

Update on activity at the Lakeside and Haverthwaite Railway - April 2022

General Status

Looking back at 2021 we had a reasonably good season. Indeed, it exceeded our expectations given the challenge provided by the Covid-19 pandemic. This puts us in the position where we can press on again this year with projects, such as Fairburn 42085, that we had previously had to put on the back burner.

The 2021 overall passenger figures were much better than 2020, however, well below our peak year of 2019. The vast majority of the shortfall from the pre-Covid peak passenger figures is the complete lack of international tourists arriving via coach on group bookings. This was previously a big part of our business operation and the reduction is likely to continue throughout 2022.

World events mean that domestic tourism levels in 2022 are uncertain and we face a significant challenge due to the increased cost of new sources of imported coal or even the possible use of biocoals. We also currently have a small batch of bonded anthracite ovoids to trial as an alternative fuel.

Despite these headwinds we are confident that the business is sufficiently robust to be optimistic for the longer term.

Photo below: The end of an era - as what is probably our last ever delivery of UK sourced lump coal (cobbles) is unloaded at Haverthwaite.



In late March we hosted a Peter Van Campenhout organised photographic charter with Fairburn 42073. As with last November we were lucky to have excellent weather.



Charter photos courtesy of Peter Van Campenhout: (Above) 42073 emerges from Haverthwaite east tunnel passing Class 110 DMU in the headshunt. (Below) 42073 just south west of Newby Bridge, heading towards Haverthwaite.



Bagnall 'Victor' will be visiting the North Tyneside Steam Railway to be re-united with its classmate 'Vulcan' for their gala weekend from the 30th April to the 2nd May

In March, Class 20 20214 was also chartered for driver experience and is seen here at Haverthwaite with an empty stock train.

Locomotive Status

BR Fairburn 4MT 42073 - Operational

Bagnall 'Princess' - Operational

Bagnall 'Victor' - Operational

Barclay 1245 'Carron Iron Works No. 14'
- Operational

Barclay 'David' - 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

On the boiler overhaul, the welding to the firebox throat plate insert has continued in March and is now awaiting further availability of the welder to complete this task.

The new cylinder end cover casting has been delivered and is awaiting machining. The photo below shows the old cover alongside the new casting.





46441 Piston head machining, fitting of core plugs to the head and assembly to the piston rod is nearing completion and will hopefully be finished in early April. Photo (left) shows one partially completed assembly.

Hunslet Austerity 'Repulse'

Whilst previously fitting around other tasks and priorities, the motion overhaul is now targeted for completion before the end of April when 'Victor' is away.

The two halves of the new 'basket' type smokebox spark arrestor - that will fit around the Giesl ejector - can be seen resting on the running plate in front of the smokebox door in the photo (right).



The opportunity has also been taken to give the loco a coat of paint below the running board and the photo (left) shows the frames and wheels now in undercoat.

Fairburn 4MT 42085

Painting of the outside faces of the frames has now been completed by Fred Jones. The required copper pipe repairs have also been completed by Les Vickers with the help of a coppersmith. There is still cleaning and painting work between the frames to be done particularly beneath the smokebox saddle forward to the front buffer beam. Activity on this overhaul is anticipated to ramp up again once the Repulse and 46441 reassemblies are completed.

Permanent Way / Signal and Telegraph

During periods of line closure, activity has continued on sleeper replacement and point lock replacement of protection boards by the railway operational staff at Lakeside. At Haverthwaite, work on crossover 10b has been completed by John Fowler & Co. This involved renewal of the final drive crank timber and refurbishment of the facing point locking bar rocker arms to ensure that the bar is correctly positioned relative to the wheel flanges (Photo right).



Volunteering opportunities in 2022.

New and returning volunteers are always welcome. The overhauls of Ivatt 46441 and Fairburn 42085 continue to give us plenty opportunity for a variety of locomotive restoration tasks.

We welcome you to join our midweek gangs (or indeed any day of the week) to work on the rolling stock 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! We can all find it really rewarding. We shall endeavour to ensure that you are directed towards (and supported on) the appropriate tasks.

If your preference is to volunteer on some of the wider range of tasks that you will see taking place at our railway (or via this newsletter), including train operations, then again, please get in touch.

This and the previous monthly newsletters may be found at:

<https://www.lakesiderailway.co.uk/newsletters/>