

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

### **General Status**

On the 2nd May we celebrated 50 years of service operation on the Lakeside and Haverthwaite Railway. A huge vote of thanks goes to all those who have played their part in making our wonderful and popular railway the established major Lake District attraction that it has become. This thanks goes to everyone; staff, volunteers, contractors and our supporters, both past and present.

The photo (right) is a physical symbol of our 50 years of growth. It shows the copper beech tree, planted as a sapling, at Newby Bridge on the 2nd May 1973. This was witnessed by the guests on the special opening train hauled by 42073 and 42085. (See plaque below).



This year's anniversary was also celebrated with a special train for invited guests. Following a speech by our MD, Michael Maher (photo below), Barclay No. 1245 had the honour of hauling the return trip to Lakeside. The guests were then treated to delightful evening cruise on Windermere.





Photo right: Barclay 1245 'Carron Ironworks No 14' at the head of the train, awaits guests of the railway to celebrate the 50th Anniversary on the 2nd May.

Bagnall 'Princess' and Barclay 1245 have continued to be the only locomotives available (and large enough) to haul the current service trains. We will soon also have Victor and that will be followed by Ivatt 46441.



Passenger numbers continue to be better than the equivalent period last year. There has been a recovery in coach party numbers including international travellers. The signs for the rest of the season are encouraging despite the tourism uncertainty created from the cost of living crisis.

May was an unusually dry month and this has increased the risk of lineside fires. That risk may further increase with no rain forecast. Class 20 No. 20214 has been readied, should the need arise, for it to cover for the steam engines to mitigate the fire risk. 20214 can be seen in the photo below shunting 42073 into the main shed.





## **Locomotive Status**

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
BR Fairburn 4MT 42073	- Awaiting overhaul
BR Fairburn 4MT 42085	- Under overhaul

## **Ivatt 2MT 46441**

Great progress has been made by Chris Beet and his team on the boiler throughout May. The smokebox fabrication has been completed with the wrapper riveted to the front ring. The door brackets were also fitted. The lower wrapper doubler sheet has been welded into position and the main holes have been cut in the wrapper as shown in the photos below.



On the 10th May the smokebox was located onto the boiler (which had passed its hydraulic insurance test 5 days earlier). The assembly can be seen in the photo right and they were fully riveted together on the 11th.





The refurbished superheater header has been fitted as have the new superheater elements. (Photo right) The superheater header plus elements and main steam pipe have been successfully pressure tested.



Chris Beet and his team have attached the boiler fittings on the firebox backhead

A team of four volunteers from Haverthwaite have started the process of surface cleaning and painting the boiler. Photo (left) shows the attached fittings and the painting progress after the first day. This job should be completed by the beginning of June.

The dome and the smokebox door have also been fitted. With the fire grate now assembled, the boiler assembly is ready for testing with its first fire in over 20 years. Photo (right).







The Ivatt ashpan hopper stiffeners are now fully welded by Alistair Colquhoun as can be seen in the photo (left). It is ready to attach to the firebox once that has been steam tested out of the frames.



As part of the 46441 injector overhaul one of the cones needed to be replaced. Geoff Martell has done some excellent machining to produce a new cone as shown in the photo (right).

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

Having been painted, the boiler from Repulse has now taken the short journey to the John Fowler & Co. site at Old Hall Farm for weld repairs. It is seen here departing from Haverthwaite.



### **Bagnall 'Victor'**

Reassembly of Victor by the John Fowler Engineering team has continued through May. With the boiler lagging and cladding completed, the cab sides and tank were fitted by the 3rd May. (Photo right)

The cab roof was fitted shortly afterwards and some repairs to the roof plate work have been completed.



A new firebox concrete arch has been made. The footplate fittings have been reassembled and the footplate painting is underway (Photo left). The locomotive now looks complete but there are a range of minor jobs to finish before it can be steam tested. If work goes to schedule the insurance steam test should take place in the first half of June.

### **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/>