



# Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 82 – January 29<sup>th</sup> 2022

As we passed into the New Year, the final Swanage Railway services of the post-Christmas period were the commemorative diesel unit trains on the 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> of January, after which, the railway is mostly handed over to the Permanent Way department for engineering works.

Signal and Telegraph department is also taking advantage of the shutdown to carry out essential maintenance and equipment replacement.

Services for 2022 are scheduled to re-start on 19<sup>th</sup> February.

Picture: Andrew P M Wright





As reported in the previous issue, a commemorative diesel service was run on 1<sup>st</sup> to 3<sup>rd</sup> January. On the first day, the service was driven by Peter Frost, you saw him in the previous issue as well, seen in the first picture with the last British Rail Corfe Castle signalman Bob Richards, first and third from left, along with others who were on the last train in 1972. Above, long time volunteer and now chief traction inspector Nigel Clark drives the 14.30 service to Norden from Swanage on 2<sup>nd</sup> January.

Not to be outdone, Barry Light and the Permanent Way team commemorated the railway closure of 1972 by removing the track in Corfe Castle station!



And this is why they did it. Total failure of the trackbed drainage. The track here had been in place for over thirty years without attention. Following are a few photos of the procedure, but if you want to see the real action, Adam Woodman has a time lapse video of the whole project online [here](#) .



Billy Johnson is in Lil Sis on 10<sup>th</sup> January scraping up the old track ballast and loading into the Super Turbot wagons for re-use elsewhere, while Adam Woodman does it the hard way and Barry Light the easy way — supervising!. Well, he is the manager!



Once a new bed of fresh ballast has been laid, it's time to put the track back. But, bad news! Lil Sis has pulled a sicky and can't help to lift the track panels! Good job it's Friday. The crane gang is in at Norden, so an emergency call sees FBC1, that's Big Crane No.1, brought down to do the job. Here it is lowering a track panel back in place on 14<sup>th</sup> January.

A study in concentration from crane driver Keith Bowers. He didn't expect to be doing this when he came in!





Final adjustments to the track level see Swanage Railway working standards exceeded by a long way. Yes, Adam Woodman checks the level across the rails while the rest watch. One working and at least eight watching! Is this a record in Swanning Around?

Of course we're only joking, they're all waiting for Adam to set the level before they pitch in to adjust the ballast, aren't they!

On 20<sup>th</sup> January, the rest of the ballast is dropped, and, after some manual tidying, that's job done!



There's no rest for Permanent Way during a railway shutdown. What's the next big job? Replacing the timbers including the waybeams on bridges 3 and 4 over the River Frome near the railway boundary with the main line.

The new material was delivered to Norden on 6<sup>th</sup> January. There's a few quid's worth on that lorry! Work has already started, and progress will be reported in the next issue of Swanning Around.



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The weekend wagon group is seldom seen as they tend to inhabit the back of the Swanage Goods Shed refurbishing a vehicle. We have seen their work occasionally in these pages. This time, they are getting credit for working on the Sygnets' B Van, located at Corfe Castle. New doors are being fabricated, and the finished results for two sets of doors are seen here on the vehicle.



Picture: Paul Webber



We had our annual shed cleaning days on 22<sup>nd</sup> and 23<sup>rd</sup> January. On the 22<sup>nd</sup>, upwards of twenty people turned out . We must stress at this point that it was a work do, not a party!

Just a couple of pictures of some of the people having fun in the mess! Others were working elsewhere around the site. Sufficient mess was left for others to keep busy on the 23<sup>rd</sup>!

Below, it's a name check for, left to right, Pat Platt, Gary Cox, Dave Clayton, Steve Riche-Webber, and Russ Ferret. Other workers were available!



It's not just P'Way doing big jobs in shutdown. The Signal and Telegraph department is out in force at Swanage replacing some life expired equipment. Amongst this work, total replacement of location cabinet LC2 by the inner home signal with a new larger unit also allows for addition of future enhancements to the signalling.

There's lot of stuff in that cabinet, and the testing of each circuit is very time-consuming but very necessary. Can't afford to get this wrong! There's no room for snagging when the trains are running!

Picture: John Lindsay





There are some, apparently, who think Michael Paul never goes up a signal post. Here's the proof that he does!

He's checking out the detector for the Swanage Inner Home signal. This detector is an essential part of the electrical interlocking of the signalling system.

During the week, the full team was :

Tony North (Project Manager)

Mike Southey

Dave Cobb

John Lindsey

Paul Edwards

Geoff Poskitt

Jon Riding

Roy Harrison

And, of course, Michael Paul

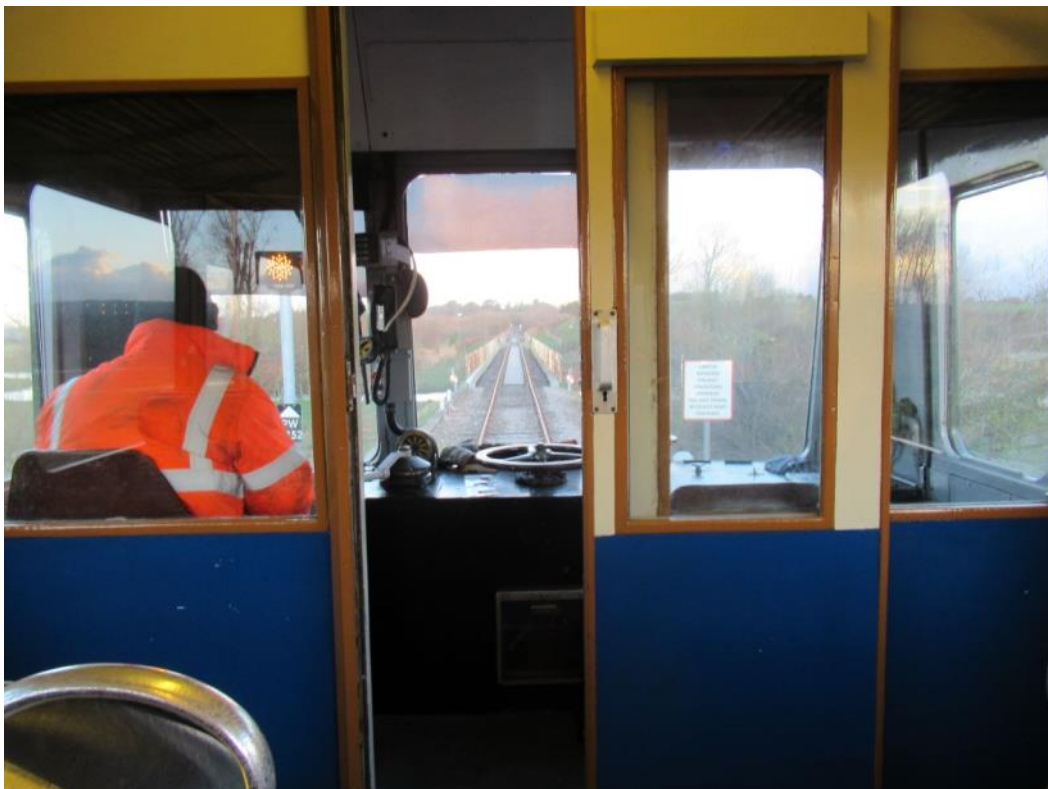
S & T is an essential part of running trains, and as always, there is room for more volunteers, if you fancy it. A most rewarding job.



There is currently no announcement about commencement of the 90-day trial of the service to Wareham, but testing and exercises continue to ensure that both machinery and crews are ready to go and fresh when required.

Part of this process is simulating a train failure and recovery operation, unlikely in practice we hope!

On 7<sup>th</sup> January, such an exercise took place, using the class 117 unit, with Chris “Jiffy” Lemon driving, accompanied by other crew members in the passenger accommodation. On arrival at River Frome bridge 4, Driver Lemon had to phone for assistance.



Guard David Dow then had to place protecting detonators on the track, prior to signalling the assisting locomotive to stop and pick him up. Saves having to walk back!





Diesel shunter 08 436 was sent to rescue the train and explodes the protecting detonators as it approaches the casualty.

Finally, diesel fitter Vic Turp couples up and the train returns to Corfe Castle.

Jamie Smith has placed a video of the returning rescued train [here](#).



On 6<sup>th</sup> January, the other unit for the Wareham service, class 121 'bubblecar' single coach diesel unit, was moved to the road/rail interchange at Norden to effect an engine change. This was the first time such an activity had been attempted at this location, so it was also a leaning experience.

Adam Smith from Whitecliff Farm was on hand with the telehandler and his dogs to provide the lifting and carrying, while the diesel fitters did the hard work with the engine mountings.



The old engine comes out

and the replacement engine goes in, guided by diesel fitters Vic Turp and Nigel Burton





This is how diesel fitters Vic Turp, Andy Garrett and Nigel Burton spent most of the time—on the ground!

Andy says job done!



The 'Crompton' class 33 no. D6515 (33 012) is making progress in Eastleigh Works, with the bodywork and repainting complete but there's still a few months' worth of work to do before we can welcome the loco back to Swanage.

Not only do the cab interiors and windows need to be refitted, but there is still some outstanding funding to be raised.

From the latest edition of Cab Overhaul News:

### **Funding for the Cab Overhaul Work – Donations URGENTLY Still Needed**

Firstly, **thank you** to everyone who has already made a donation to the Group's appeal for funding to cover the cab overhaul work. Your generosity is greatly appreciated.

The 71A Locomotive Group committee calculates that we require **£12,400 to cover all the final costs**. If we can raise this money by donations from the Group's shareholders and support group members, then we will be able to fully cover the costs of the cab overhaul, and we won't have to borrow any money.

For instance, if every single one of the 71A Locomotive Group's shareholder and support group member were to send in £40, which only equates to the cost of 10 pints of beer (or 20 pints if you happen to drink in Wetherspoons !!!), then the Group would raise £3,400 straight away. If we were to receive £146 from everyone, then the final costs of the cab overhaul would be totally covered !!!

That said, we know that not everyone can afford to make such a donation, but we are at that point in time that every pound counts, so even a £5 or £10 donation will make a difference. So any further donations, however large or small, will be most gratefully received by the Group.

Full details of how you can help with this appeal for funds can be found on the special donation form that is enclosed with this newsletter, or on the 71A Locomotive Group website on the "Donate" webpage, which can be found at:-

[http://71alocogroup.co.uk/71A\\_donate.htm](http://71alocogroup.co.uk/71A_donate.htm)

**YOUR loco needs YOUR help for this final push for funds**



All these pictures and more on the 71A locomotive Group web site [here](#).



71A Locomotive Group volunteer Dave Gravell is seen busy putting the finishing touches to the repainting of one of the driver's instrument consoles on Sunday 5<sup>th</sup> September 2021.

Pictures from Alan Hawkins and Cab Overhaul News

One of the driver's instrument consoles is seen on Saturday 11<sup>th</sup> December 2021, after refitting to 33012's No 2 Cab .





## Wildlife Corner

No, not a reference to the shed cleaning weekend!



Picture: Gary Packer

Volunteer Recruitment Officer Jonathan Evans has requisitioned some help from fitter Chris Birmingham as he attempts to scrape the bottom of the barrel for volunteers with Basil the fox!

Basil has other ideas, as he is only interested in his lunch acquired from someone's hutch in Kings Road!



Picture: Peter Milford

34072 257 Squadron has gone on holiday to Leicestershire for the Great Central Railway's gala 29<sup>th</sup>/30<sup>th</sup> January, due back in a week's time. The loco was shunted to the usual loading pad at Norden, where Operations Assistant Ben Dolman practices management while fitter Ethan Waller grovels underneath securing hoses.



A study in concentration as Deputy Operations Manager Paul McDonald shunts the loco onto the pad on 17<sup>th</sup> January.



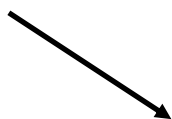
The 4TC coaches have been drawn down from Harmans Cross sidings to Swanage Station to enable sheeting over in safety.

There's a long way to go before we can put together a working set for use with a suitable class 33 loco, and as usual, funding is needed.

If you would like to help see this typical British Railways Southern Region set operating, go to the donation page [here](#).

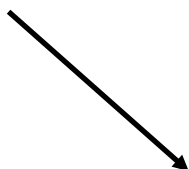
With your help, a coach like

this



could look like

this



Many Swanage Railway volunteers also volunteer at other heritage lines, Bluebell, Kent and East Sussex, West Somerset and others still further afield.

But none as far afield as Corfe Castle Station Master Peter Brice who volunteers as a Station Master at the Bellarine Railway near Melbourne in Australia. His main excuse is visiting his son and his family, seen here with his daughter-in-law and three granddaughters. His three jobs ensured he didn't have to play tennis to get in!



Picture from Peter Brice

We said goodbye to Standard Tank 80078 this week on 28<sup>th</sup> January, going back home to Essex, after its hire period helping out with the Christmas services..



**From the T3 team on 19th January:**

*Nearly halfway through our £25,000 winter appeal for the T3's tender...*

*If you can help us keep the momentum going, we'll be able to see 563 complete and ready for the 185th anniversary since the beginning of the LSWR in 2023!*

*If you haven't already, visit and like the [Swanage Railway Trust 563 Locomotive Group](#) Facebook page or [www.swanagerailwaytrust.org/t3-tender-appeal](http://www.swanagerailwaytrust.org/t3-tender-appeal) to donate and [www.563locomotivegroup.co.uk](http://www.563locomotivegroup.co.uk) for more information.*



There's a seven-page article on the T3 in the February 2022 edition of **Trackside** magazine. Lots more info there. Get your copy soon! (other magazines are available!)



Remember the strange package being delivered to Harmans Cross a few issues of SA ago?

Here they are, installed and working at Harmans Cross, above, and Norden.

Similar to the digital mock noticeboards already installed at Swanage and Corfe Castle, but mounted on stands.

Picture on the right provided by Mike Brown, and taken in December, hence the different style of display.



## Lonely loco parts page:

Seen at Swanage—*Eddystone's* connecting and coupling rods. So where's *Eddy*? Gone to DB Cargo's depot at Toton to have its driving wheel tyres turned on the wheel lathe. Back soon!



Seen in Herston Works—*Brocklebank Line's* cab. Who? Yes Merchant Navy class 35025 is the latest loco to join the Southern Locomotives' stable. Where's the rest of it? At Southern Locomotives' other restoration site in Kent.

Picture: David Ensor



© David Ensor Travel Photography

Also in Herston Works, 34070 *Manston* is being prepared for re-introduction to service later this year. Here's a couple of views you don't normally see.

First, the chimney under repair. Most other steam locos have cast iron chimneys, but not an original Bulleid pacific.

As you may know, the valve gear runs in an oil bath, but what does it look like?

Here's *Manston's*, poking out from underneath from where it has been removed for access.



© David Ensor Travel Photography

Pictures: David Ensor



© David Ensor Travel Photography



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](mailto: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

Email to [swanning.around@swanagerailway.co.uk](mailto:swanning.around@swanagerailway.co.uk)

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