

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

General Status

November is the month when our operations staff switch from train running duties to maintenance orientated work. Some staff however have been busy preparing for the Tinsel trains which start on the 3rd December. The Tea Room continues to be open with an offering of 'Winter Warmer' meals. Most of the operational locomotives have been prepared for winter, drained of water and have had their fireboxes, smokeboxes and ashpans cleaned out. Barclay 'David' has been readied to haul the December trains. We are still hopeful that the late March/early April visit of Jubilee 'Leander' will happen once the financial details are agreed by all parties. Joint steaming with Ivatt 46441 remains our target and it will require much effort to get the Ivatt mogul ready in time.



Our Calder Valley Class 110 DMU has not seen much use since 2019 so it was great to see it do a full day of running on a driver experience charter day in November (photo above).

The new path between Newby Bridge and Lakeside has the bridge foundations in place ready for the arrival of span supports (photo below left) and the adjacent raised walkway approaching the Swan Hotel is progressing well (photo below right). The bridge structure sections are at Haverthwaite ready for transport to site by train.



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

Bagnall 'Victor'

During November Victor was dismantled to release the boiler from the frames. The photo (right) shows the John Fowler & Co. staff subsequently preparing the outer firebox for Non Destructive Testing (NDT). The NDT examination took place on 16th November and the resultant inspection report did not highlight anything adverse. The boiler inspector is scheduled to visit in early December and it is hoped that our rapid overhaul plan will be agreed.



Whilst the boiler is out of the frames Fred Jones is busy removing the years of accumulated ash and coal dust from the footplate area and is cleaning up the inside of the frames ready for a coat of paint.

John Fowler engineers have started the process of removing the old boiler tubes as can be seen in the photo (above).

Hunslet Austerity 'Repulse'

Repulse's boiler was prepared for NDT examination on the same date as Victor. The two boilers can be seen together (photo right) after the inspection. Repulse is on the left with its distinctive Giesl chimney.



Other than the boiler repairs that determined the need for boiler removal in the first place, the NDT report did not identify any further issues. A repair plan will be agreed with the boiler inspector shortly.

Just as with Victor, the boiler being out of the frames gives us the opportunity to get some cleaning done and a fresh coat of paint applied between the frames. The partially completed paintwork (photo right) is being done by staff member Mike Rothwell.



Ivatt 2MT 46441



Fabrication of the superheater elements has commenced and is progressing well. The fitting of smoke and flue tubes is well advanced with nearly all the tubes in place with the beading and expanding still to complete. See photo (left).



The top feed flange face can be seen during machining (photo above right). All boiler mount faces have now been machined and all mounting studs fitted.

The boiler will be turned over to permit the foundation ring to be caulked and the ashpan studs to be fitted. The new smokebox will be fitted before the boiler steam test.

The piston and valve assemblies, piston and valve covers, valve gear kit, crossheads and connecting rods have all been laid out alongside the locomotive in preparation for re-assembly as can be seen in the middle of the photo (right and inset).



Fairburn 4MT 42085

No further progress has been made during November due to the short term priorities on the locomotives mentioned above.

Signal and Telegraph



Volunteer Keith Brewer supported by Fred Jones are carrying out a programme of work to repair the telegraph route between Haverthwaite and Lakeside. This involves replacement of many pole cross arms and sections of wire. They can be seen at work (photo left) near Newby Bridge. The new path near Lakeside has also led to the need to move the routing of the telegraph cabling.

At the Lakeside station end volunteer Cliff Kilshaw has moved the telegraph cupboard away from the new path (photo right) and created two new cable links boxes. Each of these are concreted into the ground. Once in place, the rerouted telegraph cables coming from Haverthwaite will connect with the Lakeside end infrastructure at the cupboard.



Also at Lakeside, Cliff is preparing to reconnect the 16A points leading to what was the long carriage siding in BR days. This can be seen on the top right of the photo (below right). These points have been previously clipped in a fixed position for the run round loop with the siding isolated. To reinstate signal box operation, the refurbished rocker arms (photo below left) have been fitted and rodding laid out in preparation for connection of point blade actuation and interlocking.



Volunteering opportunities for 2023.

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/>