

## **Update on activity at the Lakeside and Haverthwaite Railway - October 2021**

### **General Status**

The first week of September followed the August pattern with high passenger levels. This has subsequently tapered off as expected but business, particularly midweek, has remained healthy.

The highlight of the last month has been the running of Rachel's engine for the first time in almost 50 years. More detail can be found later in this newsletter.

September saw a variety of motive power; Bagnalls Victor and Princess, Fairburn 42073 and lastly, following axle box and big-end work, Barclay 1245 has now re-entered service.

Pictured (below) leaving Haverthwaite, Victor is piloted by 1245 on a proving run following maintenance.



### **Locomotive Status**

BR Fairburn 4MT 42073 - Operational  
Bagnall 'Princess' - Operational  
Bagnall 'Victor' - Operational  
Barclay 1245 'Carron Iron Works No. 14' - 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

## **Petrol Tram ' Rachel'**

On September 8th a major milestone was achieved by Roger Benbow (pictured right) and his volunteer team. After years of painstaking work Rachel's engine was successfully started and ran for the first time since the early 1970s.

Work to prepare the Dorman engine for this first run after rebuild consisted of introducing oil into the cylinders, as well as oiling the valve tappets and auxiliary drive gears.

Also the operation of the priming cups, which allow starting petrol to be admitted to the cylinders, was checked and new spark plugs were fitted.

A starting handle was modified to give what was considered to be optimum compression positions. Thanks go to Alistair Colquhoun of John Fowler & Co. for using his muscle power on this handle effectively.



Pictured (left): Staff and volunteers gather to witness the occasion of Rachel's first engine run whilst Roger optimises the setting of the engine timing.

## **Fairburn 4MT 42085**

The paintwork preparation of 42085 frames, wheels and components continues to take a few steps forward. There is still much to do on the main frames and pony truck whilst further stripping of the rear bogie axles is needed before more surface preparation can take place.

Arrangements are being made for a volunteer working group to get the boiler painted at Carnforth. As the boiler is stored outside painting is at the mercy of suitable weather.

### Ivatt 2MT 46441

Limited funding has been released to start the next part of progress with the loco chassis. Material for the valve rings and a new drawbar is being ordered. The valve heads are already at the machinist for initial turning. 'Spider' fixture tooling has now been made and trial fitted to enable the cylinder boring.

Good progress has also been made with painting of the tender cab as can be seen in the photo (right) with Steve Maher applying a first top coat to the inside of the roof.



### Hunslet Austerity 'Repulse'

Work on the motion of Repulse continues at John Fowler Engineering and reassembly has commenced on the loco in the bottom shed workshop at Haverthwaite.

### Signal and Telegraph

During recent weeks Cliff Kilshaw has painted and fitted several signal arms. These are for Haverthwaite starter and home gantry signals and also both Lakeside home gantry signals.

The newly painted arms are pictured below:



## **Carriage and Wagon**

The refurbishment of Mk 1 TSO M3962 is progressing through the efforts of Martin Gregory. To rectify typical Mk1 corrosion, sections of outer skin beneath all the window corners are being replaced with new segments of panel welded into place.

## **Volunteering opportunities this autumn.**

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.

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.