

## **Update on activity at the Lakeside and Haverthwaite Railway - September 2022**

### **General Status**

School holidays are about to end and the peak season weekday visitor levels have been very good. Not surprisingly, however, the railway was quiet on the very hot days. It was also notably quieter at the weekends which may be an indication that there are fewer families making day trips, perhaps due to 'cost of living' concerns. Nevertheless the operational staff have been extremely busy keeping everything running both smoothly and professionally through this peak period.

The John Fowler engineering team have also been kept busy - maintaining the running fleet. Maintenance work on Repulse, 42073 and Victor led to Princess running the peak service timetable for a short while. This coincided with a hot and dry period so that the very effective baffle-screen smokebox spark arrestor fitted to Princess was useful to further minimise any risk of line-side fire. The Lake District did not reach the level of fire risk seen in other parts of the country and we were able to continue using steam locomotives to run the service. Victor is temporarily out of service as piston ring repairs are being carried out.

The new permitted footpath between the Swan Hotel at Newby Bridge and Lakeside station is making rapid progress by the Lake District National Park Authority. Two photographs here illustrate the groundwork progress made at the approach to Lakeside.





## **Locomotive Status**

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

## **Simplex Tram 'Rachel'**

In August we carried out the required shunting to extract the 1924 four wheel petrol tram Rachel from the back of the main shed where it had been restored over the previous five years.

The loco arrived at Haverthwaite in 1973 from James Cropper & Co. Burneside paper mills near Kendal.

The photo (right) shows Rachel being towed into the open air on 23rd August by LMS class 11 No. 7120



On the following day volunteers, Roger Benbow and his team, successfully started the engine and after some minor adjustments they succeeded in running Rachel over a short length of track. This is the first time it has run under its own power in nearly 50 years. A great accomplishment after so much dedicated work.

Photo (left) shows a content Roger and Paul Timewell as they contemplate their achievement.

Well done guys!



Ivatt 2MT 46441

Boiler



Other than the fitting of plugs, assembly of both of the firebox back shoulder doubler plates is now complete - as can be seen in the photo (left).

Patch screws have been fitted to the new wrapper plate sections and they are fully prepared for the foundation ring rivets to be fitted as can be seen in the photograph below.





## Chassis

The John Fowler & Co. engineering team have machined the crossheads, sized to fit the assembled slide bars. The remaining assembly of valve gear on the loco can proceed once the resource is free from maintenance work on the operational fleet.

The volunteer painting of the cab and lower half of the loco (i.e. below the running plate) and tender is very nearly complete and is looking good. The professional painting of the top half will be done once the loco has been commissioned.

## **Fairburn 4MT 42085**

During August further stripping of accumulated grime and old paint from between the frames beneath the smokebox has been carried out. This will enable full inspection and subsequent painting to take place.

## **Carriage and Wagon**

There is notable visual progress with the repair and refurbishment of TSO M4410. The coach will require typical Mk1 corrosion rectification. The two photographs below show the removal of skin sections (left) and replacement in progress (right) on one side of the coach.



Similar tasks are following on the opposite side. Alan Hardaker is seen in photo (right) cutting the skin framework.



**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/>