

## **Update on activity at the Lakeside and Haverthwaite Railway - November 2022**

### **General Status**

October 30th saw us complete our 50th season of a regular intensive daily service. Only the December 'Tinsel Trains' remain to be operated this year. This monthly newsletter gives regular visibility to the tasks undertaken by volunteers but only occasional mention is made of our incredibly professional shop, tea room, booking office, car park and back-room administrative staff, as well as the train operations staff. Their efforts mean that it all looks (to those on the outside) to be a smooth and unremarkable operation. The reality is that in spite of less staff than usual it is only their hard and dedicated team work that continues to make our service so quietly effective. In the photo below we see the operating staff on the final day of the season.



We must also express our appreciation to Alex Sharphouse and his team at John Fowler & Co. They are the team that have kept our heritage locomotives running and have also maintained much of the engineering infrastructure.

We, the board of directors, are very grateful to you all. Thank you!

Creation of the Newby Bridge to Lakeside permissive path section is progressing well. The elevated decking section over the flood risk area is complete and fencing is being installed along the route (Photo on next page, taken from the train). Construction of the footings for the railway crossing footbridge are complete and the bridge structure should be installed by the year end.





The Bagnalls, Princess and Victor, along with Barclay No. 1245 have handled the October service trains. No. 1245 is seen here leaving Haverthwaite (photo right) with the last train of the main season. Passenger levels have been reasonable with a good number of visitors arriving by car. The massive loss of the international tourist traffic (particularly from China) who traditionally arrived at Haverthwaite via coach has not changed. This has a large adverse impact on both our passenger totals and our turnover. The headwind also provided by increased costs means that the financial impact of covid is still very much with us and we must continue to manage our capital expenditure very carefully through the close season.



On a brighter note, we are looking at ways we might celebrate our L&HR half-century at the start of next season. A possibility that we are endeavouring to make happen is to bring Jubilee No. 45690 'Leander' to Haverthwaite for a short visit. For this to be realised it must make financial sense and all connected parties are working hard to cover the extra costs that would be incurred. Peter Van Campenhout is looking at arranging photographic charter days and any photographers interested in supporting the visit by joining these charter days should contact Peter directly. Joining the 'Friends who like Lakeside and Haverthwaite Railway' private Facebook group page will also give details. We are targeting the return to steam of Ivatt 46441 for the beginning of next season. So if all goes well, the potential Jubilee visit would also bring the two Beet family owned engines together in steam.

### **Locomotive Status**

BR Fairburn 4MT 42073	- Operational
Bagnall 'Princess'	- 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

### **Bagnall 'Victor'**

Following piston ring repairs, Victor returned to service early in October and ran until its boiler insurance certificate expired on the 25th. It now requires it's 10 year boiler inspection and the loco has had fittings removed in preparation for lifting the boiler from the frames. Assuming that no surprises arise from the NDT inspection we are not anticipating this being a big job and we shall quickly have it ready to run for up to another 10 years.

### **Hunslet Austerity 'Repulse'**

Repulse needs some boiler repairs and a decision has been taken to bring forward the '10 yearly exam' work to be done concurrently. The boiler has been removed and we await NDT testing to understand the scope of boiler work required. The photo (below) shows the boiler removed from it's frames and stripped of lagging, ready for inspection.





## **Ivatt 2MT 46441**

### **Boiler**

The firebox work is very close to completion with just a handful of stays to finish off. The foundation ring needs to be caulked and ashpan studs require fitting. The large flue NDT sample inspection result is imminent and this will allow tubing of the boiler to start. The top feed and firebox backhead boss faces have been machined and new studs are being fitted.

Photo (right) shows the boiler status on 11th October



The stripped cleaned and repaired fire hole door assembly has been reassembled (photo left) and is ready for when it is needed for the boiler steam test.

## **Fairburn 4MT 42085**

No further progress has been made during October due to the short term priorities on the locomotives mentioned above.

### **Carriage and Wagon**

TSO M4410: Working on one half of the coach, the window internal frame supports have been replaced. The window frames have been refitted and wooden trim is in place. Finally, all the windows are now glazed again as shown in the photo (right)



Focus has now turned to the ceiling. The photo below shows the trial fitting of ceiling panels and trim. The ceiling needs to be completed before the new wall panelling is installed.



### **Volunteering opportunities for 2022 and into 2023.**

New and returning volunteers are always welcome. Locomotive, carriage or wagon overhauls and S&T repair/replacement continue to give us plenty opportunity for a variety of restoration tasks.

We welcome you to join our midweek gangs (or indeed any day of the week) to work on maintaining and improving our railway, including 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 locomotive crew/train operations, then again, please get in touch.

This and the previous monthly newsletters may be found at:

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