

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

General Status

Despite mixed weather the railway has generally been busy throughout August with the usual five coach trains being boosted to six coaches when required.



The two Bagnalls have covered all the August service trains with Victor having done a few weeks of continual daily service. As is typical of heritage locomotives, one or two minor niggles needed attention after such intensive use and so on 22nd August Princess was



put into service for four days and Victor received some maintenance. Photos shown here (taken on the 23rd August) show Victor getting attention from the John Fowler & Co. engineering team of Jack Dibnah, Jack Walker and Cameron Stephenson. This included a spring change (above left), an injector swap, cleaning out the lubrication non-return valve on the smokebox regulator and lapping in the seats on the cylinder drain cocks. It can be seen (above right) - almost ready for further service, with the boiler being topped up from a hose.

Meanwhile, Dean Bridger and Will Smith were the crew on Princess on the 23rd. With the aid of some car polish they achieved a splendid shine on the paintwork (seen below, ready for the day's service).



Prior to 18th August, three of our locomotive boilers were off-site for overhaul/repairs. We are delighted to see that the completed boilers for Fairburn 42085 and Ivatt 46441 have now been returned to Haverthwaite and Repulse's boiler will also be returning shortly. (more details later in the 'Locomotives under overhaul' section).

A group of the 'Wednesday Gang' volunteers, having finished their work on the LMS 20 ton brake van, are now looking at their next project. This will be the restoration of the first of two narrow gauge Low Wood gunpowder wagons. The wagon is to be moved inside the main shed to give a dry environment for the work to proceed through the autumn and winter months. If any new volunteers would like to help on this project then please get in touch. It will be great for practicing woodwork skills!

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

On the morning of the 18th August the Ivatt boiler was delivered from West Coast Railways (Carnforth). The ashpan was attached and, using a hired crane, the assembly was successfully lowered into the loco frames. (Photo right).





The cab roof was then lifted into position (photo left) and the damper and ashpan hopper door operating mechanism were fitted by the John Fowler engineering team.

The loco has been attached to the tender and a start has been made on some of the footplate fittings (photo right).



Hunslet Austerity 'Repulse'

Repairs to Repulse's boiler at Old Hall Farm are complete and hydraulic pressure has started to be applied to check for any minor leaks. Once the boiler is confirmed as watertight it will be returned to Haverthwaite. Hopefully this will be in the first week of September. It will then have its formal hydraulic (insurance) testing and a subsequent steam test. Meanwhile, painting of the footplate area has continued with the work of volunteers Roger Birkett and Mark Brown. Some of this can be seen in the photo (right) showing a newly applied undercoat inside the cab roof.



BR Fairburn 4MT 42085

On the Fairburn chassis, Alistair Colquhoun and Peter Akrigg from John Fowler engineering have made great progress on the stretcher repairs. Wastage repairs have been completed to the front stretcher (which is located under the front running plate behind the buffer beam) plus the pony truck pivot stretcher. Similarly, the repairs to the water scoop frame stretcher are complete and ready for painting. The rear driving axle horn-guide stretcher bar has been repaired and refitted. The bigger job of replacing sections on the steam brake stretcher is well under way. One of the new plate sections is shown here (photo right) adjacent to the removed section for comparison.



Having already brought the Ivatt boiler, a second return trip through the busy Lake District holiday traffic to Carnforth was made by Alex Sharphouse with his low loader on 18th August. This time it was bringing 42085's boiler to Haverthwaite. The overhauled boiler (photo below) was offloaded adjacent to the workshop shed using the same crane that had earlier offloaded 46441's boiler.



Volunteering opportunities at the L&HR 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. It is a friendly place and we 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/>