

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

General Status

Following the Jubilee bank holiday week the railway returned to being relatively quiet throughout June and up to mid July. Barclay 1245, Victor and Princess have been in service. The good news is that since the school holidays started the busier times have returned. With the longer trains required, we are using the bigger engines; 42073, Victor and Repulse.

Photo (right) taken from Lakeside signal box shows passengers awaiting an afternoon train at Lakeside Station on July 26th.



Undergrowth clearance work has now started adjacent to the railway line south of Lakeside station (Photo below). This is in preparation for a multi use off-road trail being created between the Swan Hotel at Newby Bridge and Lakeside station. The trail project is being led by the Lake District National Park Authority and will partly run adjacent to our line and include an over-bridge to cross the line in the vicinity of the Lakeside distant signal. It is expected that this section of path will be completed this year. Ultimately the path will link with other new sections to allow walkers to travel the whole length of the western side of Windermere.



Ivatt 2MT 46441

Boiler

The current firebox status can be seen in the photo (right):

Non Destructive Testing of the firebox wrapper plate welds has now been completed.

The fitting of the fire box back shoulder doubler plates is progressing with tapping out the threads to receive new patch screws.

The wrapper plate laps have been drilled and tapped out and patch screws will shortly be fitted on both sides.

The smoke box door and front ring chamfer have been match machined and are now ready for assembly.



A volunteer working-party spent a day at Carnforth cleaning and painting the internal surfaces of the boiler and firebox cladding. Another day is required to complete the task. Pictured (left) is Graham Magee working on the firebox back head cladding.

Chassis

The John Fowler & Co. engineering team have started the reassembly of the new and refurbished components on the loco chassis. Pictured (right) is the newly manufactured cylinder right hand side rear cover. It is now fitted with the slide bars and this permits the crossheads on both sides to be sized to fit.

Volunteers, Fred Jones and Oliver Poskitt, have continued the painting of the frames, brake rigging and wheels through July and this is progressing well.



Hunslet Austerity 'Repulse'

Following its 'bottom end' overhaul Repulse has successfully been run-in and re-entered service on the 18th July. It is reported to be now running more smoothly than at any time in preservation. This makes it the sixth of our eight steam locomotives currently available for service. Repulse is seen below leaving Haverthwaite on its third day in service with Dean Bridger driving.



Fairburn 4MT 42085

This loco overhaul is awaiting resource and priority which is expected to come once Ivatt 46441 is reassembled. No work was done on 42085 in July.

Carriage and Wagon

The refurbished Mk 1 TSO M3962 was completed at the beginning of July and was incorporated into the service rake of Mk1s on the 23rd July to coincide with the start of the peak season timetable. It has been replaced for overhaul in the carriage shop by TSO M4410. Martin Gregory and Alan Hardaker have immediately stripped out one end of the interior fixtures and fittings as can be seen in the photo (right) with Martin at work.



Locomotive Status

BR Fairburn 4MT 42073 - Operational
Hunslet Austerity 'Repulse' - 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

Volunteering opportunities in 2022.

New and returning volunteers are always welcome. Locomotive, carriage overhauls and S&T repair/replacement continue to give us plenty opportunity for a variety of restoration tasks.

We welcome you to join our midweek gangs (or indeed any day of the week) to work on maintaining and improving our railway, including 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/>