

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

General Status

It has been quite a journey since the first Covid lockdown. As we have been moving steadily towards 'business as usual' in recent months, we have remained apprehensive about whether people would wish to travel by train for pleasure and therefore would we be able to bring in enough income to see us through another winter? The early days after re-opening on the 14 April when virtually no tourists came heightened that anxiety. Now the school summer holidays have come and the answer is a resounding yes! Passenger levels have dramatically increased and in mid-week we are testing our capacity to the limits. The staff are very busy indeed just keeping the operation running professionally. There are certainly a few more smiles about the place. We now need the upturn to be sustained through September and into October so that we can consider what projects that we largely put on hold may now be cautiously re-started.

The same operational fleet as in July has continued to manage the service trains. Victor has seen good use and Princess, as ever, has performed well with the challenge of seven trains a day of up to six coaches whilst Victor was having its annual steam test for boiler insurance purposes. In the second half of August - and also planned for early September - it has been the turn of Fairburn 42073.

The resource demands of running the busy part of the season plus staff and volunteer holidays has meant that progress on other fronts has slowed somewhat. This is to be expected as the peak season service operation must be our focus. We reflect on the past month below with a few photographs of the railway in full flow and 42073 in service:



Above: On Monday 23 August 42073 has just departed Lakeside Station with the 11.20 back to Haverthwaite. Photo: Peter Van Campenhout



Above: On Thursday 26 August passengers wait on the platform as the 10.15 from Lakeside arrives at Haverthwaite headed by 42073



Above: And a few minutes later, 42073 with Graham Magee driving, runs around its train, passing Victor which was being prepared for its successful steam test that day.

Fairburn 4MT 42085

Throughout the summer volunteer work on paintwork preparation of 42085 frames, wheels and components has continued to make steady progress. The driving wheels are now fully cleaned and primed. There is still much to do on the main frames and pony truck.

Ivatt 2MT 46441

On the boiler the material that will form the new firebox throat plate has now been rough cut.

The valve boring bar machine was set up during August and subsequently the boring of all the valves was completed. The bores will be measured to determine the machining sizing for the new valve heads. The next step will be to machine the cylinder bores.

The safety valves have been overhauled and progress is being made with the gauge frame refurbishment.

The locomotive shed has now been partially re-opened to the public whilst some areas are still restricted to allow work on 46441 to be safely carried out.

Barclay 1245 - 'Carron Iron Works No. 14' and Hunslet Austerity 'Repulse'

Work on the motion of Repulse continues at John Fowler Engineering whilst 1245 has had all its axle box keep lubrication pads replaced and is ready for a trial run.

Carriage and Wagon



Martin Gregory continues with the refurbishment of Mk 1 TSO M3962. Rectification of outer skin corrosion has necessitated complete replacement from top to bottom in one window section.

Photo (left) shows the status of the outer skin replacement on 26 August.

Signal and Telegraph

Maintenance activities are the focus for S&T.

Clearances between the point rodding and the underside of the track have been rectified for the main Haverthwaite crossover and the yard access point. The rodding rollers for these points have also been cleared of old accumulated compacted ash by Cliff Kilshaw. This has made the operation of the points from the signal box much easier and will prolong their reliability.

The Haverthwaite gantry No. 17 signal cable adjuster has been replaced with one from stores and should no longer need the regular adjustment attention that the old one required.

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

Volunteering opportunities this summer.

New and returning volunteers are always welcome. Locomotive crew training is again taking place now that we can accommodate more than two people on the footplate.

After a relatively quiet volunteering period through the holiday season, now is the ideal time of the year to get back into the overhauls of Ivatt 46441 and Fairburn 42085 which 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.