

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

### **General Status**

After a slow start, with particularly poor weather, the school half-term week picked up nicely and overall we were very pleased with customer numbers which were up on last year. It was encouraging for the season to see some group travel from the far east (and especially the Chinese market) which has been totally absent for the last four years. Pictured (right), Barclay 'David' hauled the services throughout the nine days of running.



The building work on the station building chimney stacks is complete and now that the scaffolding has been removed we can see what a good job has been done on both the victorian main building and the more modern gift shop building (photo below).



We are now into the short window of preparation activity before our main daily season commences on the 23rd March. The few days prior to this will also be busy with final commissioning and then crew familiarisation on Ivatt 46441 together with the steaming of Stanier Jubilee 45690 'Leander'. The details of this remain as described in the February newsletter.

Staff have been busy with painting around the site and refitting coach seats and tables. The woodland playground surface (pictured right) has been covered with 16 bulk-bags of hardwood chippings ready for another season of wear. The John Fowler & Co. engineers are replacing track work in Haverthwaite west tunnel (more details Later).





## **Fred Jones**

We are very sad to report the passing of our dear friend, Fred Jones. Fred was one of our longest serving volunteers and a regular in the 'Wednesday Gang' volunteering group. He died in Lancaster Hospital on the 25th February following a short illness.

Fred was at his happiest up the line on S&T work or getting stuck into the surface preparation and painting of rolling stock. No matter how dirty and inaccessible the work was he would just get on with it. He achieved so much in supporting our railway over many years. All at the L&HR will miss his companionship, good humour and his unlimited appetite for dedicated hard work.



## **Locomotive Status**

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

## **Locomotives under overhaul:**

### **Ivatt 2MT 46441**

The modified mounting plate to suit a larger speedometer gauge and new steam chest pressure gauge is now fitted with the gauges in situ (photo right). Also, virtually all the associated pipework and fittings are now in place.

A few snagging jobs are still to be done but all looks positive for the loco to be in steam and commissioned into service later this month.



### **Bagnall 'Princess'**

The slide bars, crossheads (with new slippers pictured below left), pistons, new piston rings and connecting rods have all been assembled by Jack Dibnah (photo below right). The cylinder end covers were the last components to be fitted. On the 28th February Princess was steamed and successfully tested in a round trip to Lakeside and will now join the operational fleet.

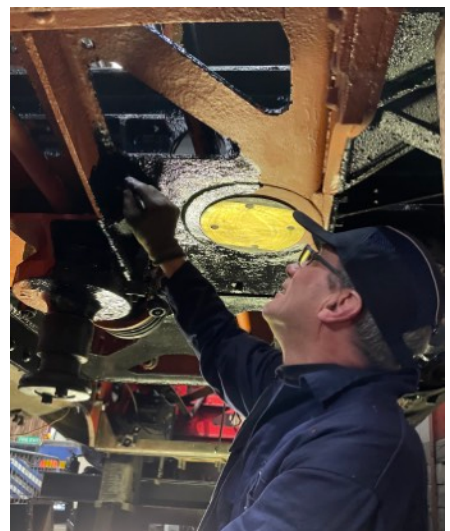


### **Hunslet Austerity 'Repulse'**

John Fowler & Co. are awaiting the delivery of the newly pressed throat plate for Repulse's boiler. This is the key component to allow us to progress the repair.

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

Some good progress was made by volunteers throughout February on surface preparation and painting of the less accessible areas beneath the locomotive frames around the front pony truck and the rear bogie. Photos below show (left) Mark Brown painting the stretcher frames behind the front buffer beam and (right) Dave Hutchinson working on the underside of the same stretchers.





## **Permanent Way**

The John Fowler & Co. engineers are in the middle of the task of replacing the track work at the western end of Haverthwaite station run-round loop. This is inside the west tunnel. At the end of February the rails, chairs and sleepers had been removed. The spent ballast has also been cleared ready to start the creation of a new track bed with fresh ballast, new timbers and new chairs.

Photo (right), looking eastwards towards the station, shows the early stages of the job with some of the rails lifted and chairs removed. Photo (below), looking westwards, shows the status once the old ballast had been cleared.



**Volunteering opportunities at the L&HR in 2024.**

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

This and the previous monthly newsletters may be found at:

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