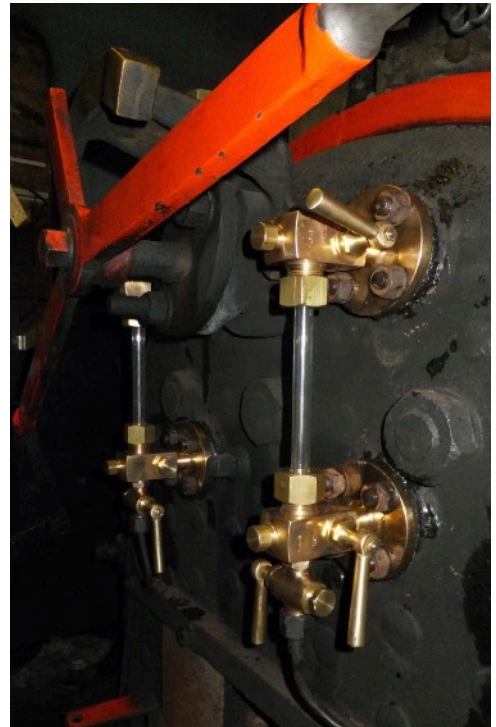


Update on activity at the Lakeside and Haverthwaite Railway - October 2022

General Status

Operational fleet maintenance continues to consume much of the John Fowler Engineering resource. Re-assembly of Victor following repairs is complete and the loco was being tested at the end of September. We expect that it will be commissioned back into service very soon. Repulse also needs some repair work and as the peak season is now behind us Bagnall Princess and Barclay 1245 are comfortably running the service between them. Barclay David has just had new gauge frames fitted (photo right) and will also be available for low season running in October and for the Christmas trains.

Although passenger numbers have been unpredictable from day-to-day, overall the levels been generally healthy throughout September. Photo (below) shows Dean Bridger driving Princess on an early morning shunt to remove the completed Victor from the workshop.



Following a two year gap due to the Covid pandemic, the railway has recommenced proactive international marketing. Along with representatives from many Lake District attractions, our commercial director Karen Maher, took part in a recent Visit Britain promotional trip to Washington DC. Aided by the low sterling to dollar rate, we hope to successfully increase the US tourism in our region in the coming year. An India visit is also planned in the close season.

The new permissive path from Newby Bridge to Lakeside continues to make progress and the photo (below) shows the start of construction of a raised section where it leads into the adjacent field away from the railway track and over marshy ground. The railway can be seen in the centre of the picture (behind the orange path roller) and the lake shore is just beyond the trackbed.



Locomotive Status

BR Fairburn 4MT 42073	- 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

Ivatt 2MT 46441

Chassis

The volunteer painting of the cab and lower half of the loco (i.e. below the running plate) and tender has been finished. Repainting of the inside of the boiler cladding sheets has also been completed and Fred Jones has applied some protective paint to the smokebox saddle. The loco and tender have now been separated in the shed ready for the fitting of new intermediate buffer springs and fitting of the new intermediate drawbar by John Fowler & Co. engineers.

Boiler

The large flue 'bottle ends' are being machined and the optimum manufacture method for the new superheater elements has now been agreed. Supply of the constituent sub-assembly parts is underway so that the assembly fabrication can proceed shortly.

Riveting of the firebox foundation ring has been completed and all the rivets caulked. Photo (right) shows the riveting in progress in mid September. The photo also shows the marking out for new stays. Drilling of the plate for the side stays is now in progress.



Replacement of worn inner firebox patch screws on the tubeplate flange has been completed.

Strip and overhaul of the fire-hole door assembly has been started by the volunteers (photo left).

The smoke (small) boiler tubes have arrived and new safety valve springs are on order.

Fairburn 4MT 42085

During September the stripping of accumulated grime and old paint from between the frames beneath the smokebox has made good progress.

Another visit to Carnforth has allowed us to successfully complete the priming of the smokebox. On completion, the team of Fred Jones, Steve Maher and Mark Brown are seen here (photo right) with our on-site host Chris Beet.



Signal & Telegraph plus Permanent Way



Improvements to safety barrier work have taken place over the last two months on Cuckoo Bridge near Linsty Green (photo above) and also on our bracket signals.

Photo (left) shows the extra hoop on Haverthwaite No.17 bracket signal ladder and (below) an additional platform rail. The John Fowler team are now progressing similar work on the two bracket signals at Lakeside,



In addition, the Lakeside track circuit system has been enhanced with solar panel trickle charging by Cliff Kilshaw. This feeds the new batteries that are now located within the ground floor of Lakeside signal box. A new connector box and cable routing completes the improvement.

Carriage and Wagon

Bodywork repair continues on TSO M4410. Working one half of the coach at a time, the window internal frame supports have been replaced where necessary and lower skin sections replaced around the windows. On one (half) side as we can see in the photo (right) the window frames have been refitted. Work on the other side is following closely behind.



Several removed and spare Mk1 carriage wheel sets have been sent away for tyre turning. They can be seen here being loaded onto a trailer at Haverthwaite in mid September (Photo left).

Volunteering opportunities in 2022.

New and returning volunteers are always welcome. Locomotive, carriage or wagon 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 locomotive crew/train operations, then again, please get in touch.

This and the previous monthly newsletters may be found at:

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