01756 710614
www.emsayboltonabbeyrailway.org.uk

The **Embsay & Bolton Abbey Steam Railway** (or 'Yorkshire Dales Railway' as it was formerly known) is a heritage railway that runs over part of the line that used to run from Skipton and Ilkley. The railway between the two towns was built by the Midland Railway Company and opened in 1888. The line connected with other routes at both Skipton and Ilkley and, as well as local traffic, it was also used as key alternative and diversionary route to relieve congestion on the busy Aire Valley line. The line was originally built with double track, with intermediate stations at Embsay, Bolton Abbey and Addingham. There was one branch, a single-track line from Embsay Junction, half a mile to the west of Embsay station, to Grassington, with an intermediate station at Rylstone.

In 1923 the Midland Railway became part of the London, Midland & Scottish Railway ('**LMS**'), and twenty-five years later, in 1948, the line was run by British Railways upon nationalisation of the country's railway network. Like several other railways in Wharfedale, the line became a victim of the 'Beeching axe' and – despite vigorous local opposition – the section between Embsay and Ilkley was closed in 1965. The lines from Skipton to Embsay and just short of Grassington were retained for stone traffic from local quarries – the former was subsequently closed, but the latter – running as far as Swinden Quarry – remains open and is used regularly.

In October 1968, a group of people met in Skipton Town Hall to explore the possibility of reopening part of the line, which resulted in the formation of the 'Embsay and Grassington Railway Preservation Society', with the aim of using Embsay as an operating base for running steam trains to Grassington. This was thwarted as the Grassington line was retained for stone traffic, so attention was focused on the line between Embsay and Bolton Abbey, with the title 'Yorkshire Dales Railway Society' adopted. British Railways allowed the Society to occupy the site at Embsay on a lease arrangement, with the first steam locomotive arriving in 1970. The line was opened in stages – initially in 1979, then to Skibeden (1982), Holywell (1987) – where a new Halt was built – Stoneacre Loop (1991), and finally to Bolton Abbey (1997), giving the line we know today, almost five miles long. By the mid-1990s, the railway had purchased most of the trackbed from just short of Embsay Junction to Bolton Abbey, together with the station sites at both Embsay and Bolton Abbey. At Stoneacre, a Signal Box has been built at the Loop, allowing two trains to run on the line at busy times. Since then, a wide and interesting collection of locomotives and rolling stock have been amassed.

Responsibility for the operation and maintenance of the line is the responsibility of the Yorkshire Dales Railway Museum Trust (Holdings) Limited, a registered charity, museum and company. It has a Trading Company arm that is responsible for the shops and cafes. The Trust is governed by a Board of Directors, who set the policy and strategic direction, and has a small number of employees (full time and part time) in key positions, supplemented by occasional seasonal staff when required, although the railway is largely run by volunteers, who make an immensely valuable contribution towards our success. The Trust has a membership of around 800.

Timetabled passenger trains operate regularly throughout the year, and daily during the peak summer months. In addition, we offer a variety of other services, including our extremely popular 'Dales Dining' trains, special events, evening special trains and 'Experience Days'.

Further information about the railway, and its services and activities, can be found on our website – www.ebar.org.uk.