

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

General Status

The exceptionally dry June has turned into a very wet July, however, many days have consisted of heavy showers rather than continuous rain and the passenger levels have held up reasonably well. Bagnall 'Victor' is now bearing the brunt of the service trains and is performing well. It is seen here leaving Haverthwaite with a service train on July 12th.



Unusually, we saw our four serviceable steam locomotives all in steam together on July 12th. Barclays 'David' and No. 1245 plus Bagnall 'Princess' were undergoing their annual steam test. The photo (below) shows both No. 1245 and 'Princess' at full boiler pressure during the tests.



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
Simplex Tram 'Rachel'	- Operational
BR Fairburn 4MT 42073	- Awaiting overhaul

Locomotives under overhaul:

Ivatt 2MT 46441

The boiler plus locomotive chassis and tender are all fully ready for final assembly, however, an administrative issue has delayed the transportation of the boiler to Haverthwaite and therefore no visual progress has been made over the last month. We anticipate that things will get moving again shortly.

Hunslet Austerity 'Repulse'

John Fowler & Co. have made good progress on Repulse's boiler repairs with just a handful of copper stays still to be replaced. This will be followed by hydraulic testing. The volunteer painting on the chassis continues with Mark Brown and Roger Birkett working on the interior cab sides, bunker front and running plate. The water tank is to be sent away for a professional re-paint.

BR Fairburn 4MT 42085

Alastair Colquhoun from John Fowler Engineering has successfully removed the rear horizontal stretcher from the frames (photo right). This has involved removing a significant number of rivets. This stretcher is located beneath the footplate and has suffered from the 72 years that it spent in a corrosive environment. It will be replaced with a new fabrication.



The photo (below left, taken in 2019) shows the stretcher in situ. Photo (below right) shows the removed stretcher on 26th July.



Removal of the horizontal rear stretcher first required dismantling the water scoop pivot bracket, which was in turn mounted to the water scoop vertical stretcher (pictured below). The top of the picture shows the underside of the horizontal rear stretcher. The rivet holes (top right) indicate where the pivot bracket had been mounted. The water scoop had been removed sometime during BR service.



Removal of the horizontal stretcher has given us access to the steam brake stretcher fabrication which also needs repair by the John Fowler engineering team. This whole area between the frames can now be cleaned back to bare metal, primed and painted. Some further disassembly of components outside the frames is required to give access for the riveting gun (for when the new replacement horizontal stretcher is fitted).

Signal and Telegraph

Over the summer months volunteer Cliff Kilshaw has been busy at Lakeside on several maintenance and improvement projects. He has freshened up the paintwork on the repeater signals for the Lakeside run round loop and has similarly painted the Lakeside ground frame (photos right). Keith Brewer, Fred Jones and Cliff have progressed the reconnection of the telegraph link to Haverthwaite. This was affected by the creation of the new West Windermere Way path as it approaches Lakeside.



Cliff has also done adjustments to improve the crank action on the Lakeside ground frame points as seen on the left of the photo (left). This has given them a smoother operation.

His other Lakeside project is to re-establish signal box operation of the points to what was previously known as the 'long siding'. Prior to BR closure this siding stretched as far as the current location of the new footbridge and could accommodate carriage stock from multiple excursion trains. The point linkage is in place as is the facing point locking bar (photo left). The task of making the final connections to the box remains.



...and finally

Here's what two of our L&HR drivers get up to in their time away from Haverthwaite: Graham Magee and Mike Gale are seen here in Edinburgh with the (other) Beet family locomotive, Jubilee 'Leander'. They were both working as support crew on 'The Aberdonian' railtour.



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 gardening, permanent way maintenance or 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/>