

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

General Status

We opened again to passengers for the February school half term week. Despite awful wet and windy weather with two named storms (that prevented Windermere Lake Cruises operating on several days) the trains continued to run. Passenger numbers were good and the station tea room was exceedingly busy! Barclays 'David' and No. 1245 'Carron Iron Works No. 14' were in service.

Now that we are through the half term, the operational staff have reverted to their task of replacing sleepers within Lakeside station limits. The next trains that are scheduled to run are for another Peter Van Campenhout photographic charter in late March using Fairburn 42073.

News of the Russian invasion of Ukraine has shocked us all. It also means that we will no longer have a Russian coal option once our stocks of Scottish coal are exhausted. We have enough purchased stock to operate through the early months of the season. This gives us some time to have resolved what suitable alternatives we can acquire. There is confidence that we will get something - but the price increase will be significant.

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

Good progress continues with the boiler overhaul.

Photo (left) shows the lower throat plate now drilled for the foundation ring rivets and with mud hole doors in place. The welding is underway.



Chassis

The first of the replacement piston head castings has now completed machining and just needs the core plugs inserted (Photo below left of machining in progress).



The four valve spindles bushes have been machined to size and fitted within the valve end covers (For example see photo above right). The process of gapping the valve rings can now take place.

The new cylinder end cover pattern equipment (pictured below) is complete and ready to pass directly to the foundry for casting.



New gland plates for the main steam pipes have now been fabricated and are pictured below:



The main driving wheels are being smartened up with a quick paint before all the motion is reassembled. Photo (below) shows the undercoat applied to the left hand side



Hunslet Austerity 'Repulse'

The motion overhaul continues to progress, fitting around other tasks and priorities. The newly white metallised eccentrics and big end bearings have been machined by John Fowler & Co. and are ready for reassembly. The crossheads are next in line for attention. A new basket type smokebox spark arrestor has been fabricated to fit around the Giesl exhaust system on this loco.

Fairburn 4MT 42085

The marathon task of removing the encrusted oil dirt and old paint from the exterior frame surfaces is starting to look good. We are very grateful to several volunteers who have helped here since the frame lift but a special mention must be made to Fred Jones who has spent countless days on this task. The top coat of paint is now being applied and it makes a striking improvement to the appearance of the loco chassis.



Photo (left) shows the frames prior to priming.

Photo (above) shows Fred Jones starting to apply a top coat of paint.

Carriage and Wagon

BR Mk1 TSO M3962 overhaul continues and the end is in sight. The side skins have been replaced and repaired where necessary and more recently the roof has seen attention from Martin Gregory, especially in the vicinity of the end roof guttering. Several holes in this region have now been patch repaired. Door woodwork is getting attention with new pieces being shaped and fitted by David Birkby.

Photo (right) shows the roof above the water tank prior to repair with tank filler pipes and guttering removed.



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/>