

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

### General Status

Business was reasonable for most of October. The school half term holiday started well with visitor numbers holding up despite some significant Lake District rainfall. Unfortunately by Thursday 28th October the lake level had risen by 1.5 meters and the track at Lakeside Station was underwater. Services were suspended, only restarting on the last day of the season (31st October). Photo (right and below) show Lakeside Station - looking more like a canal - on 29th October.

The lack of coach tourists in 2021, particularly from overseas has resulted in passenger numbers still being much lower than we saw in the few years up to and including 2019. Turnover, however, has not reduced to the same degree and we have felt able to cautiously restart some capital expenditure on projects that were held whilst we weathered the financial impact of the Covid-19 pandemic. Some visible evidence of this is the new LED roof lights now being fitted in the main shed. These will be a great improvement, use much less electricity and are timely for the shorter daylight hours ahead.



Hauling the October passenger trains; Bagnall Princess has been the mainstay following on from a short stint by Barclay 1245. Bagnall Victor was brought back into traffic for the holiday period as the main season drew to a close.

Early November will see a photographic charter featuring Fairburn 42073 and the following week Class 20 20214 will be chartered for a day. We shall then be moving on to preparation for the December 'Tinsel Trains' which have sold out very quickly. We anticipate in future years to return to our successful traditional 'Santa Trains' format, however, this year's offering will utilise individual family compartments on the train and is designed to be much better suited to minimising Covid-19 risk.

### **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

### **Fairburn 4MT 42085**

There is still plenty work to do on preparing the mainframes for painting. Steady progress continues as evidenced in the photo (right).



On the boiler, Tony Mayo, Fred Jones and Steve Maher have had two days making great progress on surface preparation and painting at Carnforth (see photo left). It probably needs another 3 days or so to complete the task but outdoor painting is a challenge in the winter months.

**Ivatt 2MT 46441****Overhaul status**

The tender mechanical overhaul including repaired drag box, water space fabrication repairs and new tender cab roof has been complete for some time. The internal tender cab painting is also now complete. See photo (right). Cab internal painting has moved on to the loco itself. A review of the remaining overhaul plan has taken place and the good news is that (subject to careful cost monitoring) it can now be funded. Our intention is that it will be pursued in full and with priority. The status and main elements of the plan are as follows:

**Boiler**

The boiler is almost completely stripped of all that needs to be removed. Just the throat plate lower section removal left to complete. The new smokebox barrel is complete. New studs have been manufactured for the fittings. The regulator mechanism has been overhauled as have most of the cab fittings. The gauge frame overhaul is in progress.

The next steps on the boiler are to:

- Complete the firebox back shoulder repairs.
- Form and fit throat plate and firebox wrapper side plate sections.
- Fabricate and fit new superheater flues and fit the new small tubes.
- Fabricate and fit new superheater elements.
- Complete machining and fit the new smokebox front ring.

**Chassis**

- Material has been ordered for a new intermediate drawbar to be machined.
- Valve and cylinder bores are now machined. Photo (right) shows the tooling set up for machining the right hand cylinder bore.
- New valve heads and spindles have been delivered. They now require machining to size.
- Material for piston and valve rings has been ordered and will need to be split and machined to size.
- Once the piston rods have been removed from the old heads they will be checked and reground if necessary before fitting to the new heads.
- Cylinder drain cocks will be removed for inspection and refurbish.
- John Fowler Engineering will carry out an axlebox pad exam and assess that lubrication is in good order for all moving parts.



## **Assembly**

Loco re-assembly is to be led by John Fowler & Co.

- The first part of the motion re-assembly is now in progress.
- Above the running plate the locomotive will be repainted in it's existing BR maroon livery. This task will be scheduled once the loco has been tested and signed off as fit to run

## **Hunslet Austerity 'Repulse'**

The motion overhaul is still making occasional progress. It is a lower priority at the moment as the locomotive will not be required until next season.

## **Petrol Tram ' Rachel'**

The running of Rachel's engine in September enabled Roger Benbow and his team to identify a few issues to address before subsequent running takes place. To resolve the coolant boiling, the radiator has been blown through using the air compressor and Les Vickers has fabricated a pump outlet pipe which is less of a constriction than the previous one. Rectification of the cause of coolant leakage from the cylinder block has been reasonably successful. Paul Timewell is finishing off areas that need painting. The physical effort to start the engine via a manual starting handle is a particular challenge especially when considering the average age of the restoration team! Addition of a trembler coil to aid starting has been suggested by Alex Sharphouse and this is being investigated.

Rachel is currently trapped in the shed by several rail vehicles including the Jones crane. No further running is planned until we can extract Rachel from it's current location and it is in a position where movement, the chain drive and brakes can be tested.

## **Volunteering opportunities this autumn and winter.**

New and returning volunteers are always welcome. 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.

This and back issues of the previous 2021 monthly newsletters may be found at:

<https://www.lakesiderailway.co.uk/newsletters/>