

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

### **General Status**

The new path between Newby Bridge (Swan Hotel) and Lakeside is just receiving some finishing touches and should be open to public access very shortly. The photo (below) shows the railway crossing bridge in place in late January with the approach fencing and path surfacing still to be completed.



January is the usual month when we can make progress with track work and this year is no different. A team of the operational staff can be seen here replacing wooden sleepers on the approach to Lakeside station. This is tough manual work in all weathers but they seem to enjoy it!





With the railway closed to traffic we have been able to clear the tree growth above the cutting on the exit from Haverthwaite station. This first required the temporary removal of the lineside telegraph wires. The photo (below) shows staff member and loco driver Dean Bridger (in his other role as a tree surgeon), supported by Mike Rothwell, on top of the cutting at work on this task.



We also have the challenge of getting both Bagnall 'Victor' and Ivatt 46441 back into service as soon as possible. Our obvious ambition is to have the Ivatt serviceable for the 50th anniversary of our opening day train on 2nd May. Time is tight and the teams are working hard on these projects. More detail can be found later in this newsletter.

### **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



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

Repairs to the back corners of Repulse's firebox are underway. Photo (right) shows removal of a handful of stays in progress in the area adjacent to the corner. The task is being done by Jack Walker from John Fowler & Co.

Staff member Mike Rothwell has now completed the painting between the frames.

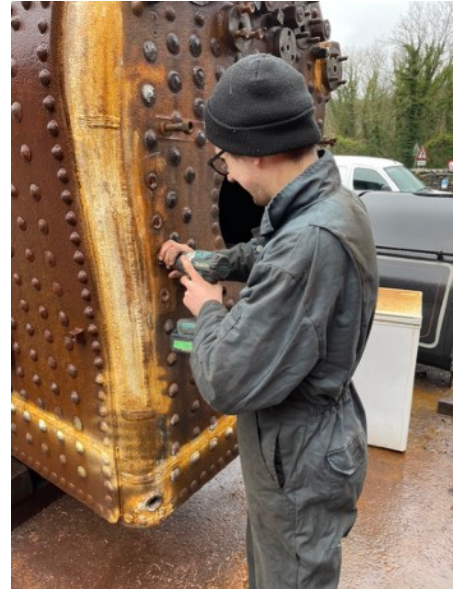
### **Bagnall 'Victor'**

The tubes for Victor's boiler are on order and are anticipated for delivery in early February. Re-tubing by John Fowler & Co. will commence as soon as the tubes arrive on site.

A new ashpan is being fabricated based on the original Bagnall drawings. The previous ashpan was a different design and suffered from heat distortion. This made the operation of the hopper doors rather troublesome.

Meanwhile, volunteer Fred Jones has done significant cleaning out of the accumulated coal dust and ash from the footplate area and is cleaning the paintwork between the frames. The now exposed paint is in a reasonable condition so the decision on whether to apply new paint will depend on the time we have available before the boiler is returned to the frames.

Picture (right) shows Fred at work in the forward section between the frames.

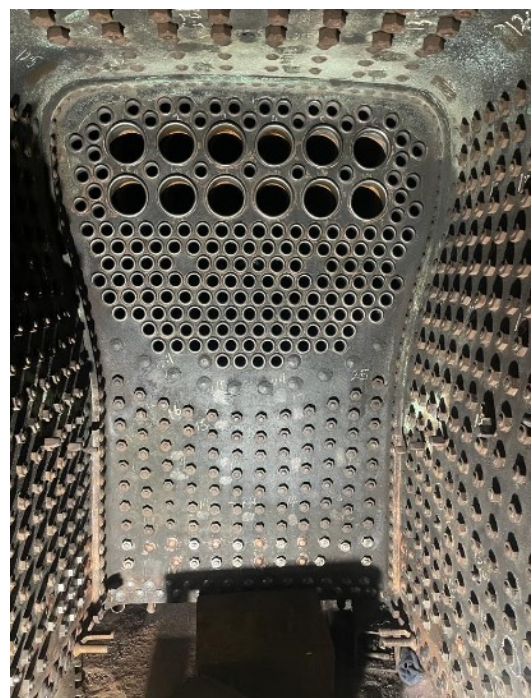


### **Ivatt 2MT 46441**

Tubing the boiler is now complete and the photo (right) shows the firebox tube plate with all the tube ends beaded. The boiler has now been turned onto its side to facilitate the caulking of the foundation ring.

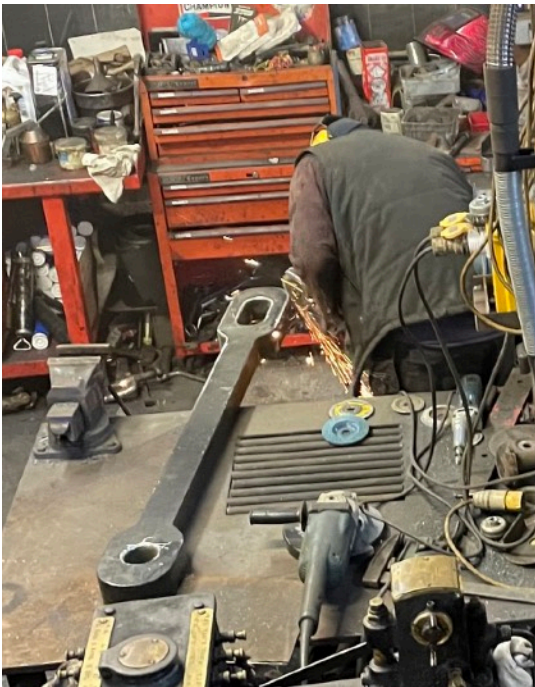
Once this is done the smokebox can be fitted.

Fabrication of the superheater elements is complete and they have been successfully hydraulic tested. NDT will follow shortly.





A new blast pipe is being machined by Geoff Martell. The photo (right) shows Geoff setting it up for turning.



The intermediate buffers and new draw bar have now been fitted. The draw bar is seen (left) being dressed prior to fitting by Jack Dibnah from John Fowler & Co.

The cylinder cock mechanism and drains have been assembled as has most of the cylinder cladding. Photo (below) shows volunteer Mark Brown preparing the assembly of the cylinder relief valves.

The steam oil lubrication system will be re-assembled and (cold) tested in February. Work on the rest of the lubrication system is largely complete with just the finish cleaning of the axle box lubricator residue and tender axle box pad cleaning outstanding.





## **Fairburn 4MT 42085**

42085 awaits resource and funding priority to progress its overhaul.

### **Carriage & Wagon**

Interior refurbishment of Mk1 TSO M4410 progresses steadily on the first half of the coach. Now that the new and repaired exterior bodywork and windows are in place, the interior woodwork is the focus. Much of this is new. The ceiling is now complete and side panelling cut to size and positioned. Staff member Martin Gregory (below left) and volunteer David Birkby (below right) can be seen doing the woodwork.



On the under frames and bogies significant cleaning and surface preparation has been accomplished ready for painting.

### **Leisure time in close season:**

It would be hard to guess what outdoor activities the L&HR staff and family get up to in their spare time in January.....

How about open water swimming in Coniston Water?

You don't have to be mad to work at the L&HR - but it surely helps!



**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/>