

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

General Status

From a very quiet start passenger wise, business started to pick up after the 17th May. This gives us some more optimism for the rest of the season even though we remain significantly short of the equivalent passenger levels in 2019. To begin our recovery from the effects of the Covid pandemic it is key that we are allowed to start the relaxation of social distancing so we may accomodate more passengers on our longest trains. The decision on the government Covid-19 road map for 21st June is critical to us.

To date we have used David during the quiet period and also Princess and now Victor which is currently handling the longer trains. The three engines are seen together as Victor is prepared for the day's service on the 27th May (Photo below)



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

Fairburn 4MT 42085

With all the wheels removed the volunteers are now busy cleaning and surface prepping frames, bogie, pony truck and the driving wheels. Primer has been applied by Fred Jones on the rear bogie and Tony Mayo has made similar progress on the pony truck. Meanwhile David Hague is getting stuck into the areas between the mainframes under the footplate where the threat of corrosion from the combination of wetted coal and ash is always at its worst.

Ivatt 2MT 46441

Further good progress has been made on the boiler. The firebox wrapper lower sides have now been removed and the throatplate will follow suit shortly to a similar height.

Photos (right and below) show the removal of the left hand wrapper side.



The rebore of the valves and cylinders is expected take place at Haverthwaite this summer. Completion of this job will permit us to make space in the main shed to reopen it to the public.

Simplex 'Rachel'

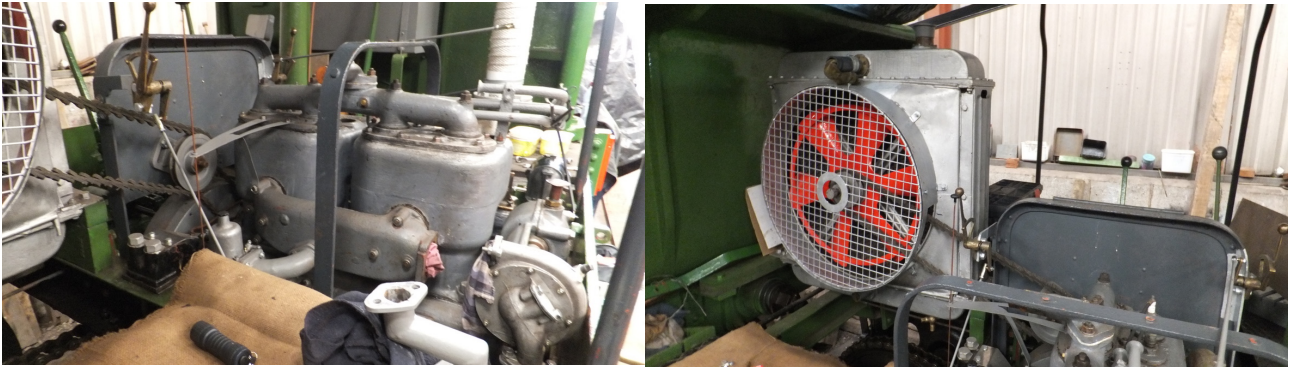


Photo (above left) shows the current status of the engine. The ignition timing has been set by Roger Benbow. Les Vickers has made a radiator fan guard (photo above right). The original 1924 manufactured design did not feature any safety protection against the rotating fan blades. Les has also made roof stays that are now ready for fitting. In the near future it is hoped that the engine - which has had a new water pump and carburettor sourced and fitted - should be ready for Roger and his restoration volunteers team to attempt to get it started.

Hunslet Austerity 'Repulse' is still awaiting resource to refit it's motion. The John Fowler & Co. engineering team continue to be occupied with other essential running maintenance tasks that enable us to continue to operate safely.

Carriage and Wagon



Mk1 TSO M4255 is now complete and has entered service in time for the late spring bank holiday week. Photo above shows the coach just after it was removed from the carriage shop to be fitted with a new set of refurbished bogie wheels.

Photo (below left) shows the new end vestibule on M4255 following the removal of the toilet compartment. Photo (below right) shows the additional hardwood screens installed to aid with the social distancing requirements.



Work on TSO M3962 is now the main task. Doors are in the process of being re-skinned and the corridor ends are being stripped down to identify what structural restoration may be required before it gets its full repaint.

Signal and Telegraph

Haverthwaite home gantry signal No.17 has been fitted with a signal repeater by Cliff Kilshaw. Photos below show the apparatus fitted to the signal doll and the indicator inside the signal box.



Volunteering opportunities this summer.

Volunteers are welcome on site but for now we must continue to follow Covid-19 government guidelines for social distancing including wearing of masks indoors and regular hand cleaning. We are still unable to operate with more than two crew on a footplate but all being well we hope to welcome new trainees from June 21st.

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

We welcome you to join our midweek gangs (or indeed any day of the week) to work on 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! 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 that you will see taking place at our railway including locomotive crew, then again, please get in touch.