

Update on activity at the Lakeside and Haverthwaite Railway - April 2024

General Status

Last month was dominated by the visit of Jubilee 45690 Leander (pictured below on 20th March). It joined the newly operational Ivatt 46441 for a week of celebration and launched our 2024 main season, putting a smile on everyone's face. Much more on this later.



In other news: During March a large temporary shelter was constructed over the slipway behind Lakeside signal box, dramatically changing the view at the platform end as can be seen in the photo (below left). Windermere Lake Cruises use the slipway through the winter season for maintenance on the large boats. Now that these boats are all back on the water for the main tourist season, contractors for the Westmorland and Furness council have constructed the shelter for out-of-water inspection and maintenance of the Windermere cable ferry.



On the 6th March Haverthwaite yard was used for a Fire Service training exercise. A level-crossing train crash scene was created and smoke was used to simulate fire in the carriage. Preparation for the scene can be seen in the picture (above right). Five fire appliances were engaged in assorted rescue scenarios.

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
BR Ivatt 2MT 46441	- Operational
LMS Class 11 7120	- Operational
Simplex Tram 'Rachel'	- Operational
BR Fairburn 4MT 42073	- Awaiting overhaul

Visit of Jubilee 45690 'Leander'

The short visit by Leander will last long in the memories of not just the Beet family who saw their two mainline locomotives running together for the first time - but also all the staff, directors, volunteers, friends and principal contractors of the L&HR. It was a terrific success and a joy to watch despite some mixed weather. The simple adaptation of alternating the Ivatt and Leander on the weekend's six service trains per day allowed us to maintain the timetabled connections with Windermere Lake Cruises whilst giving the chance for the visiting public and a good turnout of railway enthusiasts to see both engines at work. The photographs that follow tell the story of the week but for those interested there are also some great videos to be found on YouTube and photos on social media. Special thanks to the Beet family for enabling this happen. Thanks also to all those at the L&HR and John Fowler & Co. for ensuring that the planned activities went to schedule - including Peter Van Campenhout for arranging an excellent sold out photographic charter.

The story of the week in photographs:

Leander arrived via two Reid Freight low loaders at 8am on **Tuesday 19th** (photo below). At the same time, Ivatt 46441 was lit with a fire to warm it through ready for the following day. By lunch time Leander had been coupled with its tender and an 'out of steam' Fitness to Run (FTR) inspection had been completed.

45690 was still warm from its visit to the East Lancs Railway. The fire was lit and it was in light steam before the Ivatt!



On **Wednesday** morning Ivatt 46441 took a four coach train to Lakeside for volunteers who had assisted in the overhaul. There was a small snag with slow release of the loco steam brake. This was fettled by Jack Dibnah whilst Leander, having cleared its in-steam FTR, could travel up the line for gauge clearance checks. The checks were satisfactory and in the afternoon the Ivatt continued four coach crew training runs to Lakeside and back. The final train was strengthened to six coaches which 46441 handled comfortably.



Photo (above right) shows the two locomotives being prepared on Wednesday morning.

Thursday was the day for the Beet family to celebrate the two engines working together. Unfortunately it rained almost all day but that certainly did not dampen the sense of occasion. A five coach rake was used all day. Leander hauled the first return train and the afternoon included two double header trains. Betty Beet enjoyed a footplate ride on her beloved Ivatt on the first double header. This train is seen (below) just after Newby Bridge. Photo: Will Smith.



Photo (below) shows 46441 positioned for photographs at Lakeside as it runs around the first double headed train.



Friday was the Leander photographic charter day and the weather was very much kinder to the photographers, allowing them to get some great shots in the wonderful landscape of the Lake District.

Photo (below) shows Leander on a run out of Haverthwaite whilst the Ivatt is being cleaned for the Saturday service.



There were two crew shifts for the photo charter. Photo (right) shows the afternoon crew: John Mckay, Graham Magee and Chris Beet at Newby Bridge (Photo: Peter Van Campenhout).



Below: Climbing the bank, just after Haverthwaite east tunnel. (Photo: Will Smith)





Above: On the bank at Backbarrow with a distant view down the route of the old section of the branch to Plumpton Junction. Photo: Will Smith

Below: Skirting the southern tip of Windermere. Photo: Will Smith



On **Saturday and Sunday** the public running season started and we ran our normal timetable. Loco haulage alternated between 46441 and 45690. This gave everyone the chance to both see and ride behind the two locomotives.



On Saturday 46441, with driver Dean Bridger and fireman Will Smith, hauled its first fare paying passenger train into Lakeside station since 1965 when it was a regular on the BR branch.

Above: 46441 crew about to leave with the first fare paying train.

Below: 45690 at Linsty Green. Photo: Peter Van Campenhout





Above: 46441 leaves Newby Bridge.
Photo: Peter Van Campenhout



Left: 46441 returns to Haverthwaite yard to await its next duty.
Photo: Cliff Kilshaw



Above: After the Sunday service trains we took the opportunity for a photo shoot with LMS designed locomotives from Stanier, Fairburn and Ivatt. Photo: Chris Beet.
Below: Resident Aveling Barford roller and new build Fowler 'Talisman' also joined in the fun on Sunday afternoon. Photo: Mike Maher



Locomotives under overhaul

Hunslet Austerity 'Repulse'

John Fowler & Co. are continuing to make progress with the outer firebox repairs to Repulse at Old Hall Farm. Some copper welding to the inner firebox is also required.

BR Fairburn 4MT 42085

Focus should be able to return to the 42085 overhaul this summer with many of the other urgent tasks now completed by the John Fowler engineering team. Meanwhile, the volunteers are making sure we keep up with the stripping back and repainting of the chassis and boiler. The chassis paintwork is getting very much closer to completion with the efforts of Mark Brown and Dave Hutchinson. There is only one forward section between the frames to finish off plus the section beneath the bunker. The boiler has had some extra paint protection courtesy of Billy Pearson (photo right) whilst Tony Mayo and David Hague have worked on the boiler crinolines. Paul Timewell and Steve Maher have started on extra coats of primer on the smokebox.



Permanent Way

The John Fowler & Co. engineers have worked well to complete the task of replacing the track work at the western end of Haverthwaite station run-round loop in time for the visit of Leander. New rails, chairs and sleepers are in place along with initial ballasting. See photo (right). The ballasting will be topped up once the track has bedded in.



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 or phone 015395 31594 Option 1

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