



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 77 – September 5th 2021

September's here, kids are going back to school, means of production at Swanning Towers are over-committed and under-resourced, so Swanning Around is a little later than usual. But there is plenty of good news in the following pages. Some may have to be held over 'til next time.

Before we get into what has been happening recently, let's tell you about next weekend, 10th-12th September. It's the annual Transport Rally, held in conjunction with the Bournemouth and Poole Preservation Club at Harmans Cross. See the BPPC ad below.

Swanage Railway will be operating the revised Yellow timetable for all three days, along with evening diesel services on Friday and Saturday with the class 117 Diesel Multiple Unit.

BPPC Bournemouth & Poole Preservation Club
Classic & Steam Vehicle Show
 2021
 10th - 12th September
 Haycrafts Lane, Harman's Cross Swanage BH19 3EB
 Adults -£5
 Children - Free
 10am - 4pm

Raising Money For Swanage Railway

Classic Cars
 Tractors
 Old Commericals
 Trade Stalls
 Cider Stall
 Motorcycles
 Classic Campers
 Stationary Engines

Also just announced, Swanage Railway will not be offering Santa Specials in 2021, but will be operating the Steam and Lights specials, as seen last year. Bookings open on 9th September. See the Swanage Railway web site at <https://www.swanagerailway.co.uk/>

Financially, the Swanage Railway has done better than expected over the summer holiday period, perhaps thanks to the many staycationers (have we just made up a new word?!) in the many more pop-up camp sites in Purbeck this summer, and the lifting of most Covid restrictions on our seating capacity. Many of our trains were standing room only, almost back to normal!

But this doesn't mean that we are clear of financial difficulty caused by the pandemic restrictions. We are most certainly not! Our management has ensured that we have been able to continue in business, but the many projects and maintenance items that have supported the railway by giving or lending budget to the operating company through the lean period still need your help, as does the railway company itself.

As is so often in Swanning Around, we ask you to visit the Swanage Railway appeals page on the web site at <https://www.swanagerailwaytrust.org/giving> , not forgetting our associated organisations, Southern Locomotives at https://southern-locomotives.co.uk/Company/Support_Us.html to make a donation towards the speedy return of Standard Tank Loco 80104 (or any other of their locos), and 71A Locomotive Group to contribute towards current repairs to D6515/33012—see article later in this issue for further details.

With all this good news that you are going to read about in this issue, you'd think the pandemic was over. It is not! Covid-19 is still with us, and likely to be for ever, so don't throw those masks away. You may wish to use them when you travel on our trains, which, of course are being kept clean for your continued safety, by our volunteer station staff.

Which brings us on to the other usual appeal, that for volunteers.

Whatever it may look like, we are always short of volunteers to help in all departments, which often means that some of those we have do more than they should, and some of the less important jobs just don't get done.

It won't cost you anything to get in touch and find out what the railway can offer you, and what you can offer the railway. You know you want to!

Just go to the last page of this newsletter for details of how to get in touch with the Volunteer Recruitment and Retention Officer, Jonathan Evans.

Roads to Rail

The big news, and one of the reasons for the later timing of this issue of Swanning Around, is the Swanage Railway Roads to Rail event, which took place over the August Bank Holiday weekend.

The location was in a field hired from Farmer Ramm next door to Norden station, along with another field for parking and camping..

Considering the relatively short notice and limited promotion, the event was a great success, with costs easily covered.

Thanks are due to not only the main organisers and committee, Lorna Lock, Graham Froud, Nick Lloyd, Pat Cattle, and Barry Light, but also the many volunteers who turned out to run the car park, admissions, *Eddystone* cab visits, and various other activities and sales stands.

The following pictures speak for themselves. Will there be a repeat performance? Certainly! Details will be under discussion by the railway board with a view to holding a similar event in the middle of next year. The August date will be a non-starter as it will clash with the Great Dorset Steam Fair which will be back next year.



Preparations included clearing the undergrowth and repairing the fencing between the railway and Farmer Ramm's field, overseen here by Permanent Way Manager Barry Light on 4th August.

The good news was that the cattle had left the field some time before, so no little presents had been left for visitors to the event!

The Roads to Rail site at Norden. Station is middle right, car park and camping middle left.

Picture taken By Andrew P M Wright from West Hill at Corfe Castle.



Visiting Standard class 2 2-6-0 78018 runs round its train at Norden.



Another view of the event site taken by Andrew P M Wright from West Hill. U Class 31806 has arrived at Norden Station. The caravans in the field back left are not associated with this event, and look as though they have been placed in a circle to repel the natives!.

That's Poole harbour in the background.



Picture: Andrew P M Wright



At the car park, Stuart Magnus and Nicky Oram welcome visitors and relieve them of cash!



Entrance gate manned by (l to r) Tracie Light, Vicki Searle, Nichola Watts



Nicely busy on the Sunday



Vicki Dyke brought the station shop to the field.

Picture: Lorna Lock



Carina Lock and Aprill Felsted ran the cake stall.

Picture: Lorna Lock

Swanage Railway Museum stall with Roger and Heather Denning.

Many other volunteers were at the event in various roles, but we can't mention them all here. You know who you are! Well done!



Event stewards Barry Light and Paul Roskell—doing what stewards do?

Picture: Lorna Lock



Josh Webb welcomes visitors to Eddystone's footplate.

Picture: Andrew P M Wright



Steam in the field, on the track, and the Purbeck Mineral and Mining Museum diesel in action, too!



Picture: Andrew P M Wright

Series 1 Land Rovers displayed at the Purbeck Mineral and Mining Museum.



The class 117 Diesel Multiple Unit had its first outing with fare-paying passengers since its major overhaul to main line condition. For the Roads to Rail weekend, the DMU ran services alongside the two-train steam service during the day and an evening service on Friday and Saturday.

Bryan Hardwick was up front driving this service to Norden past Woodyhyde camp site.



The evening service draws into Corfe Castle station, with Dave Gravell driving



Hercules, a McLaren traction engine which has come to the event all the way from Devon under its own power, took a trip to the seaside at Swanage with its trailer and is seen on the return climbing the High Street gradient, passing the Town Hall.

Picture:anon





Steam and entertainment in the evening, too!

All the bands were sponsored by local businesses.

Both photos: Lorna Lock



It's 3rd August and the ladies from the Finance Office are there again to help Deputy Operations Manager Paul McDonald celebrate his 80th birthday.

In his office, we find him with Vicki Searle and Nichola Watts.

Paul has been with the railway for over 30 years, as a volunteer driver, and with a spell as Operations Manager. Always the voice of reason, it's a pleasure to work with him, and long may he do so.



Operations Manager Ashley Haines and fitter Chris Birmingham were also there to help Paul celebrate. Looks like they were all having a good time!

Both pictures: Lorna Lock

On 21st August, John Stopher completed his last shift as a guard on Swanage Railway, and a small retirement do for him was organised at Harmans Cross.

A number of fellow guards and other friends were there to hear Brian Whitbread (r) give a summary of John's good works over 25-ish years as guard, guard trainer, and inspector, and that John was instrumental in creating the guard training scheme in use today.

All those present raised a glass to John, and a buffet was also provided for attendees. A fine job from Brian with help from the ladies in the Finance Office (they get everywhere!!)



John received two pictures, assembled by the official railway photographer Andrew P M Wright, one a view across Purbeck featuring a Swanage Railway train, and the other a montage of pictures of John and relating to his service.

This group photo of the attendees by Andrew P M Wright



Another duty for John Stopher to perform before leaving was to submit himself to an interview with Peter Foster, who not only is Harmans Cross station master, but also chief porter trainer, and contributor to the community radio station in Dorchester, Keep 106FM.

We don't know when the interview will go out, but it will be subsequently available on the Listen Again page of the station's web site at www.Keep106.com

In this picture, provided by Heather Foster, we see John being interviewed, complete with the pipe with which he will be remembered by many on the railway.



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Here's a happy crew on 34028
Eddystone on 13th August.

Driver Barry Light, Fireman Will Sheret, and third man cleaner Ethan Waller, who seems to have been given a job on the cab floor. Cleaning up his own mess, perhaps?!

Barry, as you have seen on these pages before, is also the Permanent Way Manager, and Will is also a Trustee and Director of the Swanage Railway Trust.



An Inspector Calls

No! It's nothing to do with J B Priestley!

It's Signalling Inspector Alan Greatbatch arriving at Harmans Cross signal box on 24th August to examine and pass out trainee signalman Bill Miles. Swanning Around was there to record the event and be thrown out afterwards so they can continue with some serious business!

Bill passed, congratulations Signalman Miles!



With the lifting of Covid restrictions and introduction of our peak train timetable, training for signalmen has been in earnest again.

Trainee signalman Fred House was in action on 13th August, seen here at Harmans Cross exchanging single line tokens with fireman Will Sheret.



Alan Hawkins has provided us with a progress report on the ongoing cab and bodywork repairs to our resident class 33 D6515 aka 33012.

33012 inside Eastleigh Works on Saturday 31st July 2021, during the first test fitting of the refurbished No 1 Cab roof. At this stage the roof isn't bolted down, it's just resting on the new supporting metalwork.

Photo : Alan R. Hawkins



A close-up of the refitted cantrail grilles, along with the new aluminium retaining strips and new aluminium beading on the 'B' side bodyside on Saturday 10th July 2021. This photo shows just a fraction of the work done to complete this part of the overhaul on 33012, and the same has also been done on the 'A' side bodyside.

Photo : Alan R. Hawkins

The Secondman's aluminium quarter light window frame after refitting to 33012's No 1 Cab on Sunday 15th August 2021.

Photo : Alan R. Hawkins



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

Correct to Saturday 22nd August 2021

Cab Numbers One and Two

Following on from having all the new metal sections manufactured to the original BRCW drawings, so that 33012 is being rebuilt to the original spec as far as possible, we have continued this policy with some of the most recent work. James Cox (the Group's Lead Technical Officer) has been hard at work refitting the original aluminium quarter light window frames to the new cab structure on both sides of both cabs. This is a really fiddly and difficult job, which needs a great deal of skill and effort to get right, so it is really great to see this original feature retained on 33012.

Cab Partitions

All four of the cab partitions have now had all of their replacement supporting structure and steel skin welded into place, and the aluminium skins have had new aluminium sheet welded to their lower edges. The cab partitions just need the conduit for the cab heaters wiring welded into place at the bottom edge, the missing holes drilled into the supporting structure and the aluminium skins, and then the aluminium skin pop riveted into place. Each partition has 123 pop rivets, so that is nearly 500 in total, which is going to take a bit of time to fit !!!

Fibreglass Cab Roofs

The refurbishment of both cab roofs is now complete, with only the final fettling to both the refurbished roofs and all the new supporting metalwork, before we can go for the final fitting.

Cab Roof Related Items

Work has now started on all the items that are mounted onto the cab roofs, such as the four cab roof vents. These cab roof vents need all the old paint stripping off them, a full clean of all the opening and closing mechanism, the metalwork straightening, and a repaint with special metals primer. Then they are ready for refitting to the cab roofs.

Cantrail Grilles and Aluminium Retaining Strip

While the work on the cantrail grilles, the new aluminium retaining strips and new aluminium beading is now 100% complete, below is a photo that wasn't available previously. The amount of riveting, bolting and filling required to complete this job was phenomenal.

Bodysides

The work on the engine room doorways, and on the engine room doors themselves is now completed. The structural work on the bodysides is therefore now complete, with just the odd small pieces of patching to be dealt with.

Bodywork Overall

The whole of the locomotive has had more imperfections filled with body filler, which need rubbing down and smoothed over. Also, work has started on refitting all the detailing items, such as the aluminium beading (including the fitting of brand new aluminium sections), and the re-drilling of the fittings for the cab front handrails, etc. This work is probably one of the worst jobs on 33012, as all of this work is very labour intensive and time consuming, but will never be noticed by anyone looking at 33012, as people will only be interested in the glossy paint finish, not realising this prep work is critical to 33012's final gleaming finish.

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 all the past copies of "Spitfire – Cab Overhaul News" newsletter can either be emailed or posted to you (which ever way you would prefer). We really do need your help.

Alan R. Hawkins

(71A Locomotive Group – Fundraising and Publicity Officer)

The use of common words can sometimes be confusing. Many words we used in the 1960's have been hijacked by recent generations to mean something entirely different. So it is also with railway preservation that you should also carefully consider the meaning of words like 'imminently', 'soon', 'shortly', 'next month', etc..

So you thought *257 Squadron* was going to Tyseley and *Manston* was coming back 'imminently'? Wrong!

Things change quickly, and the perforated steam pipe in *257 Squadron's* boiler has been removed at Herston Works where a new pipe will be fitted 'soon', when a replacement has been acquired.

Pictured below, the old pipe. For more pictures by Southern Locos volunteer David Ensor about *257 Squadron* in the works, go to the Southern Locomotives Facebook page at

<https://www.facebook.com/SLL-Southern-Locomotives-Ltd-100469248969819>



© David Ensor Travel Photography

Just to add to the work for Southern Locos to do, *Eddystone* was failed on 24th August with a crack in the bogie frame, meaning that none of SLL's Bulleid pacifics were available for service at Swanage! But the Mid Hants Railway has come to the rescue by offering the use of 34007 *Wadebridge's* bogie until *Eddystone's* is repaired. This will ensure that *Eddystone* can be restored to service 'shortly', might be as soon as '3 weeks'! The exchange will take place at Norden when it can all be organised.

The latest SLL news suggests that *257 Squadron* and *Manston* may be available for service by early November, with *257* going on holiday to the Spa Valley Railway to help *Sir Keith Park* with their 'Polar Express'.services .

For other news about Southern Locomotives' activities, go to their Facebook page or to the web site at

<https://southern-locomotives.co.uk/News/news.html>

August may not have been the best we could have expected, weather-wise, but train loadings were good, as witnessed by this early afternoon view of passengers waiting at Corfe Castle for the 14.00 service from Norden to Swanage, on 10th August. And that's only one end of the platform!



On 28th August, the DMU service passes Harmans Cross with the driver and signalman John Lindsay exchanging single line tokens. This service was interspersed with the steam services, and did not stop at intermediate stations between Swanage and Corfe Castle.



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>