

Update on activity at the Lakeside and Haverthwaite Railway - May 2023

General Status

Business over the Easter holidays was good. Although we have not yet reviewed the figures, our judgement is that the passenger numbers were higher than during the same period in 2022. Bagnall 'Princess' and Barclay No. 1245 (photo below) have been the service locomotives.



The new crushed local stone surfaced footpath between Newby Bridge and Lakeside opened as our main season began. This is the first new section of what will be known as the West Windermere Way. It has received significant coverage in social media and is already proving popular with its excellent views of the lake and the railway. Photo below shows Barclay No. 1245 passing beneath the new footbridge



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

Bagnall 'Victor'

Reassembly of Victor by the John Fowler and Co. team is proceeding at a good pace. As can be seen in the photographs below. The newly fabricated ashpan has been fitted to the boiler and the boiler is now back in the frames. The ashpan hopper and damper mechanism have been attached. In mid April the boiler insulation and cladding were being fitted.



Whilst Victor's cab roof is disassembled from the loco we have given it a brighter coat of paint inside - and Mark Brown has done the chimney too. (Photos left and right).



Fairburn 4MT 42073

Whilst being prepared to run the service over the Easter school holiday period, Fairburn 42073 failed a small smoke tube and has had to be withdrawn from service pending overhaul. 42073 was in the last year of its 10 year boiler cycle between overhauls. The withdrawal is an obvious disappointment as we will now miss the opportunity to see it running during our 50th anniversary year.

Fairburn 4MT 42085

Surface cleaning and painting continued during April in the less accessible areas between the frames in the forward section under the smokebox saddle. The major chassis overhaul work should recommence once the Ivatt plus Victor and Repulse have been finished and returned to service. The timing of this is of course always subject to any repair requirement arising from our current operational engines.

Ivatt 2MT 46441

Further hydraulic testing has taken place on the Ivatt boiler. The firebox area, where the vast majority of the repair work has taken place, is fully watertight as is the rest of the boiler. The formal insurance hydraulic test will take place as soon as this can be organised. Attaching the smokebox to the boiler will be the next notable task.



On the tender Alistair Colquhoun from John Fowler and Co. has fitted the newly fabricated water tank forward vents. Photos of the part finished task are shown here (left and right). These are now getting the required coats of paint.



The steam heat hoses between locomotive and tender are in the process of being replaced and new intermediate drawbar pins are being made at John Fowler & Co. There is little else required to do now on the locomotive until the boiler arrives.

Hunslet Austerity 'Repulse'

As for the last two months, no further progress has been made on Repulse's boiler repair, however, the boiler has been painted. It is proposed to move the boiler to the John Fowler & Co. Site at Old Hall Farm for the repair to be carried out under cover. Once the repair is complete the locomotive reassembly will be straightforward and similar to the job on Victor currently taking place.

Carriage and Wagon

The spare Mk1 carriage wheel-set tyres have now been re-profiled and returned to Haverthwaite as can be seen in foreground of the photo (right). Fred Jones has started the process of cleaning them down and giving them a coat of paint (Photo below). Once painted they will be available for swap out as required.



Mk 1 TSO M4410 interior has made steady but notable progress through the efforts of Martin Gregory with Wednesday support from David Birkby. As previously, Martin is still working on the first half of the interior. The floor covering is now fitted along with all the new wall paneling.



The lower woodwork is in place and this allows the steam heating pipes to be re-fitted. The first seat frames are also being installed. Photos (above and left).



Meanwhile the Wednesday volunteer team have been doing restoration work on the LMS 20 ton brake van in phases for some time now. All the old rotten woodwork has been replaced and it is now getting a few coats of paint. David Birkby has led the woodwork activity and Paul Timewell has led the finishing and painting. The current status can be seen in the photo (left).

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/>