

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

General Status

The 1st November saw on-line sales released for our reformatted (for Covid) Christmas trains. All 24 'Tinsel Trains' sold out within 20 minutes. This was very encouraging for us but for all those who have missed out we apologise. We simply do not have the staff and capacity to increase the number or length of trains beyond what we have already sold.

The Fairburn 42073 photographic charter organised by Peter Van Campenhout was a great success principally due to what was probably the best autumn weather we have had for a charter in many years.

Some photos from 4th November are shown here:



Above: Landing How bridge and Below: Leaving Newby Bridge alongside the River Leven
(Both: Peter Van Campenhout)



Below: The 42073 charter alongside Windermere. (Photo: John Barrance)



The class 20, 20214 was also chartered in November and is seen here with John Bainbridge at the same location as above.



'Britains Scenic Railways - Episode 1' featured 20 minutes on our railway and was broadcast on More 4 on 3rd November. It is still available to view on All 4 for the first three weeks of December.

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

We are now well on the way to completing the boiler surface protection. The smokebox will be painted in the spring.

The volunteer team included Fred Jones, Tony Mayo, David Hague, Steve Maher and Will Smith. Photo (below) shows some of the team preparing the boiler ready for painting the right hand side.



All but the new lower barrel plates are now complete as can be seen in the photo below.



There is still plenty work to do on preparing the mainframes for painting. Volunteers are making some progress each month with primer starting to be applied on sections of pre-prepared surfaces.

Ivatt 2MT 46441

Boiler

The original lower throat plate section has been successfully removed and the firebox rear corner inserts have now been formed as has the new throat plate (shown right).



Chassis

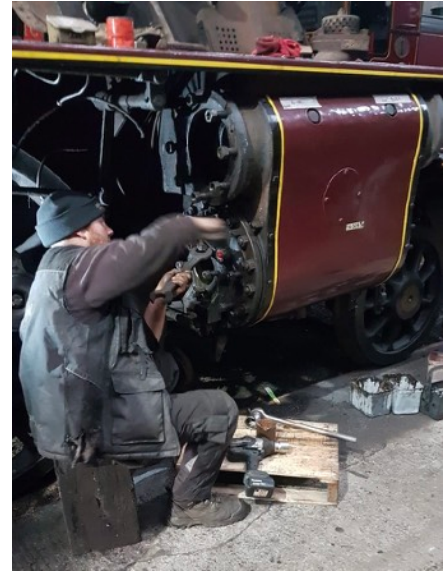
The valve spindles have been assembled with their newly machined valve heads (pictured left).

The Wednesday volunteers have been busy cleaning up the disassembled motion plus the cylinder cock operating mechanism.

Re-assembly of the coupling rods and the rear cylinder covers is in progress by John Fowler & Co.

During this operation a pre-existing crack was identified in one of the covers and a new casting is to be sourced.

Pictured (right) is Jack Dibnah working on assembly.



The new intermediate drawbar material has been delivered to Haverthwaite and will receive its final machining by John Fowler & Co. shortly. (Pictured left)

Hunslet Austerity 'Repulse'

As for last month 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.

Signal and Telegraph

With the line closed to traffic prior to the Christmas trains the opportunity has been taken to resume some line side S&T infrastructure maintenance.

The John Fowler Engineering team with the help of Cliff Kilshaw have replaced the final drive timber to Haverthwaite crossover facing point lock (No. 9). They have also renewed the timber for drive to yard entry point (No. 11) and the gantry signal (No. 17) wheel timber has been replaced. To complete the job a couple of point rodding roller bases were also renewed.

Photo (right) shows some of the replacement timbers in situ.



Volunteering opportunities this 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/>