

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

General Status

Following the Covid-19 Step 4 relaxations on 19 July we have seen a marked increase in passenger levels. Customers no longer need to pre book tickets for fixed seats on fixed trains via the internet. The public appreciate the flexibility that they now have. They may travel as they choose on the day although we are still asking them to wear masks on the train. The intermediate halt at Newby Bridge has reopened. We still have a relatively low level of coach parties and almost no international tourists (who were a large part of our previous customer base). The UK based tourists are now going a long way towards making up the difference. The limited size of our car park is now our most challenging constraint. Photo below shows a typical view across the car park as seen on 28 July.



Bagnall 'Princess' has had a significant spell in traffic in July. Victor has had some maintenance on its axle box keep-plate fasteners and is now back in service comfortably dealing with the regular 6 coach trains. The larger locomotives; Bagnall 'Victor' and Fairburn 42073 will be the mainstay of the school holiday season with the smaller Princess in reserve. Barclay 1245 'Carron Iron Works No. 14' has moved into the workshop shed to undergo maintenance.

Locomotive Status

BR Fairburn 4MT 42073 - Operational
Bagnall 'Princess' - Operational
Bagnall 'Victor' - 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

Fairburn 4MT 42085

Volunteer work on 42085 frames, wheels and components continues to make steady progress.

Les Vickers (pictured below) is fabricating a new top feed clack cover that has been missing since the engine's early days in preservation at Carnforth. He is also making new brackets for the footplate flooring.



Fred Jones (left) is well on with the cleaning and painting of the driving axle wheel sets.



Tony Mayo and Glynn Pringle (right) have been removing old paintwork from the exterior surfaces of the frames.



Ivatt 2MT 46441

The firebox throat plate is now ready for removal following the final drilling for the stays and patch screws.

The whistle valve to 46441 is now completely refurbished and the refurbishment to the gauge frames is progressing.

The cylinder and valve boring bar machine has now become available and was collected from Carnforth at the end of July. We should be able to get the cylinders and valve chests rebored in the coming weeks at Haverthwaite. This will allow us to re-assemble the valve gear which will clear space for the reopening of the engine shed to the public.



Painting of the inside of the Ivatt's tender cab has been started. Graham Magee is seen here applying the undercoat.

Barclay 1245 - 'Carron Iron Works No. 14'



Barclay 1245 is in the workshop undergoing maintenance. The picture (above) shows the locomotive over the pit so that it can be dismantled to have new axle box keep lubrication pads fitted.

Hunslet Austerity 'Repulse'

The motion overhaul is moving steadily in the right direction with the John Fowler & Co. engineering team now machining the newly white metallised eccentrics at Old Hall Farm.

Carriage and Wagon

Martin Gregory is progressing the new/refurbished corridor end fitting on Mk 1 TSO M3962 ably supported by David Birkby on the woodwork. Photo (right) shows the status at 28 July.

Petrol Tram 'Rachel'

Roger Benbow and his team continue to get closer to the first run of Rachel in many years. At the end of July the water system had been full for a week, showing only a couple of minor leaks, which have now been dealt with. Petrol has been introduced to the fuel supply system, without any leakage. Comprehensive lubrication has been carried out, including introduction of oil to the cylinder bores. The oil pump has been seen to deliver oil to the big ends when the engine is turned over - albeit without compression.

The clutch lever has been adjusted, all that remains is attention to the axlebox lubrication during August, when all will be ready to try a "bump" start.



Volunteering opportunities this summer.

New and returning volunteers are always welcome. We are now able to operate with more than two crew on a footplate and therefore we can recommence the training for new footplate staff.

The overhauls of Ivatt 46441 and Fairburn 42085 continue to give us plenty opportunity for a variety of locomotive restoration tasks.

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 or via this newsletter, then again, please get in touch.