

Update on activity at the Lakeside and Haverthwaite Railway - March 2021

General Status

The 22nd February release of the government's plan to ease covid-19 restrictions has enabled us to commence our planning with more confidence on when we may re-open to traffic. We must determine what covid preventative measures we must retain plus how and when we might phase these out through 2021. The huge efforts put into our 2020 'Covid friendly' operation gave us a good understanding of what worked well and what was operationally challenging. We can embed the lessons from this. We are also ensuring that infrastructure, rolling stock and any staff or volunteer re-familiarisation and re-qualification is complete before we can welcome passengers again. This will include works trains and test trains running through to Lakeside.

12th April is a likely re-opening target for both the Station Restaurant (take-away and outdoor eating) and for running public trains but this may not be feasible. Watch the website for updates.

Throughout March the Haverthwaite station site will remain closed to the general public but contract engineering work will continue. Currently the track to Lakeside is closed to rail vehicles and regular security foot patrols are taking place. The operational staff have returned to work part-time to support the essential winter maintenance activities. This has included re-greasing every fishplate on the line.



The main engine shed (pictured) has been closed to the public since March 2020. It is our intention to re-organise the shed such that we can re-open it to the public later this year once the Covid-19 restrictions have eased. Clear and safe walkway space will be provided to enable visitors to view the locomotives whilst fully separated from any potential hazards from the segregated working areas.

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

Ivatt 2MT 46441

Work on the boiler at Carnforth has temporarily stopped due to the challenges of Covid-19 and the current lockdown. However, work has progressed on refurbishment of fittings such as the combination brake valve seat recut and similar refurbishment of the blower valve. The rebore of the valves and cylinders has been delayed as the boring machine that we intended to use requires repair. This in-turn holds up the final sizing for subsequent machining of new valve heads to the right dimensions.

Fairburn 4MT 42085

February weather followed the pattern set in January with no sustained periods without rain. Because of this the John Fowler Engineering team have focused their energies on the new trackwork at Haverthwaite. The frame lift for 42085 to release all the wheel sets has to wait until the trackwork task is complete. Our ambition remains to do the loco lift before we re-open to the public. In anticipation, the shed area surrounding the chassis has been cleared of all clutter to permit good access for surface preparation and painting of the frames. The plan for a volunteer working party to paint the boiler at Carnforth remains on the cards once the lockdown covid restrictions have eased to allow us on site. Picture (right) shows the completed boiler in September 2019 at Carnforth.



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 is steadily progressing.

Carriage and Wagon

Refurbishment of the two Mk1 TSO coaches in the carriage shop continues. The focus through February was on the entrance vestibule of M4255 following the removal of the toilet compartment.



Alan Hardaker is pictured (above) fitting the new clear window to the entrance vestibule. Since these pictures were taken much of the wall and ceiling panelling has been fitted.

Permanent Way

With the track to Lakeside remaining closed to rail traffic, Haverthwaite No. 10 crossover is close to completion with the replacement of check rails to finish off. (Photo right).



The John Fowler & Co. team are also finishing off the replacement of rail sections and sleepers under the point for the diverging tracks either side of Haverthwaite cattle dock adjacent to the loco preparation area. (Photo left)

Volunteering opportunities in 2021:

The government's 'Step 1' Stay at Home rule is expected to end on March 29th and 'Step 2' opening of non essential retail and many public buildings will happen no earlier than April 12th. We intend to welcome our volunteers back on site in line with this from April 12th. The date is, of course, subject to satisfying the government's Covid criteria for exiting 'Step 2'. So as before, watch our website for any changes.

We hope to see 'Rachel' test started this spring following the refurbishment led by Roger Benbow.

As previously stated, with the lead of John Fowler Engineering on the difficult stuff, 42085 will provide a great deal of work in the overhaul of the pony truck and the bogie in the bottom shed workshop and also the wheel-free frames in the main shed. We will have a plan list ready for your return! There will also be tasks suitable for volunteers as we push to get 46441 re-assembled and back in steam as soon as we can.

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 and we can provide more detail! 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. For anyone wishing to get involved, the 14th April would be a great initial date to fix in your diary to come to Haverthwaite.