

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

General Status

As of 14th April we are up and running again. Princess and David have been the locomotives in service. In common with other Lake District tourist attractions, business is currently very quiet. We are hoping for significant improvement after the May 17th and June 21st Covid-19 roadmap relaxations.

Full time staff member Phil Houghton, who has acquired many years experience as a fireman, has now qualified as a driver (Photo right). This will significantly help in sharing the load of the driving turns through the peak summer season. Congratulations Phil!



Fairburn 4MT 42085

April saw the John Fowler & Co. engineering team successfully remove all the wheelsets from the chassis of 42085. Photo (below) shows Alex Sharphouse supervising the removal with Jack Dibnah at the controls of the synchronised Matterson jacks.



The rear bogie is in the bottom shed workshop and has been scraped down by David Hague and Fred Jones to remove accumulated oil and dirt from the paint surfaces. Photo (below right) shows David Hague at work on this task. Photo (below left) shows the prepared surfaces on the bogie frames.



Fred Jones has already started to apply primer to the pre-prepared surfaces. (Photo below).



The three main driver axle sets are also stored in the workshop (Photo right). One axlebox has been removed to assess the bearing condition.

The pony truck is currently stored outside the workshop to await overhaul.





The main chassis is mounted on accommodation trucks and is back in the main shed having been hot jet washed by Alister Colquhoun (Photo left).

A consequence of the coronavirus pandemic is that capital expenditure on the mechanical overhaul can only proceed as future incoming funds permit. The big focus is now on volunteer effort to get all the dismantled sub assemblies cleaned down, inspected and repainted. Any help here is appreciated. (See Volunteering Opportunities section).

Ivatt 2MT 46441



Work on the Ivatt boiler at Carnforth continues outside of normal working hours. Photo (left) shows the firebox lower sides cut and the foundation ring rivets removed, ready for removal. Both lower sides will be replaced, as will the lower part of the throat plate to a similar height. The rear plate is fit for further service and will remain as is.

Off site work has continued on boiler fitting refurbishment and production of new studding.

The team, under supervision of Chris Beet, are currently working on the brand new smokebox. Earlier Chris and his team had marked out and centre popped the ring for many of the fittings. These have now been pilot drilled using a magnetic drilling machine and then opened out to their final size.

Photo (right) shows Alan Hardaker pilot drilling the smokebox.





Photo (left) shows Chris Beet with another member of his team inside the smokebox doing the hard work!

The rebores of the valves and cylinders is expected take place at Haverthwaite once the repaired boring machine has completed the same task on one other locomotive at Carnforth

Hunslet Austerity 'Repulse' remained in the bottom shed workshop for another month awaiting resource to refit it's motion. The John Fowler & Co. engineering team have been very busy with other essential tasks to enable re-opening of the railway and also with the lifting of 42085

Other 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

Carriage and Wagon

Refurbishment of the two Mk1 TSO coaches in the carriage shop continues.

M4255 is having the final touches applied to its end vestibule following the removal of the toilet compartment. It is now fully re-painted and will be outshopped once other minor details (including a thorough internal clean) are completed. In the meantime it has been swapped over in the carriage shed with M3962

Photo (right) shows David Birkby shaping the wood trim to fit around the door lock on M4255



Signal and Telegraph

In recent weeks Cliff Kilshaw has been busy carrying out running maintenance of signals and points. Points have been oiled, crank mechanisms have been greased. Pedestal cranks have been adjusted. Two signals have been adjusted and a new indicator fitted to Haverthwaite platform access signal number 15 (Photo right). The Lakeside ground frame has been oiled and greased. All have been tested following the maintenance to ensure they are functioning correctly. In addition, new footboards have been fitted to the Haverthwaite yard points.



Volunteering opportunities this summer.

Volunteers are now welcome back on site. However we must continue to follow Covid-19 government guidelines for social distancing, wearing of masks and regular hand cleaning. We will also permit (and encourage!) training of volunteer engine crew again from May 17th when the anticipated next step of the Covid-19 relaxation roadmap takes place. Up until this time we are limited to two people on the footplate.

The recent removal of bogie, pony truck and driving wheels from 42085, as expected, gives us lots of work to get stuck into this summer.

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 and we can provide more detail! 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. If your preference is to volunteer on some of the wider range of tasks - other than rolling stock maintenance - that you will see taking place at our railway, then again, please get in touch.