

## Update on activity at the Lakeside and Haverthwaite Railway - February 2021

A new lockdown plus continued cold wet weather has meant that January 2021 has been another frustrating month in terms of making as much progress on rolling stock maintenance and infrastructure as we would wish. The challenge is something we have got used to over the past year and we have learned to accept it whilst keeping a focus on the critical items that will allow us to open quickly and safely as soon as that is permitted. Haverthwaite station site remains closed to the general public but contract engineering work has continued. The track to Lakeside is closed to rail vehicles but regular security foot patrols are taking place. Almost all the company staff have been furloughed throughout January. We anticipate that the train operating staff will return to work in early February to support the essential winter maintenance activities.

### Locomotive Status

BR Fairburn 4MT 42073 - Operational  
Bagnall 'Princess' - Operational  
Bagnall 'Victor' - Operational  
Barclay 'David' - Operational  
Barclay 1245 - Operational  
BR Class 20 20214 - Operational  
BR Class 110 DMU - Operational  
BR Class 03 D2117 - Operational  
BR Class 03 D2072 - Operational  
LMS Class 11 7120 - Operational

On the **Ivatt 2MT 46441** in early January John McKay and Chris Beet (photos below) have drilled out pilot holes for all of the various smokebox fittings that were previously marked out. The holes in the front boiler ring that the smokebox is riveted to (pictured below) have been cleaned out. The ring is next to be tacked in position for final sizing of the wrapper.



The frame lift for **Fairburn 4MT 42085** to release all the wheelsets required 3 consecutive days of dry weather. Perhaps not too surprisingly this has not happened in January. So we still await the weather window when John Fowler Engineering team will complete this milestone.

The plan for a volunteer working party to paint the boiler at Carnforth has also been delayed by lockdown (and the weather).

It is always interesting to see what is revealed when removing old paint from locomotive components and as the pictures below show, 42085's regulator handle was no exception this month. Cleaning the surface to bare metal revealed evidence that it had been previously fitted to three LMS Stanier 2-6-4 tank locomotives numbered 2546 (I think), 2658 and 2555



**Hunslet Austerity 'Repulse'** remains in the bottom shed workshop for winter maintenance with it's motion dismantled. Rectification overhaul of general wear and tear led by the John Fowler & Co team continues. New pins and bushes have been manufactured for use on the brake hangers. Picture (right) shows the new pins, bushes and a used worn pin as comparison.



## Carriage and Wagon

Two Mk1 TSO coaches are currently in the carriage shop undergoing maintenance. The work is mainly done by Martin Gregory and Alan Hardaker.

M4255 (pictured right) is nearing the end of a major refurbishment. This has included body structural replacement of coach end crash pillars and drag box stiffening plate. The gangway buffers have been repaired including the gangway connection tensioners. The toilet compartment has been removed and the enlarged entrance vestibule visible in the photograph has been refloored and has new interior wall paneling. The vacuum brake system has been overhauled and the coach is having a full repaint utilising Alan's professional painting skills.



M3962 (pictured left) is having a more cosmetic overhaul covering minor maintenance and a full repaint to allow it to return to service quickly for the start of the 2021 main season.

Photo (right) shows Alan Hardaker preparing to work on roof painting of M3962.

Once there is room in the carriage shop by the completion of painting M3962 we have a provisional plan to bring compartment coach SK M25364 into the shop. This coach has not seen service for many years due to our previous preference for higher capacity open coaches. Bringing the SK back into use would help us towards mitigating any threat of the need for longer term Covid-19 social distancing.



## Permanent Way

With the track to Lakeside closed to rail traffic, Haverthwaite No. 10 crossover is being replaced using two new nose and wing rail sections plus replacement running rails. Martin Gregory and the John Fowler & Co. Engineering team are completing this work. This is one of the key 'close season' maintenance tasks that must be completed before we can run trains again.



Photo (left) shows close up of one of the new nose and wing rail sections.



Photos (right and below) show the progress made by Martin, Alex Sharphouse and his John Fowler & Co. engineering team. New crossover sections are being fitted and old running rails removed.



**Volunteering opportunities in 2021:**

Lockdown guidance continues to preclude volunteers from helping us on site. We will communicate as soon as this situation changes. As stated last month there are exciting projects that will open up for volunteers once we are allowed to return. Volunteers will be more important to us than ever - due to the financial impact of Covid-19. In particular, with the lead of John Fowler Engineering on the difficult stuff, 42085 will offer us the opportunity to focus on the overhaul of the pony truck and the bogie in the bottom shed workshop and also the wheel-free frames in the main shed. There will also be tasks suitable for volunteers as we push to get 46441 back in steam as soon as we can.

Once we are post lockdown - and government guidance on Covid-19 permits volunteers to help - we welcome you to join our Tuesday or Wednesday gangs (or indeed any day) to work on the locomotive overhauls. We can certainly make a big difference to the visual standard and the pace of work that is done. Just get in touch! You would be most welcome. We can all find it really rewarding. We shall endeavour to ensure that you are directed towards (and supported on) the appropriate tasks.