

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

### **General Status**

As we rapidly approach our peak season the passenger levels remain higher than in 2022. The main improvement is in coach traffic excursions and compared with last year these have returned roughly half way towards their 2019 peak. The major difference remaining is the absence of Chinese tourists.

We have managed to continue throughout June with steam hauled trains despite the exceptionally dry weather. This is helped by all locomotives being fitted with effective spark arrestors and the strong focus we have on controlling excessive line side vegetation.



Bagnall 'Victor' has now returned to service (more details below) and is seen here (photo above) on its first test run on the 21st June.

### **Locomotive Status**

Bagnall 'Princess'	- Operational
Bagnall 'Victor'	- 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



## **Bagnall 'Victor'**

Re-assembly of Victor has now been completed by the John Fowler engineering team. This includes the new ashpan with its new hopper door operating mechanism and new damper mechanism fabricated by Jack Dibnah. The insurance steam test was passed on the 8th June. Following the steam test, further modification was completed by Jack on the footplate flooring to prevent the build up of coal dust around the rocking grate and hopper mechanism located underneath the footplate front edge (photo right). The repainting of much of the footplate including replacing the battleship grey interior roof section with 'GWR' cream has also made it a much brighter working environment for the crew.



A successful test run to Lakeside and back took place, double heading on a service train with Barclay No.1245 (seen at Lakeside below). The main steam pipe covers were subsequently refitted and Victor re-entered service on the 22nd June.





### **Ivatt 2MT 46441**

The task of surface preparation and priming of the boiler and smokebox was completed by a team of volunteers from Haverthwaite on June 1st. Photo (below) shows the completed task which also included cleaning and painting the crinolines (seen in the background).



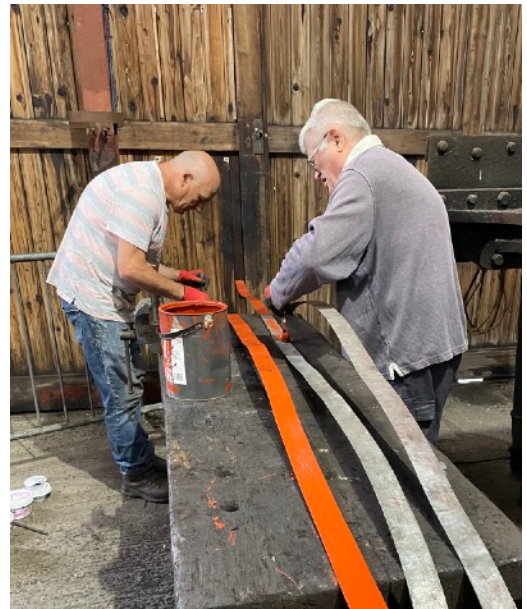
On the following day we achieved a significant milestone when the locomotive owner, Betty Beet, lit the first fire in the boiler since it was withdrawn from service on the East Lancashire Railway in 2002. Photo (below) shows Betty placing the shovel filled with burning rags into the firebox assisted by Chris Beet.



Through the next week the boiler was steamed several times at up to full pressure. There were only a few minor leaks that were readily rectified. The boiler insurance steam test was then scheduled and took place successfully on June 15th.



Chris Beet's team then repaired and refitted the crinolines and applied the boiler insulation wrap. They attached the cladding except for the rear barrel section as can be seen in the photo (below). The rear barrel section was left to facilitate crane slinging when the boiler is lifted and placed into its frames. The logistics of lifting and transporting the boiler to Haverthwaite are now being arranged. It is proposed that the completed boiler for 42085 will also be brought to Haverthwaite on the same day to reduce overall crane hire costs.



The John Fowler engineering team, Chris Beet and the L&HR volunteers have been dealing with a host of minor outstanding tasks on the loco chassis.

These continue to be 'ticked off the list' and it is basically ready to receive the boiler. The new intermediate draw bar pins and failsafe link pins are ready and can be seen (part painted) in the photo (above left). The boiler bands and rear barrel cladding have also been readied for assembly. Photo (above right) shows volunteers Roger Birkett and Mark Brown priming the boiler bands.

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

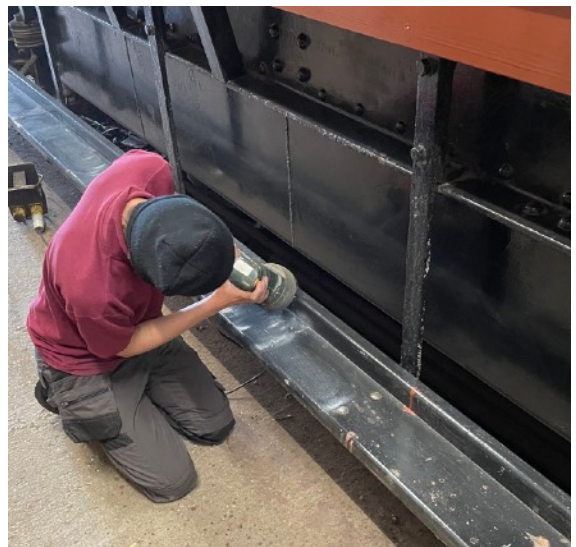
Boiler repairs continue on Repulse at Old Hall Farm, the home of John Fowler & Co. The firebox rear corner insert has been welded into place. Some foundation ring rivets have been removed as have some stays in the firebox corners.

On the chassis, further volunteer painting has been done by Mark Brown on the reverser reach rod and the fire hole door assembly.

### **Carriage and Wagon**

Martin Gregory continues with the interior refurbishment of Mk1 TSO M4410. He is supported by volunteer David Birkby each Wednesday. The window structure surrounds, some body panel replacement plus all the interior refurbishment has now been completed in the first half of the coach. The same task is underway on the rest of the coach.

The end is in sight for the restoration of the LMS 20 Ton brake van. The main side panel and verandah decking wood replacement was largely completed pre-covid by David Birkby. The finishing off and painting has been worked on since, led by Paul Timewell and supported by several other volunteers. Pictured (right) is Billy Pearson preparing the running boards for painting.



### **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/>