

## **Update on activity at the Lakeside and Haverthwaite Railway - February 2024**

### **General Status**

The great news this month is that Jubilee 45690 'Leander' is to visit us for a week in March. Leander will be withdrawn for overhaul before the summer so this will be a rare opportunity for us all and in particular for the Beet family to see their two main line engines steaming together. Their other locomotive is, of course, Ivatt mogul 46441. This will be the first time a Jubilee has been seen at Lakeside since the early 1960s. Leander will arrive here directly after the East Lancs Railway 'Legends of Steam' weekend. Both locomotive and tender should arrive on March 19th. The current plan is that she will be warmed through on March 20th and should complete clearance checks on the 21st. There is then a Peter Van Campenhout organised photo charter featuring Leander taking place on the 22nd. Our daily running season starts on Saturday March 23rd and Leander is scheduled to haul the service trains over that weekend. All the above will be subject to the continuing availability of the locomotive.

The final commissioning of the Ivatt for service should be completed before Leander's visit. We plan to run the Ivatt privately on Wednesday 20th March for crew training/ familiarisation and for all those who have worked on the overhaul to have the opportunity to ride behind it. On the Thursday both locos should be in steam together (but note that this is not a public running day). Details of any further Ivatt steamings over the Leander week have not yet been finalised.



Above: Leander at the NRM in 2021. Photo by Will Smith

In other news:

The steam hauled service trains resume for school half-term on the 10th February. The trains will be hauled by one of the two Barclay locomotives No. 2333 'David' or No.1245 'Carron Iron Works No. 14'

The reconstructed chimney stacks on Haverthwaite main station building are looking good and should be completed in early February. The chimney stack on the relatively new shop and office building is also having some repairs to fix deterioration of the crown. This will be finished off to match those on the main station building.

This month we have made another positive step in the reduction of the carbon footprint of our railway operation. Planning permission has now been granted for installation of 66 solar panels. The photovoltaic panels, with a (maximum) total output of 27Kw, will be installed in the least intrusive location. This is on the roof of the workshop/old goods shed at Haverthwaite station entrance. This will add to the introduction of LED lighting already in the main shed and the current use of an electric panel van for general transport.

### **Locomotive Status**

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
Simplex Tram 'Rachel'	- Operational
BR Fairburn 4MT 42073	- Awaiting overhaul

### **Locomotives under overhaul:**

#### **Ivatt 2MT 46441**

There are a range of small tasks to complete on the Ivatt before final commissioning and the start of the season. The footplate right hand door is having some weld repairs. New rubbing pads are being attached to both sets of doors. New pipework and mountings are being made to enable the addition of a steam chest pressure gauge and consequent adjusted position of the vacuum gauge. The speedometer gauge position is also being moved. Manufacture of LED footplate and gauge glass lighting is in progress. Fabrication of the spark arrestor screens is nearly complete (photo right) and the smokebox is now ready for its final coat of paint. There is still some finishing off to do on retention bolt attachments for the main steam pipes and atomiser shut-off valve cover.





### **Bagnall 'Princess'**

The new crosshead slippers and slide bar refurbishment has made good progress and the reassembly phase is starting. New piston rings are also being sized ready to fit. Photo (right) shows one of the removed pistons and piston rod.

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

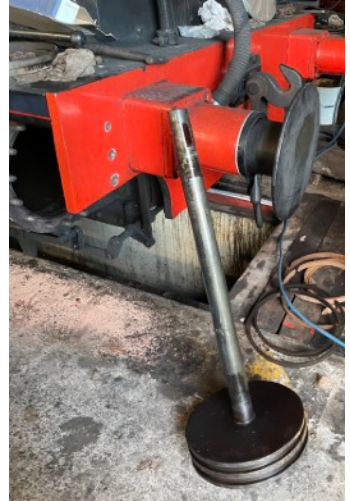
With the increasing scope of boiler repairs (in particular the replacement of the firebox throat plate) the work being done by John Fowler & Co. will permit another full 10 year cycle for the boiler. The tubes have been removed at Old Hall Farm and some additional work will also be done on the firebox back head plus minor work on the copper tube plate. The new throat plate has already been formed.

### **BR Fairburn 4MT 42085**

Cold and damp weather in January made progression on painting challenging but we did find a weather window to get black primer onto the brake cross shaft and water transfer boxes (one is pictured here in red oxide primer). The water filter boxes were top coated along with the footplate steps and the front of the steam brake stretcher.

### **Carriage and Wagon**

Our 66ft sturgeon bogie wagon has had its side doors removed. The hinges and wood within these doors was beyond salvage. Pictured below, the wagon (which normally carries rail) has now been loaded up with the spare carriage wheel sets that have recently had their tyres re-profiled. These have been cleaned and painted by Fred Jones. Placing them on a wagon allows the wheels to be accessible when we need them but stored away from the station yard to save precious space.



## **Permanent Way**

The close season gap between New Year and February half term provides us with our best opportunity to address p-way improvements. In January the John Fowler engineering team have replaced the Lakeside running line (platform 1) buffer stop.

Photos below show the buffer stop status as removed on 8th January and the replacement close to completion.



John Fowler's engineers, together with the L&HR operations staff PWay gang, have replaced four panel sections of rail in Haverthwaite east tunnel. They have also completed re-ballasting of the sections of track with recently replaced sleepers at Lakeside.

The operations staff PWay gang have made good progress in packing and replacing sleepers on Haverthwaite bank. They have also been working on embankment undergrowth clearance at Linsty Green.

## **Volunteering opportunities at the L&HR.**

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. It is a friendly place and we 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 gardening, permanent way maintenance or locomotive crew/train operations, then again, please get in touch either by e-mail to [info@lakesiderailway.co.uk](mailto:info@lakesiderailway.co.uk) or phone 015395 31594 Option 1

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