



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 75 – June 28th 2021

75 issues! Who'd have thought it! So what's Swanning Around been all about?

Well, it's about publicising all those things happening on the Swanage Railway that are not generally in the public gaze, with a view to letting volunteers, and paid staff, see what's happening around the railway that they would not normally be involved with. Also, it's about informing others outside the railway what goes on that they might want to get involved with, whether by physical or financial means.

Of course, there's always news of general interest about the railway not necessarily connected with appeals for help, and this issue is no different.

We are, however, at a time where Covid has adversely affected not only the railway's financial performance, but also the availability of volunteer support, so we make no apology in this issue for including several appeals for both!

We had, like most of us, expected that we might be in a position now of operating without Covid-related restrictions, but withdrawal of these may not now be until 19th July. Even so, our passenger loadings under the current "We're Good to Go" conditions are such that we will still be moving to a high season two train timetable from 6th July, to ensure we have enough capacity to carry all those who want to travel.

We're not out of the woods yet, as income from current services is probably only about 60% of the same time in 2019, the last year without Covid, so we still need plenty of help! Read on!



Let's start with the great news that our main line registered U class 31806 has been out and about with a Steam Dreams charter from London to Portsmouth and Brockenhurst on 20th June.

31806 was involved with the part of the trip from Eastleigh to Portsmouth and a return trip to Brockenhurst. There are large numbers of photos and videos out there on social media and YouTube, Check them out for yourself on YouTube, just look for 31806. One of our favourites at Swanning Towers is <https://www.youtube.com/watch?v=jPqmdaT2njQ&t=1s>

which shows some good U Class action on the way to Brockenhurst, but there are many other good ones.

Apart from our regular West Coast Railways friend Dave Hewson, the loco was crewed entirely by Swanage Railway people. Out in the morning from Swanage it was driver Matt McManus, a Swanage Railway and Cross Country trains driver, and for the afternoon shift and return to Swanage it was Andy Hawkins, again a Swanage Railway driver and retired South West Trains driver. Both are also drivers for West Coast Railways who provided and operated the train for this excursion. Also on the footplate, were Chris Birmingham, Swanage fitter and fireman, also a fireman for West Coast, and the loco's engineering minder Graham Froud, our Steam Superintendent.

The loco and train ran without any problems at all. That's a result! And a good show of the quality of engineering work being produced at Swanage.

As we said, many photos out there, but here's just a few.

Here's 31806 passing Swanwick on its way from Portsmouth to Brockenhurst.

Picture from Andrew Moody



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Another ~~victim~~ willing participant for **Page 3!**

Mucky Man of the Month is Josh Webb!

Cleaner Josh Webb has been working with the fitting staff to prepare Standard Tank loco 80104 for overhaul. As you know from issue 74, 80104 needs a major overhaul, and details of how you can help appear later in this issue.

How did he get in this state? Breaking up the brick arch in 80104's firebox!



Picture: Ian Jamieson



Picture: Charlie Rogers

- continued from page 2



Picture: Robert A Seymour

Crossing the River Hamble near Swanwick



Picture: Nathan Au

The crew poses for the camera at Portsmouth. L to R, Graham Froud, Matt McManus, Chris Birmingham.



A screen grab from one of the videos on YouTube shows Chris and Graham on the train arriving at Southampton Central on its way to Brockenhurst.



As 31806 arrives back home, Andrew P M Wright takes a picture of the loco crossing the road at Norden, in the manner of O Winston Link (who??? Google it!), but using his car headlights and the crossing box floodlight to produce the effect.

80104



80104 is held in such high regard by members of the Swanage Railway that there is an offer by a long term supporter to fund some parts for the firebox repairs and provide a loan to cover 75% of the cost of the overhaul. It is planned to send the loco to Tyseley Loco Works, with an expectation of the loco returning to service in 2023, but this will depend on obtaining the £50,000 difference between the loan and the total overhaul cost.

Southern Locomotives, the loco's owner, can only proceed with sending the locomotive to Tyseley if we can raise, or have pledged, a significant percentage of the £50,000 from supporters of the Swanage Railway. Can you help?

How to donate:

You can go to the Southern Locomotives web page at

https://www.southern-locomotives.co.uk/Company/Support_Us.html

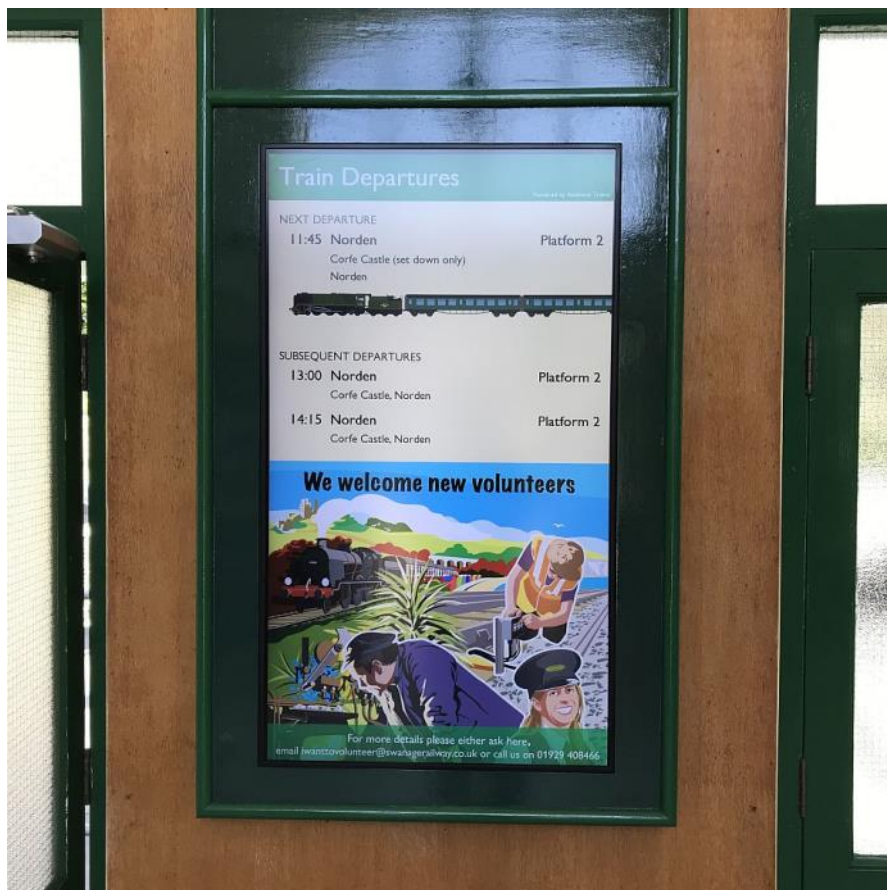
Where you can find details of how to donate to any of the locomotives, and how to become a shareholder.

To donate specifically to this appeal for 80104, send a cheque made out to Southern Locomotives Ltd to Simon Troy at 16 Arcadia Road, Istead Rise, Meopham, Kent, DA13 9AH, with a note to say it is for 80104, or do a bank transfer to Southern Locomotives Ltd at sort code 20-90-56 and account no. 70826235, reference 80104, and send an email to Simon at southernlocos@btinternet.com to let him know who sent it.

With the train services ramping up and holiday time around the corner, more volunteers are needed for all public-facing functions, and volunteer recruitment officer Jonathan Evans is asking for volunteers for our catering outlets, particularly the Swanage kiosk, below.



Requests for volunteers are now appearing on our digital notice boards below the Realtime Trains service information. Email iwanttovolunteer@swanagerailway.co.uk if you would like to volunteer or just to enquire. It won't cost you anything!

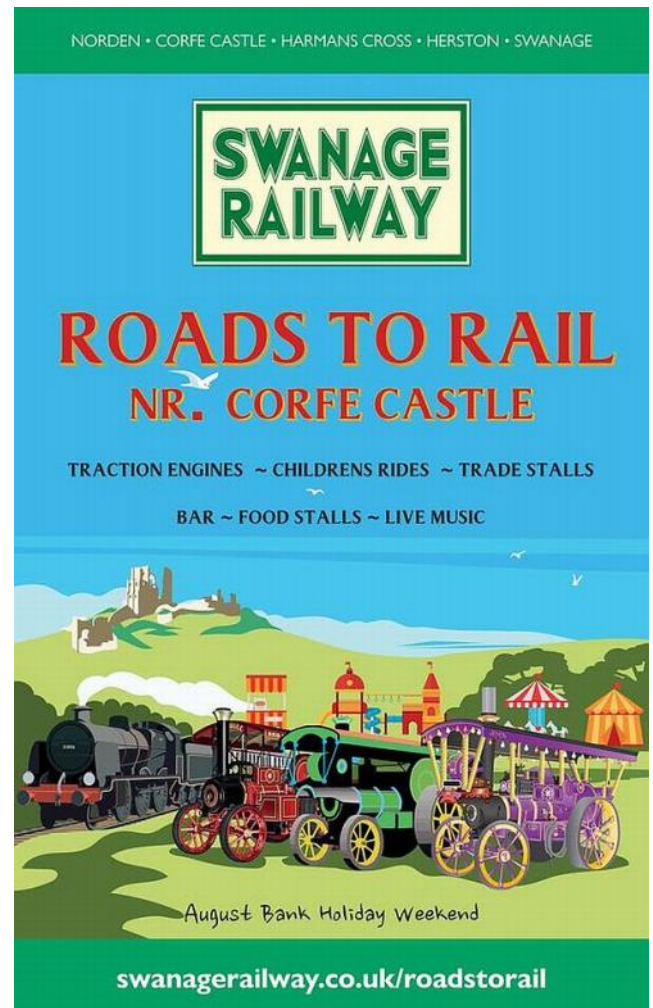




On a very warm day on 9th June, Swanage signalman Geoff Truscott takes a break between trains on the balcony. After an unseasonably cold May, there was an amazing improvement from the May Bank Holiday into June. Good for grockles, so also good for us!

Here's something to look forward to, after all the restrictions of Covid-19. This is August Bank Holiday, and you can check out the details on the Swanage Railway web page at

<https://www.swanagerailway.co.uk/events/view/roads-to-rail>





Corfe Castle on the afternoon of 23rd June - not a bad turn out on the platform, but still fewer than we might expect at this time of year. Covid has restricted the amount of tickets we can sell, so the high season yellow timetable is being implemented from 6th July, earlier than in a normal year, to maximise the seats available and take advantage of the public demand.

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Various jobs being done by the permanent way team as usual, but the change in weather at the start of June has seen the flora take off at a staggering rate, and here Billy Johnson, Adam Woodman, and Ken Orchard are attacking the jungle that has grown up around the Corfe school crossing in just a couple of weeks.





Here's something that's changed at Swanage that may have happened unnoticed by most.

The carriage jacks outside the Goods shed have gained a raincoat! Or more correctly, the jacks that were there on 26th May in the picture above and out of service have been replaced by some that have seen previous service at Bournemouth Traincare depot, indoors.

Here they are below on 23rd June, in action for bogie maintenance on the Wessex Belle kitchen car, with the covers still on to keep rain out of the electrics.

The picture above has Volunteer Recruitment and Retention Officer Jonathan Evans with new loco dept. volunteer Terry Howlett, as also seen in issue 74.



From the Purbeck Mineral and Mining Museum (PMMM)

The mining museum has been busy preparing for opening to visitors which is currently limited to the last Sunday of the month. The reasons for this limited opening are twofold:

- a) the mining tunnel (the main attraction) is a potential C-19 risk and
- b) the tunnel exit needs some maintenance work to be undertaken to make it safer for visitors.

This work could not be undertaken earlier due to lockdowns.

Rob Barrett (not always on the footplate) and Mike Jackson have been moving display items from the tunnel exit to the base of the ramp so visitors can still get to see these items.



Lockdown has also led to a build-up of routine maintenance around the site which, with only a small band of volunteers, needs to be got on top of. New volunteer Paul Clarkson is seen helping to clear moss off the pathways.

Running maintenance includes keeping the site tidy, and here we have Mike Jackson with the strimmer and Rob Barrett clearing up the mess he's made! Some jobs don't require any skills!



On the engineering side, Barry Evans has been busy repainting Ruston 48DL loco 871, which is owned by the Swanage Railway Trust. The loco is also undergoing a gearbox rebuild so if you are interested to learn more, come and see them as they are always there on a Friday.



The PMMM committee presented a forward plan to the Trustees recently which presents an exciting future for the Norden site including, in time, the restoration of Skew Arch Bridge. The early stages will see the SRT woodland (some 21 acres) on both sides of the track at Norden being managed and parts opened up to the public. Like all departments on the railway, PMMM only exists because of its volunteers so if you want a change for working with a heritage railway then come and see what we have on offer. This includes education work (a key element of the Trust's Charitable status) , looking after the museum collection, engineering (narrow gauge) and woodland ecology.

So there you have it! Not all volunteering on the Swanage Railway is connected with the trains. directly. There is also the museum side which not only includes the mining museum, but also the displays at Corfe Castle Goods Shed.

If you are interested, you know how to get in touch, see the last page of this newsletter.

Class 33 Diesel Locomotive D6515/33012

Alan Hawkins of the 71A Locomotive Group, the owners of class 33 no D6515, has provided the following progress report on the cab repairs currently being undertaken at Eastleigh Works.

We have reproduced this report in full, it makes interesting reading and shows how much is being done with the help of your donations. How to donate is at the end of his report.

Report on the Cab Overhaul of 33012 / D6515 at Eastleigh Works

Correct to Saturday 19th June 2021

Cab No 1

After the “little” job of completely stripping the cab, the other “little” job of cutting out all of the rusted and heavily corroded steel bodywork and supporting structures, has been completed. At the front of the cab, everything north of the central handrail has been replaced with new metalwork, and with both cab sides about 60% to 70% of the whole sides has been replaced with new metalwork. Also with Cab No 1, the cab door sills in both doorways and under both cab sides were heavily corroded as well, so these needed cutting out and completely replacing with new metalwork as well. A small amount of the cab floor structure was replaced with new metalwork as well. The welding of all of the replacement new metalwork is about 90% complete. Once this is completed, the cab roof can be refitted once it is ready. All the new metal sections were manufactured to the original BRCW drawings, and were cut to fit and welded in place by either Arlington Fleet Services staff or 71A Locomotive Group volunteers. So 33012 / D6515 is being rebuilt to original spec as far as possible.

Cab No 2

The work on Cab No 2 isn't as advanced as Cab No 1, but the level of work is broadly the same, minus the cab door sills in both doorways and under both cab sides, which didn't need replacing, and only one. The welding of all of the replacement new metalwork is about 70% complete. Again, once this is completed, the cab roof can be refitted once it is ready.

Cab Partitions

All four of the cab partitions needed a lot of rusted and heavily corroded steel skin and supporting structures cutting out. One partition needed only a small amount of remedial work, but the other three needed major surgery, with the lower supporting structure and the side supporting structure that bolts to the cab sides needing completely replacing. Again, all the new metal sections was manufactured to the original BRCW drawings, and was cut to fit and welded in place by 71A Locomotive Group volunteers. One partition is complete, two just need the replacement parts of steel skin welding into place, and the final one is having the new supporting structure fettled and welded into place at the moment. The only other part to be repaired, is the aluminium covering skin that faces the cab doors, which needs the lower corroded sections cut-out and new aluminium welded into its place. Once this is done, then these aluminium skins will then need riveting to their original cab partitions. Work on the cab partitions is about 70% to 80% complete.

Fibreglass Cab Roofs

This was the one job we had to contract out, to a specialist and Danny Armon has been very busy recently. Both cab roofs have been fully cleaned, the corroded horn mounted plates removed, all the damaged and loose sections removed, all the damaged sections repaired, strengthened and built up with new glass fibre, and now the new sections are in the process of being trimmed to the correct size and profile on both roofs. Work on the fibreglass cab roofs is about 70% to 80% complete.

Cantrail Grilles and Aluminium Retaining Strip

Just the final repainting to be done now, at the time of the full repaint in a few months' time. All the old aluminium strip has been removed, minor corrosion repairs and welding completed, the upper bodyside corrosion treatment completed, air vents fully cleaned, grilles cleaned and repainted, broken set screws drilled out and holes re-taped, grilles refitted, new aluminium strips riveted and screwed onto the loco, and then all the screw heads (hundreds) had to be filled and sanded. And bear in mind this work had to be done for the full length of the loco, along both sides of the loco !!! This work is 100% complete.

Bodysides

A few small corroded patches have been cut-out, and new metalwork welding in place. Some work is now required to the tops of both of the engine room doorways, and the doors themselves. This work is about 50% complete.

Bodywork Overall

The whole of the locomotive has had an all over rub down, and now is having all the imperfections filled with body filler, and then these rubbed down and smoothed over. This work is about 60% complete.

Donations to Cover the Costs of this Overhaul

As you can see, there is a lot of work being done which is costing a lot of money, so donations however large or small will be very gratefully received. More information can be found on the 71A Locomotive Group's website at http://71alocogroup.co.uk/71A_donate.htm, including how donations can be made. Also, if you can make a donation of £50 or more, you will get year's free membership of the Group's Support Group, along with copies of "Spitfire – Cab Overhaul News" newsletter can either be emailed or posted to you (whichever way you would prefer). We really do need your help.

Alan R. Hawkins

(71A Locomotive Group – Fundraising and Publicity Officer)

Two pictures of progress with D6515 from Alan Hawkins, taken at the end of May.

First showing No.2 cab being rebuilt, photobombed by 71A Group's Kevin Hare!

Below, showing rebuilding work on a cab partition. These are the partitions behind the seats in the cab.



Herston Carriage Shed



Engineers are on site on 25th May checking and surveying the site ready for the erection of steelwork.

The appeal for funds is going well, with around £5,000 to go to meet the initial £65,000 target.. But we will still need more to complete the building, so the appeal will be ongoing.

To help meet these targets, go to the Swanage Railway web page at

<https://www.swanagerailwaytrust.org/carriage-shed-appeal>



As usual, volunteers are required in all departments, so,

To use your existing skills or to learn new ones, contact us about being a Swanage Railway volunteer by either sending an email to iwanttovolunteer@swanagerailway.co.uk or by calling 01929 408466 to contact Jonathan Evans, our Volunteer Recruitment and Retention Officer.

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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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Compiled and edited by John Denison

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Views expressed in 'Swanning Around' are those of the author(s) and are not necessarily the views of the Swanage Railway Trust or the Swanage Railway Company. No liability accepted for errors or inaccuracies.

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Swanning Around also appears on line at:

<http://www.srstaff.co.uk/swanningaround>