



LAKESIDE & HAVERTHWAITE
RAILWAY CO. LTD.



GREAT CENTRAL RAILWAY
LOUGHBOROUGH, LEICESTERSHIRE

**A JOINT PRESS RELEASE FROM THE GREAT CENTRAL RAILWAY
AND THE LAKESIDE & HAVERTHWAITE RAILWAY Co. Ltd.**

Date: 17th June 2008

Contact: Tom Ingall, GCR press officer
07860 511098

**FAIRBURN 2-6-4T NO. 42085 TO VISIT THE
GREAT CENTRAL RAILWAY IN 2008/2009**

**Lakeside and Haverthwaite star heading to
Loughborough for repairs and running.**

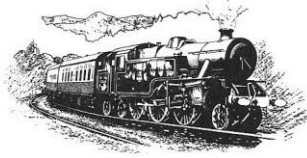
**Lakeside and Haverthwaite Fairburn tank No. 42085 is leaving its
Cumbrian home this summer to travel 170 miles south by road for an 11-
month visit to the Great Central Railway.**

BR-built No. 42085 (Brighton, 1951) was due to move by road from Haverthwaite to the Great Central on Tuesday 17th of June and will remain at Loughborough until June 2009. The 2-6-4T will undergo a seven-month light repair by Loughborough Standard Locomotives Group volunteers, with assistance from the GCR's full time engineering staff. LSLG Director and volunteer Andy Fillingham will lead 42085's repair programme.

Due to be completed in January 2009, this repair will be followed by five months as a working engine on the GCR's 8 mile, part double track main line to Leicester North. No. 42085 will return by road to the LHR in June 2009 – **the LHR insists that there will be no visits elsewhere by 42085.**

GCR President Bill Ford said, **“We are naturally delighted to be welcoming a Fairburn Tank to Loughborough. This visit followed a chance conversation between GCR Director Nigel Harris and LHR Director Stephen Maher,**

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who spent their early teens, from 1973, as volunteer cleaners, firemen, and finally drivers, on the LHR. Stephen was impressed by the quality of the work on 78019's tender, and the N2 tanks. We all agreed it made sense that the easiest place to replace the tanks was Loughborough. The repair programme with Loughborough Standard Locomotive Group and five months running flowed from there. I would like to add my personal thanks to everyone involved in the partnership deal.”

WORK INVOLVED

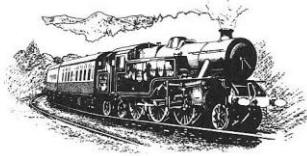
No. 42085 needs new side tanks, to be designed by LSLG Director and GCR fireman Chris Reed, and fabricated by Standen Engineering, at Ely, Cambridgeshire. This company previously manufactured the tender tank, cab, boiler lagging plates and running boards for LSLG's BR Riddles Class 2MT 2-6-0 No. 78019, new side tanks for Gresley Society 'N2' 0-6-2T No. 69532 and the tender tank for Bolton Steam Locomotive Company BR Standard Class 5 4-6-0 No. 73156, all based on the GCR all to a high standard.

The tanks will be of all-welded construction, with dummy rivet heads on all visible platework, to maintain the original appearance. All filler caps, handrails and other reusable brackets and fixtures will be salvaged and re-used.

Other work will include commissioning and fitting of new main steam pipes, boiler water gauge frames upgrade, mechanical lubricators overhaul, partial repairs to boiler cladding plates and sandboxes and re-commissioning steam heating. The Fairburn will then be repainted in BR lined black by husband and wife Alan and Alex Pakes, who have recently completed a high class job on BR Standard 7 (Britannia Class) no. 70013 Oliver Cromwell.

Before the work starts the Fairburn will operate for one weekend (21st / 22nd June 2008) as a taster of what's to come in 2009 at the GCR.

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No. 42085 is owned by former LHR General Manager and current company chairman Charles Maher and his family. The Fairburn is managed by Charles' eldest son Stephen, an aero-engine design manager for Rolls-Royce at Derby.

Stephen Maher said: **“This agreement will allow the Lakeside and Haverthwaite Railway Company to maintain its focus on running a railway whilst the condition of 42085 is significantly enhanced at Loughborough. The staff and volunteers of the GCR and the LSLG have the skill to do a quality job in a short space of time. The bonus for us all is the unique opportunity to see the engine stretch its legs on the GCR”.**

No. 42085 is one of a unique pair of Fairburn 2-6-4Ts (the other is 42073) which have been based entirely on the LHR since being transferred there by rail from Steamtown, Carnforth, in 1970, shortly before the Lakeside branch was severed from the national network. Neither 2-6-4T has made any working visits elsewhere in the 38 years since, although 42085 visited Steamtown for repairs in the 1980s.

Enthusiasts are reminded, to see both engines in steam together they should head for the Lakeside and Haverthwaite railway for their double Fairburn weekend on the 14th and 15th of June 2008. The engines should be operating on both days, climbing the steep bank out of Haverthwaite on the way to Lakeside.

RUNNING IN 2009

The work on the engine should be completed by early 2009. It is hoped no. 42085 will take part in the Winter gala (January 24th / 25th 2009) alongside “Oliver Cromwell” bringing two highly significant end of steam era engines together for the first time.

Any Lakeside Railway Society members living within volunteering distance of Loughborough wishing to help on the repair programme for 42085 at the GCR,

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should contact LSLG director Andy Fillingham: andy.fillingham@axa-sunlife.co.uk

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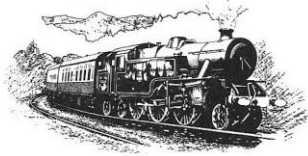
NOTES FOR EDITORS:

- No. 42085 and 42073 were both designed by London Midland & Scottish Railway Chief Mechanical Engineer Charles Fairburn. They were actually built after Nationalisation, by British Railways, however. Both were built on the south coast, at Brighton Works, No. 42073 in 1950 and 42085 in 1951.
- They are large, two-cylinder Class 4 passenger tanks, and weigh 86 tons.
- They ended their working lives at Normanton shed in 1967.
- The pair were bought from BR by LHR Chairman Austin Maher (42073) and fellow LHR Director Jim Morris (42085) for use on the Lakeside branch, which diverged from the Cumbrian Coast line at Plumpton Junction, near Ulverston.
- At that time, the intention was that Steamtown, Carnforth, established after its closure at Carnforth Motive Power Depot (10A) by Dr Peter Beet, should be the base depot for the branch, supplying engines each season, to be sub-shedded at Haverthwaite. The Fairburns were judged to be ideal for working branch services and excursions alike over the 7-miles branch, via Greenodd and Haverthwaite, to Lakeside.
- A plan by the Government to re-route the A590 trunk road immediately south of Haverthwaite at track level, and use a second part of the branch trackbed at Greenodd for the same purpose (which involved demolishing a rail viaduct) torpedoed this plan.
- Steamtown continued as a museum while the late Austin Maher established the LHR Co to concentrate on running the truncated 3.5-miles upper section of the branch, from Lakeside to Haverthwaite, assisted by the Lakeside Railway Society.

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- All LHR/LRS locomotives and rolling stock were moved by rail to Haverthwaite in 1970 after which the branch was severed from the national network.
- Both Fairburns have been on the LHR ever since, other than a brief return to Steamtown in the 1980s for 42085, for repairs.
- NO. 42085 was sold by Jim Morris to fellow LHR director and then-General Manager Charles Maher in the mid-1970s.

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