

Update on activity at the Lakeside and Haverthwaite Railway - January 2021

Happy New Year to all. I hope you have managed a 'Merry Little Christmas' - despite the increased constraints on our lives - and have stayed healthy. Never have we looked forward to a brighter year to come than at this time. 2020 brought us unprecedented challenges to the running of our heritage railway.

Locomotive Status

BR Fairburn 4MT 42073 - Operational
Bagnall 'Princess' - Operational
Bagnall 'Victor' - Operational
Barclay 'David' - Operational
Barclay 1245 - 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

Most of the locomotives are now stored for winter in the main shed shown in photo below. In left hand road: Fairburn 42085 chassis, 20214 and Bagnall 'Princess'. In centre road: Ivatt 46441 minus boiler but showing new coal space sides and tender cab, Fairburn 42073 and (hidden behind it) Bagnall 'Victor'. On the right hand road is the newly restored (under tarpaulin) petrol tram 'Rachel' ready for testing, plus the Jones crane and Barclay 'David'.



Hunslet Austerity 'Repulse' is now in the bottom shed workshop for winter maintenance with it's motion dismantled. Rectification of general wear and tear is in progress by the John Fowler & Co team.

View of crank axle showing connecting rods, big ends and eccentrics removed.



View of eccentrics having just had their white metal melted out.



View with coupling rods removed



On the Ivatt 2MT 46441 work has continued on the boiler at Carnforth and great progress has been made as illustrated below. (Photos courtesy of Chris Beet).

Photos (below left and right) show removal of the old studs from the top feed boss plus the firebox backhead bosses.



Photo (below left) shows progress on cutting out defective platework on the firebox backplate corners. Replacement formed material has been ordered for these corners. It also shows preparation for removal of lower wrapper section with stay and rivet removal and cutting of the firebox wrapper.

Photo (below right) shows the progress on the fabrication of the new smokebox front ring.



Chris Beet and team are also progressing the manufacture of the smokebox wrapper and preparing the many other new smokebox fittings for hole drilling.

Back on the engine chassis, a knock-on effect of Covid-19 is the delayed bore-out of the valve and cylinder liners that will allow us to reassemble the motion. A plan for this is to be agreed - subject to funding.

The frame lift for **Fairburn 4MT 42085** to release all the wheelsets was unable to take place in December due to other maintenance arisings and the need for a period of days with dry weather. The John Fowler engineering team are ready to do this in January assuming we get a suitable weather window. Photo (below) shows the chassis located in the main shed ready to be rolled out to be jacked up on the hard standing adjacent to the bottom workshop.



When Covid-19 restrictions permit, we expect to arrange for a small group of volunteers to spend a few days at Carnforth cleaning up the completed 42085 overhauled boiler, firebox and smokebox and giving it a coat of protective paint in time for its return to Haverthwaite

Volunteering opportunities in 2021: Last year was incredibly challenging for all of us. Many thanks to the dedication of all those who have given the railway their time in-between the lockdown period restrictions.

As 2021 starts, lockdown rules preclude volunteers from helping us on site, however, we look beyond the current lockdown restrictions with some optimism for an improving situation. The legacy of the financial impact from Covid-19 will continue to challenge us for some time but there are great projects that will open up for volunteers. In particular, with the lead of John Fowler Engineering on the difficult stuff, 42085 will offer us the opportunity to focus on the overhaul of the pony truck and the bogie in the bottom shed workshop and also the wheel-free frames in the main shed.

Once we are post lockdown - and government guidance on Covid-19 permits volunteers to help - we welcome you to join our Tuesday or Wednesday gangs (or indeed any day) to work on the locomotive overhauls. We can certainly make a big difference to the visual standard and the pace of work that is done. Just get in touch! You would be most welcome. We can all find it really rewarding. We shall endeavour to ensure that you are directed towards (and supported on) the appropriate tasks.