



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 31 – October 17th 2017

As most people know, the Swanage Railway has not had a lot of luck with steam locomotives of late, with the peak summer timetable being propped up by diesel haulage.

This unsatisfactory situation from the point of view of steam locomotive availability has continued right into October, with the scheduled steam gala being cancelled to relieve the pressure on our Locomotive, Carriage and Wagon department.

Even 80104 (masquerading as 80146) came back into service and had a hiccup that needed treatment.

In this edition, Swanning Around will bring you some status info on the locos that aren't working at present, and a bit of some other stuff.

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Now, you'd think that with all this steam loco stuff happening, or not, that we wouldn't be out collecting another award.

Well, you'd be wrong, as the railway has won yet another accolade, this time from the Association of Community Rail Partnerships (ACORP). Yes, the Purbeck Community Rail Partnership, of which

the railway is the key member, won first prize in the category "Innovation in Community Rail".



Photo: ACORP

Our own two chairmen Gavin Johns and Trevor Parsons helped to collect the award at the 13th National Community Rail Awards along with Dorset County Council's Kelly Flynn and South Western Railway's Phil Dominey (2nd right), flanked by the two presenters.

This event was held with a gala dinner at the Roundhouse in Derby on October 5th.

All right for some! Of course, SA has no budget to attend these functions to get a scoop, so all this info from the ACORP web site. You can also view some of this on the staff web site.

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Now if that junket was not enough, there's another opportunity coming up, when the Department for Transport hosts a community rail event, and our representatives may get to meet the Rail Minister.

SA will have a report!

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What's been happening with our locomotives?

Where to start? You know that Manston and 80104 had an incident which has resulted in Manston now going for overhaul, as, with only a short time of its boiler ticket left, it was deemed not worth the effort of a repair with so little service time left.

This has been a disappointment to many who would have liked to see two unrebuilt Bulleid locos working together.

Manston is scheduled to go away in November for the overhaul to start.

The other Bulleid, 257 Squadron has had its own problems to sort out in addition to normal fettling.

When the boiler overhaul was completed by a contractor, some items remained outstanding for hydraulic testing, which Southern Locos have had to deal with in house.

This was a nail biting time when the boiler inspector came on October 11th, but it was all passed!

On October 10th the Southern Locos team was busy setting up for the inspector's attendance the next day.

In the picture below, Ron Neal shows the younger team members Bailey England and Matthew Sell how easy it is to operate the pump providing the hydraulic pressure!



In issue 29, you got to see people inside 257's smokebox. In issue 30 it was Chris Birmingham getting mucky in the U class smokebox. In this issue, you get to see more people in more smokeboxes!

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Here's your first one, with 80104.

After re-entering traffic when repairs had been completed, leaks were found in some of the superheater elements. These may or may not have been connected to the collision incident, but just made more work for an already stressed department.

Repairs to the elements were carried out, and passed fireman (yes! he's passed the drivers exam!) Peter Davies is looking comfortable in the smokebox easing threads in the superheater header ready to accept the repaired parts.



80104 is now back in service.

-----ooOoo-----

Not too difficult to find someone doing a glamorous job for this issue, there's been lot of work in smokeboxes lately!

And the winner for

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Filthy Job of the Month Is the T9!

You will be aware that the T9 came to us to help out at the time of our loco shortage, and became a failure itself.

It had been away from its home railway at Bodmin visiting other railways, and had some maintenance outstanding when it arrived at Swanage. Just what you need when we are in a bit of a pickle!

But Steam Superintendent Graham Froud and his team sorted out the petticoat as reported previously in SA, and repaired some superheater elements, only to find a steam leak from the cylinder casting, also reported in SA. Bummer!

So now they are investigating the cylinder block problems on behalf of the loco's owner, the National Railway Museum.



Having chiselled out the concrete base of the smokebox to expose the cast iron cylinder block, they have found a hole and are looking into it!

Swanage Railway fitter Mark Lowry on the right, Graham Froud, middle, and casting repair specialist contractor Neil Stenicker from Rochdale, are at their photogenic best discussing the findings on October 10th.

It's a rotten job, but somebody has to do it!

For a better view of the smokebox, here's Mark chewing out some of that concrete from around the blastpipe base casting. Remember that new chimney petticoat? And there are some nicely repaired superheater elements!

Note the hole cut in the side of the smokebox for better access.



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It was a great disappointment to many that we had to cancel the steam gala, but our visiting engine was already under hire contract and was delivered in time to assist in working that weekend's revised services.

But no!

Having been hired out to several other railways from its home at the Mid-Hants Railway, it arrived at Swanage requiring a boiler washout and a replacement spring! So not available for traffic! Another bummer!

So now we are engaging in a few more maintenance repairs as we now have the loco with us until the end of the year.

And here it is! Ivatt LMS class 2 tank engine no. 41312, and they've started in its smokebox already!



The only other loco news is that the M7 30053 is now withdrawn from service for its next major overhaul.

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Your Swanning Around hack reporter hasn't been around the railway too much since the last issue, but still managed to get to Corfe cutting just after sunrise on October 10th to catch the new Corfe Down Home signal post being erected. Or more accurately after the post was erected, as it was dark when they did it!

After the post had been planted on its concrete base by Richard Fry in Big Daddy, smaller items are lifted up to the platform for Signal and Telegraph manager Tony North and volunteer Pete Edwards to assemble.



This is the same post that was featured on page 6 of issue 19, and came from Addlestone in Surrey when the Croydon Tramlink made it redundant. It may be another six months or so before it is commissioned as the new Down Home signal, or should we say signals, affording full bi-directional signalled passenger train running through Corfe Up platform.

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We've had birds' nests in Swanning Around before, but none like this.

You may not expect to find a nest in a van that is constantly being moved around the site, as the ferry van has been at Swanage, and even less so inside a buffer. Yes! INSIDE a buffer!

Not the greatest of pictures but there it is. A Robin's nest.



And here's the bigger picture of that buffer. Not sure that hole was designed to let birds in.



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If you fancy volunteering for something, or need more info about a project, department, or anything else on the railway, then contact **Volunteer Liaison Officer Mike Whitwam** on mike.whitwam@corfestation.f2s.com or volunteer@swanagerailwaytrust.org.uk
You will get a prompt response.

NOTE: All new volunteers MUST go through Mike Whitwam for induction and registration before they can start on the railway.

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If you are not a member of the Swanage Railway, don't be put off! Contact us and volunteer (or at least make an enquiry)! You know you want to!
You will be most welcome!

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Swanning Around also appears on line at:
<http://www.srstaff.co.uk/swanningaround>
and
<http://www.swanagerailway.co.uk/volunteers-diary>

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