

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

General Status

We opened for the main daily running season on the 2nd April. Passenger numbers through the school Easter holidays have been good and this is very encouraging. It has quietened down after Easter which is to be expected given the absence of any significant international tourism. Barclay 1245 plus Bagnalls Princess and Victor have seen service. Fairburn 42073 was scheduled to run at the end of April.

Coal supply will continue to be at the forefront of our minds through this season. We have had a 30 tonne delivery of Polish coal and this keeps our stock level healthy. Nevertheless we are experimenting using mixes of our current hard coals with Trevithick Ovoids. The intention is to enable the traditional coal supply to last as long as possible whilst its availability is uncertain. Barclay 1245 has recently run on a mix of Scottish and Polish coal (roughly 50% each) Some Trevithick ovoids have been added separately and the photo (right) shows No. 1245 returning to Haverthwaite with a fire made up entirely of ovoids. Further experiments will follow.



Bagnall Victor has been moved to the North Tyneside Steam Railway ready for their bank holiday gala weekend in union with its sister engine Vulcan. The big Bagnalls will be alongside each other (for the first time since the 1980s) on passenger trains and demonstration freight trains. Victor will return to Haverthwaite in early May. Photo (below right) shows Victor on arrival in the North East at Middle Engine Lane.

Locomotive Status

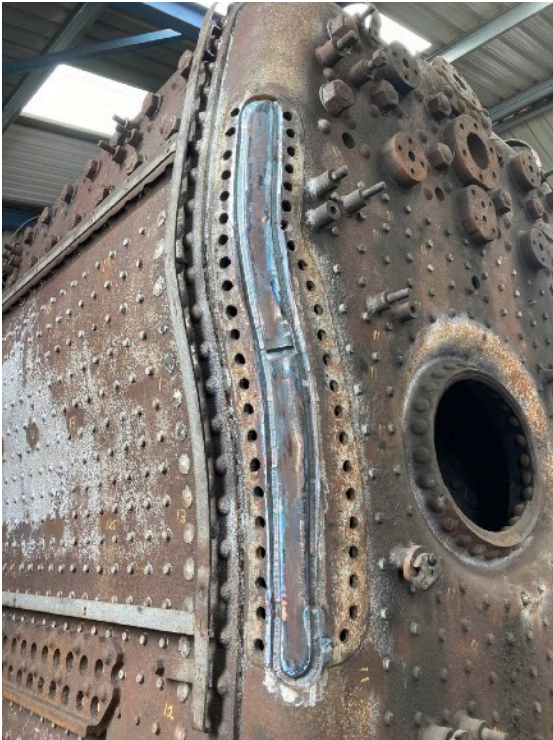
| | |
|---|---------------|
| BR Fairburn 4MT 42073 | - Operational |
| Bagnall 'Princess' | - Operational |
| Bagnall 'Victor' | - Operational |
| Barclay 1245 'Carron Iron Works No. 14' | - Operational |
| Barclay 'David' | - Operational |
| BR Class 20 20214 | - Operational |
| BR Class 110 DMU | - Operational |
| BR Class 03 D2117 | - Operational |
| BR Class 03 D2072 | - Operational |
| LMS Class 11 7120 | - Operational |



Ivatt 2MT 46441

On the boiler overhaul, as can be seen in photo (right), the welding to the firebox throat plate insert has been completed.

The firebox left hand rear corner insert is partially welded into position as shown in the photo (below). Once completed it will be reinforced by adding the original doubler corner patch.



Machining of the new cylinder end cover casting is proceeding nicely on the vertical borer as seen in the photo (right).



New piston rings are now machined and the photo (below left) shows the triple rings sat with one of the old double ring groove piston heads. Photo (below right) shows one of the new triple groove piston heads with core plugs now fitted.



The 2 piston rods have been ground and now have new nuts made and fitted.



Meanwhile on the Ivatt chassis; Volunteers have continued with the paintwork. Photos show David Hague (left) and Mark Brown (right) applying gloss to the driving wheels. Mark has also finished the painting of the rocking grate lever assemblies.



Hunslet Austerity 'Repulse'



Re-assembly of the motion is progressing and the photo below shows the eccentric straps and coupling rods with a new coat of paint prior to assembly planned for the beginning of May.

Fairburn 4MT 42085

Surface preparation and painting by volunteers in the less accessible areas between the frames steadily continued in April such that we will be well prepared when the focus returns to the overhaul of this loco.

Miscellany

During April there was a miscellany of other activities going on at Haverthwaite:



As work on Rachel is nearing completion Roger Benbow can be seen (photo left) test fitting the new Simplex makers plate.

Whilst not a rail vehicle, Roger and Paul Timewell have been working on the Petrol roller (Aveling Barford of 1935) and are seen here (photo right) fine tuning the engine.



It is not just Victor who has been on tour from the L&HR recently. The photo below shows, left to right: L&HR driver Graham Magee, L&HR driver Mike Gale (and Strathspey Railway driver) plus L&HR contract professional loco and carriage painter Alan Hardaker (and Keighley and Worth Valley Railway driver). Graham and Alan were part of the locomotive support crew when they were captured here having a catch-up with Mike during a water stop on the highland main line at Aviemore. Scots Guardsman was on its way to Inverness on the Great Britain XIV rail tour.



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/>