

Update on activity at the Lakeside and Haverthwaite Railway - February 2022

General Status

After a good rest through the Christmas and New Year break, January is the month when there are no trains and we naturally turn our attention to infrastructure maintenance and improvements. The operations staff will spend most of their time on track work up to when we re-open for the school half term holiday week. New LED flood lights have now been fitted in the main shed and this is already proving to be a great help for working during the period of short daylight hours.

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

Ivatt 2MT 46441

Boiler

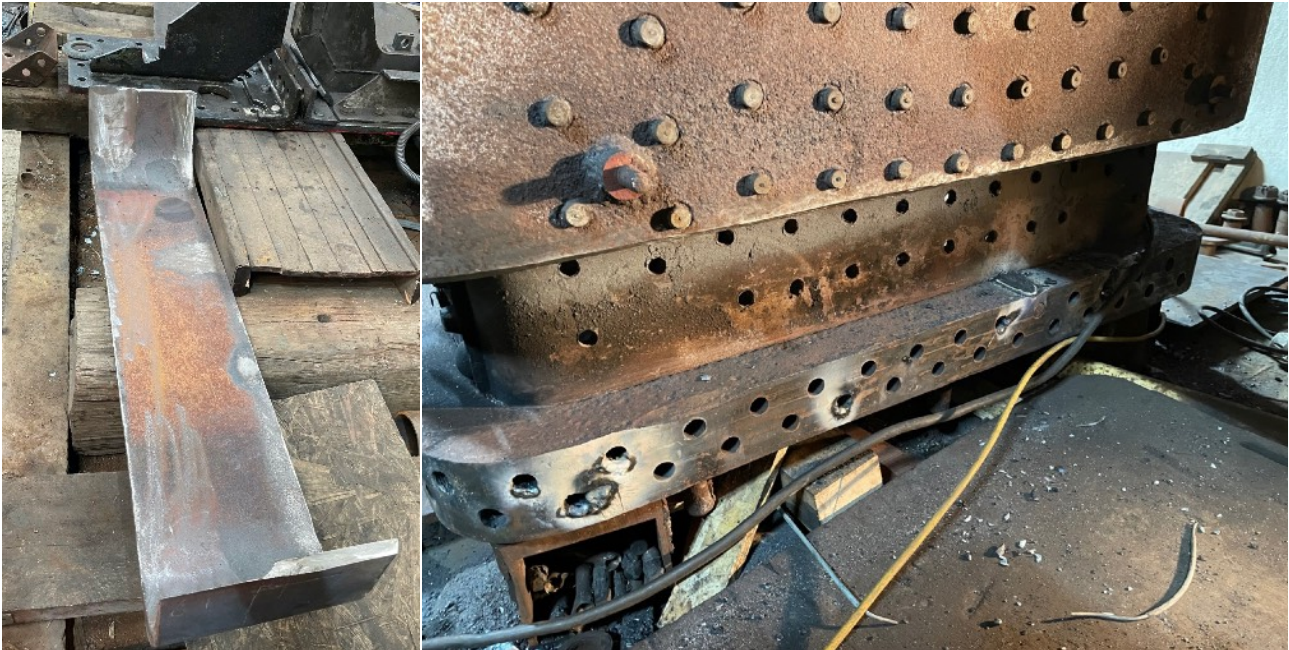
As with the previous month the boiler overhaul is making great progress.

The new firebox lower side plates are being ground up ready for fitting (see photo right) and the new lower throat plate is ready for final fitting. Once all the plates are a good fit it will be time for them to be welded into position. The fitting of patch screws, rivets and stays will complete this phase of the job and will allow the team to move on to the task of retubing the boiler. Manufacture and fitting the superheater elements plus fitting the new smokebox to the boiler barrel will be the remaining major tasks.



Photo (below left) shows the new dressed lower throat plate ready for final fitting check.

Photo (below right) shows some foundation ring minor repairs in progress before the lower throat plate can be located in position.



Chassis

Due to problems identified when machining the new piston head castings we have had to start afresh with further replacement castings and these are being progressed with the casting supplier. Progress on the new cylinder end cover casting is also being chased up. The valve spindles, assembled to the newly machined valve heads, are now with John Fowler Engineering. Bushes for the valve spindles require machining and then the valves can be offered up to the engine to start the process of gapping the valve rings.

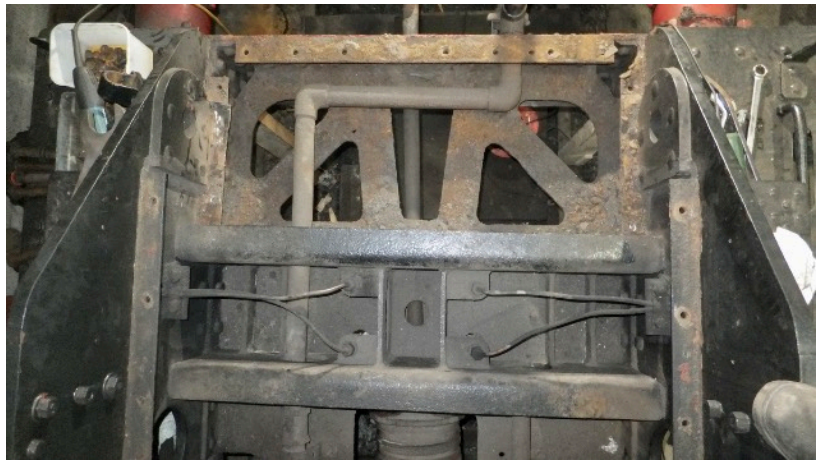
A weld repair to the frame stretcher beneath the footplate has been successfully completed (photo below left) and this has now been painted.



The loco footplate internal painting is almost complete (photo above right)

Fairburn 4MT 42085

Wednesday volunteers have continued cleaning and preparing the main frame surfaces for repainting. The outer facing surfaces of the frames have now largely been cleaned back to parent metal and primed. The front foot frame plating has been removed to access the stretchers so that they too can be inspected and painted. (See photo right)



Hunslet Austerity 'Repulse'

White metalling work on the eccentrics has been taking place at Old Hall Farm, the home of the John Fowler and Co. workshops. The rebuild of the motion will take place in the next few months so that Repulse is available to join the operational fleet again this year.

Permanent Way

The period between New Year and the February school half term is the longest period of the year when the branch line can be closed to service trains. This makes it the natural 'permanent way' season. A substantial number of sleepers are currently being replaced within the station limits at Lakeside. The photo below shows some of the full time railway staff at work on this task. Meanwhile, on a section of track just south of Linsty Green, the John Fowler and Co. team have been working on rail replacement.



Volunteering opportunities in 2022.

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) including train operations, then again, please get in touch.

This and the previous monthly newsletters may be found at:

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