

Update on activity at the Lakeside and Haverthwaite Railway - March 2023

General Status

February school half-term trains were well supported. We were roughly 10% up on passengers compared to 2022. Barclay 'David' hauled all the trains. This loco is very economical on coal and well suited to the shorter off-season trains. This also helps keep costs down and we have managed using our existing stock of 2022 coal. New coal will of course be required for the 1st April when we open for the main season.

The footpath between Newby Bridge and Lakeside is not yet open but we do anticipate that it will open before Easter. The operationally closed period before Easter is giving us the opportunity to do some improvement work to the drainage system under Haverthwaite yard (nowadays this is our car park). A long trench has been excavated which has exposed the old goods yard rails temporarily suspended in mid air. (Photo right)



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'

The boiler tubes for Victor arrived in February and have already been fitted by John Fowler & Co. Photo (right) shows Peter Akrigg expanding the tubes in the smokebox tubeplate. The beading of the firebox tube ends is now in progress.



Volunteer Fred Jones has done a sterling job cleaning and painting between the frames. He is seen here in the forward section which is the final one to be completed. Photo (left).



We are still awaiting delivery of some parts to enable the new ashpan and its operating mechanism to be completed (due early March). This needs to be attached to the firebox before the boiler can return to the frames.

Hunslet Austerity 'Repulse'

No further progress has been made on Repulse's boiler repair during February.

Ivatt 2MT 46441

The repaired Ivatt boiler is now complete and has been moved outside at West Coast Railways, Carnforth to be hydraulic and steam tested. (Photos below).



Once successfully tested the new smokebox needs to be attached, superheater header and elements fitted and then the boiler can be delivered to Haverthwaite. Then we start the final assembly of the complete loco.

On the chassis, the old blast pipe has been removed, photo (below) and the new one is complete and ready for delivery to Haverthwaite.



The ashpan hopper doors have been attached to the ashpan along with the actuating mechanism. This has required some fabrication adjustment work by Alistair Colquhoun from John Fowler & Co. to ensure that it will operate smoothly. Photo (right). There are some strengthening bars to be added before it is ready for use



The inspecting and cleaning of the tender axle boxes has been completed as have all the loco oil pots and trimmings. Photo (right) shows Graham Magee working on the axle boxes.

Following some fettling, the final cylinder relief valve has been attached to the new cylinder cover.

The tender is ready to be re-attached to the locomotive - when we find an opportune moment.



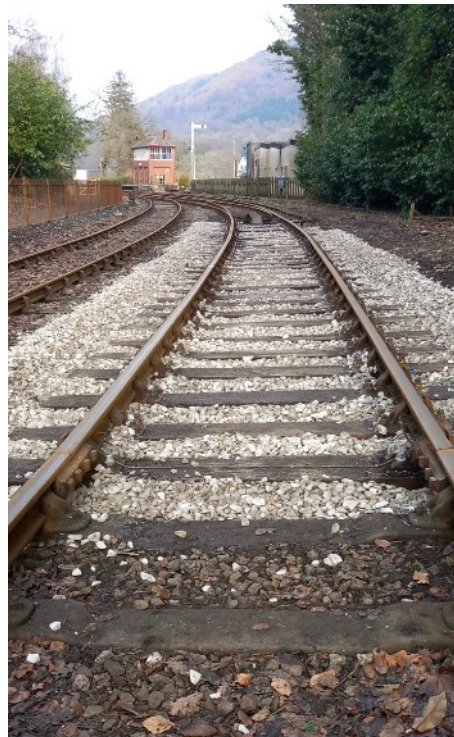
Fairburn 4MT 42085

42085 awaits resource and funding priority to progress its overhaul.

Permanent Way plus Signal and Telegraph

Before half-term holidays the newly timbered section of track on the approach to Lakeside loop was completed with fresh ballast. Photo (below centre). The foreground also shows the replaced Permalin insulating fishplates for the track circuit. In March the operations staff will be fitting new sleepers to the run round loop point at Lakeside, nearest to the buffer stops. Photo (below right) shows preparations for this task now underway.

Volunteer, Keith Brewer, has refurbished and refitted the Lakeside distant signal arm. Photo (below left). Installing the new telegraph wiring on the approach to Lakeside (replacing what was removed by the creation of the new path) is well underway. Also at Haverthwaite the telegraph wires that were removed to facilitate the clearing of line-side trees have now been refitted.



Volunteering opportunities for 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/>