

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

### **General Status**

As you read this, our 2023 main operating season will be underway with Fairburn 42073, Bagnall 'Princess' and Barclay 1245 available to run the service. The end of March has seen the staff and contractors working hard to have everything ready and well presented. This includes cleaning the platforms to reduce any risk of slipping, a thorough clean (inside and out) for the carriages and a huge amount of painting. There was also much tidying up to do as a consequence of all the close season working and infrastructure activities. We have had our first load of coal delivered for 2023 and this has come from Poland. It looks good and we hope it will perform as well as it appears.

### **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'**

Victor's boiler was blanked up in readiness for hydraulic testing. Photos below show the John Fowler & Co. team at work. Photo (below left) shows Jack Dibnah fitting the regulator valve cover following valve overhaul. Also in the smokebox is Jack Walker who is rectifying any minor tube leaks as the boiler is filled and initial hydraulic pressure is applied. Photo (below right) shows Peter Akrigg at the firebox end, ensuring that the tube ends are watertight.



The boiler has subsequently been successfully hydraulic tested (in the presence of the boiler inspector). The steam test is anticipated before the end of April

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

No further progress has been made on Repulse's boiler repair during March, however, we did take the opportunity (with the cab removed) to give the roof a paint refresh. Photo (right) shows Steve Maher and Mark Brown on the task. With the assistance of Graham Magee we also did the same for Victor.



### **Ivatt 2MT 46441**

Plenty of work has been taking place on the Ivatt mogul, however, our desire to see it running by early May this year will not be met. The chassis tasks are virtually complete and the critical path to running is the smokebox assembly and steam testing of the boiler. Once the boiler is back at Haverthwaite we can get on with the final locomotive assembly. We do still expect to see her running this season - as soon as possible!

The repaired boiler has had hydraulic pressure applied and any small leaks rectified. It is now awaiting its formal insurance hydraulic test.

Chris Beet and Graham Magee have spent a Saturday reaming out the holes for the smokebox wrapper in preparation for riveting the parts together. Photo (right) shows Chris on this task.



On the chassis, the new blast pipe and refurbished blast pipe cap are ready for assembly once new studs have arrived (photo left shows the cap with old and new blast pipe).

The main steam pipes have been successfully hydraulic tested. The lens ring steam pipe seats on the inlets to the valve chests were ground in. The associated studs have had their threads cleaned up ready for final assembly.



The ashpan hopper openings have had stiffening bars added to mitigate risk of heat distortion. Photo (right) shows the upturned ashpan with the bars tack welded into place ready for finish welding.



Four attempts at heating up the ejector exhaust ring to chimney joint were required before Chris Beet managed to split them. Photo (left) shows the items now separated.

On another Saturday in March, the injectors received their overhaul. This included repacking of the water valves. One of the steam cones was identified as needing replacement and this will need to be sourced. Pictured (right) is the right hand injector receiving attention from Chris Beet



The lubrication system checks have been finished off including valve spindle oil feeds. New corks and oil box trimmings have been fitted, or refitted, where required (with just the cab area left to do).



And finally...we still keep finding bits of painting to do: Photo (above) shows Graham Magee applying gloss to the vacuum pipe and the rear steps whilst accessories such as the ejector and the AWS warning box (photo right) have received some cosmetic care.





### **Fairburn 4MT 42085**

The task list on the Ivatt has temporarily tailed off as we await the boiler so we have been able to do a few volunteer tasks back on the Fairburn. The chamber between the frames beneath the smokebox has been surface cleaned and is now getting a coat of paint. The blast pipe and blast pipe cap are being separated as a first step towards getting replacement parts and the ejector ring has been cleaned up. Photo (right) shows Steve Maher working on the blast pipe.



### **Permanent Way**

In March the operations staff and John Fowler engineering team replaced the long timbers under the run round loop crossover at Lakeside, nearest to the buffer stops. Photo (right) shows the old timbers, track and ballast removed on 7th March.



By the last week of March all the new timbers and track were in place with the final chairs attached. Photo (left) shows Alistair Colquhoun from John Fowler & Co. drilling the timbers. Photo (below) shows L&HR operations staff as they get close to task completion. Just the re-ballasting was required to finish the job off.



**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/>