

## **Update on activity at the Lakeside and Haverthwaite Railway - January 2023**

### **General Status**

Happy New Year to all friends, volunteers, contractors and staff of the L&HR! We wish you all a healthy and successful 2023.

Now that we have finished our final Tinsel Trains for 2022 we can say that business last year was as good as we could have hoped, given the significant financial headwinds from increased costs. Footfall is still massively short in comparison to 2019 but this is almost wholly down to the loss of international tourism in the Lake District. The UK based visitor levels have held up well and this has helped sustain a good turnover in the tea room and shop. It will be interesting to see how international tourism develops in 2023.



David hauls the first Tinsel train on 3rd December seen here on Haverthwaite bank.  
(Photo: Peter Van Campenhout).

2nd May 1973 was the opening day of the Lakeside & Haverthwaite Rly Co. Ltd. So this year will mark our half century of operation. Despite much support and goodwill we have been unable to conclude arrangements in the timing required for the proposed pre-season visit of Leander to our line. Whilst this is an obvious disappointment, we can now place our whole focus on getting Ivatt mogul 46441 back in service as soon as we can. We are getting close but there is still much to do. 46441 used to run on the Lakeside branch in British Railways days and it was preserved in the 1960s with the intention of running it here. As such we will be thrilled to see 46441, the most appropriate of engines, working on this line in our 50th anniversary year.



In December the sub-assembly components for the railway footpath over-bridge were delivered by rail from Haverthwaite Station hauled by Class 11 No. 7120. The bridge construction is well under way. The photo (right) shows our Managing Director, Mike Maher at the bridge site having just driven one of the 'special goods' (also photo below). All sections are now on site, the main span is in position and work has commenced on erecting the approach sections.



### **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'**

Following specialist NDT inspection of the boiler, our boiler insurance inspector has visited and subsequent to his own inspection, he has concurred with the good condition of the boiler. The only task to do is a re-tube (the old tubes have all been removed). This will enable Victor to be boiler tested and quickly re-assembled for use in the 2023 season.

### **Hunslet Austerity 'Repulse'**

In parallel with the Victor inspection, the insurance boiler inspector has assessed Repulse's boiler and agreed with the areas already identified as needing repair. A detailed plan will be worked up for weld repairs to the back corners of the outer firebox. Once this is complete and tested, the re-assembly of the loco should be straightforward.

### **Ivatt 2MT 46441**

Notable progress has continued on the Ivatt mogul throughout December:

- Expanding and beading the boiler smoke tubes at Carnforth is in progress.
- Superheater element manufacture is also progressing well.
- A new blower pipe is being made along with its fitting for the smoke box.
- The blower ring is being overhauled.
- The overhaul of the water gauge frames, sanding isolation valve and atomiser isolation valve have all been completed

Meanwhile, on-site at Haverthwaite, working through some extremely cold weather, a team led by Chris Beet and Mike Hurst supported by Graham Magee and Andrew Beet have achieved the following:

- The pistons, complete with rings have been fitted within the cylinders on both sides.
- The front cylinder covers are fitted.
- The piston rod stuffing boxes are assembled and fitted.
- The slide bars have been adjusted and the crossheads fitted.
- The connecting rods are now assembled at the big end and also to the crossheads via the gudgeon pin.
- The heavy rear valve chest cover assemblies have been fitted (see photo right) and the valve gear assembled.
- Cotters and split pins fitted to the slide bar bolts and motion/valve gear pins.
- The valve heads will be fitted to the valve chests once final spacing adjustment has been completed.





The process of proving the lubrication systems has started:

- The axle box lubrication is functioning as required.
- The cylinder oil lubricator plus atomiser have been removed to be thoroughly cleaned internally.
- Cylinder and valve chest lubrication pipes have been refitted.

In addition, the cylinder drain cock linkage has been cleaned and painted ready for fitting.

Photo (right) shows Chris Beet and Mike Hurst assembling the left hand side valve gear.

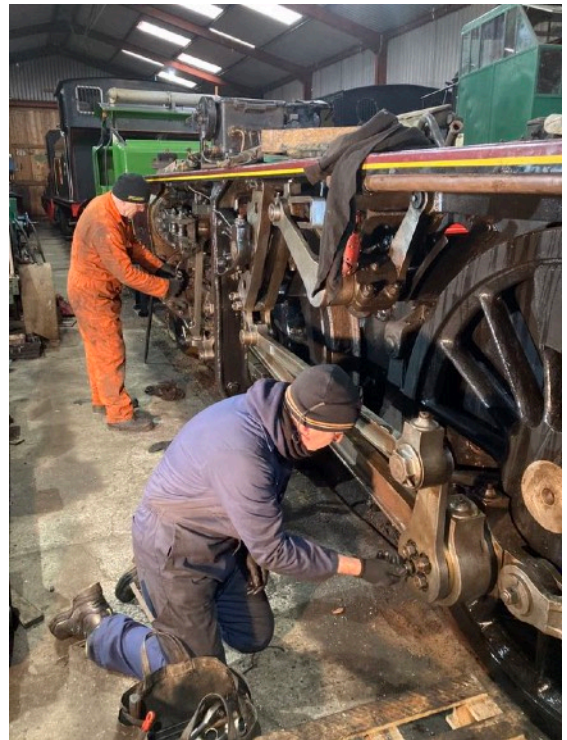


Photo (left) shows Andrew Beet with the cylinder lubricator.

Photo (right) shows the right hand side valve gear, close to completion with cotter pins being fitted.



### **Fairburn 4MT 42085**

During December, in parallel with similar work on 46441, some further cleaning of components took place ready for painting. Otherwise 42085 awaits resource and funding priority to accelerate its overhaul.

### **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/>

**To round off 2022, the following two and a half pages are an image gallery of a selection of the staff, volunteers, contractors (and Father Christmas) as seen over the last 12 months enjoying their work (and play)!**









