



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 70 – January 27th 2021

Will Covid-19 end any time soon? We don't know, but the Swanage Railway "is complying with all Government policies concerning Covid-19, and we plan to restart our services, in a Covid-safe manner, as soon as restrictions permit".

As previously, essential work is continuing, to ensure that we have a railway to restart, although the current lockdown continues to restrict our ability to allow volunteering.

When Purbeck was designated as Tier 3 and the Bournemouth/Poole conurbation became Tier 4 after Christmas, our last two Steam And Lights services were cancelled, as were other services scheduled up to the New Year. Subsequently, the expected return of services at February half-term was also cancelled, and as in the quote above, services will be resumed as soon as restrictions permit.

In order to run these services, we will amongst other things, have to renew the bridge beams at New Barn, replace the boiler on U class 31806, and ensure that we have enough motive power going forward. Getting through the normal service offering would require us to have at least three serviceable steam locomotives. Our staff has done a superlative job over the Covid period with just two locomotives, but boiler overhaul requirements mean that we are down to one today! Work is in hand to reverse this situation! Read on.

What of the appeal to “Save Our Service”? We don’t suppose that when the appeal was launched that we expected to be in lockdown ten months later, so it is reasonable to assume that the target of £360,000 should indeed be much higher to take account of the current situation. To date, our great British public has been so generous such that the current total stands at **£349,606.91** as at 25th January. Our finance director and our management team won’t be upset if we beat the target, as we have so much to do just to ensure we can continue our services when restrictions permit.

Click on the picture to see that video again.

See in the following pages what some of your donations are going towards.



You can still donate by all the means identified on the Swanage Railway web page at

<https://www.swanagerailwaytrust.org/giving>

where you will find details of all the Swanage Railway appeals for financial help.

No train action in January, so let's see what we've missed in December.

As already mentioned, application of Tier 3 and 4 in the local area caused management to make the hard decision to cease services, including the last two evenings of Steam And Lights.

The Christmas luncheon trains didn't feature much in the previous issue of Swanning Around, so here is a couple of views.



Leaving Swanage alongside King George's field, just ready for water polo and powerboat racing!

Photo: Gary Packer

Approaching Afflington bridge, from the Corfe Castle direction.

Photo: Andrew P M Wright





At Corfe Castle on the last evening of operation, 29th December, the crew of class 33 diesel 33 111 waits in the sidings for the last Steam And Lights to pass so that they can follow and shut down the lineside attractions for the last time this Christmas.

The last train powers up the gradient from Corfe Castle, the latter joining in with lighting effects. We are promised more of the same for Christmas 2021.

Photos: Andrew P M Wright





On 4th January, Class 33s D6515 and 33 111 make a rare double headed diesel move approaching Harmans Cross for stock repositioning.

Photo: Andrew P M Wright



D6515 then proceeded to the national network at Worgret Junction, seen here descending the gradient from Holme Lane to the Swanage Railway Boundary at Bridge 2,

Photo: Andrew P M Wright



to Eastleigh Works for some essential repairs.

Photo: from Facebook

So what's the Permanent Way team been up to lately?

Loads of things, but amongst the usual stuff, they've helped the engineering people to dismantle the heavier parts of the U class 31806, in anticipation of a boiler change (see later).

Big Daddy is really handy for any small lifting jobs!



Also on 6th January, they've been exposing the bridge beams at New Barn, above, prior to a bridge inspection on 7th January below.

All they need now is the new beams to be delivered before they start dismantling.

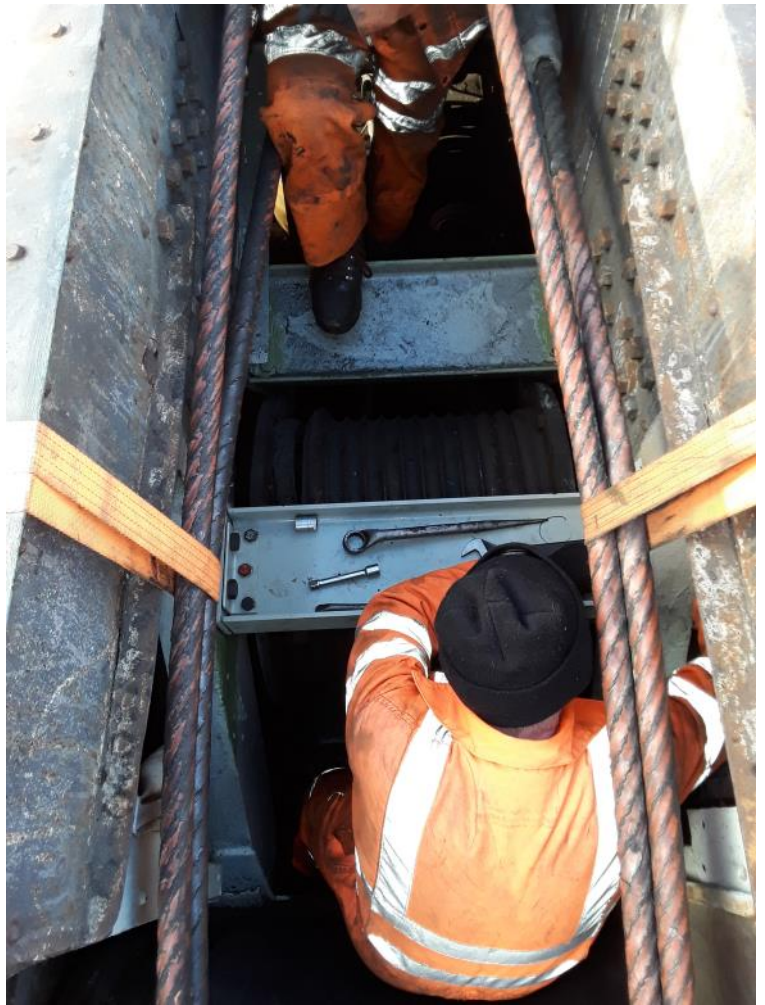
Photos: P'Way Facebook



We reported last year that diesel-electric crane no. 1 (FBC1) had some rotten metal to replace in the central rope well.

More work has been taking place to fix new metal, and in this picture supplied by Fraser White, John Wight's feet and Keith Bowers' head are shown installing some of these parts. Don't often see a podger used on the railway!

Several new parts have been made by the department, seen here alongside the old parts.



Signal and Telegraph department has a recent new volunteer, Nigel Burton, seen here refurbishing a buffer stop lamp to replace the less-than-perfect example at Swanage.



Photos: Fraser White



Remember that teaser picture from the 563 group in the last issue?

Here's the rest of it, a replacement side sheet to the firebox outer wrapper.



On 8th January, the Swanage Railway Trust 563 Group issued an update on the progress with the LSWR T3 4-4-0 no. 563. You can find the full report and pictures on the 563 web site at <http://563locomotivegroup.co.uk/> under Latest News.

Below, the boiler, looking from the smokebox end to the firebox outer wrapper, with the firebox backplate and firehole at the far end.

Photos:563 Group





And here's the inner firebox under construction from new copper sheet.

Photo: 563 Group

This project is not financed by general donations to the railway, but by donations to this specific project. If you wish to help the project along, check the 563 web site or the appeals listings on the Swanage Railway web site.

Below is 563 at the Museum of British Transport at Clapham probably in the 1960s, before its move to the National Railway Museum.

The picture is a still from a British Pathe film. You can watch the whole film on YouTube at https://www.youtube.com/watch?v=NP6Dt32Pg_4&feature=emb_logo

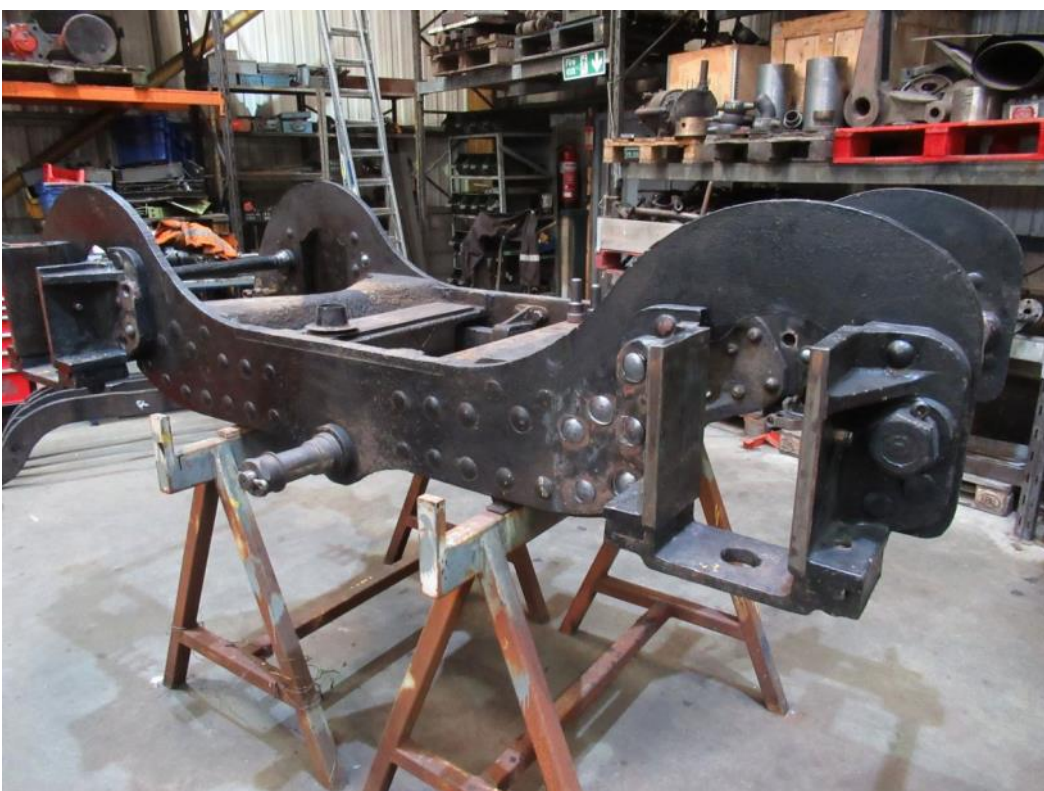


Another project making progress without using Swanage Railway general funds is the overhaul of the M7 locomotive no. 30053. Owned by Drummond Locomotives Limited, the overhaul, less the boiler, is being carried out by the Swanage Railway engineering department under contract. If you wish to help finish this project, contributions can be arranged through the DDL Company Secretary, Andrew Hext, at cosec@drummondlocos.co.uk

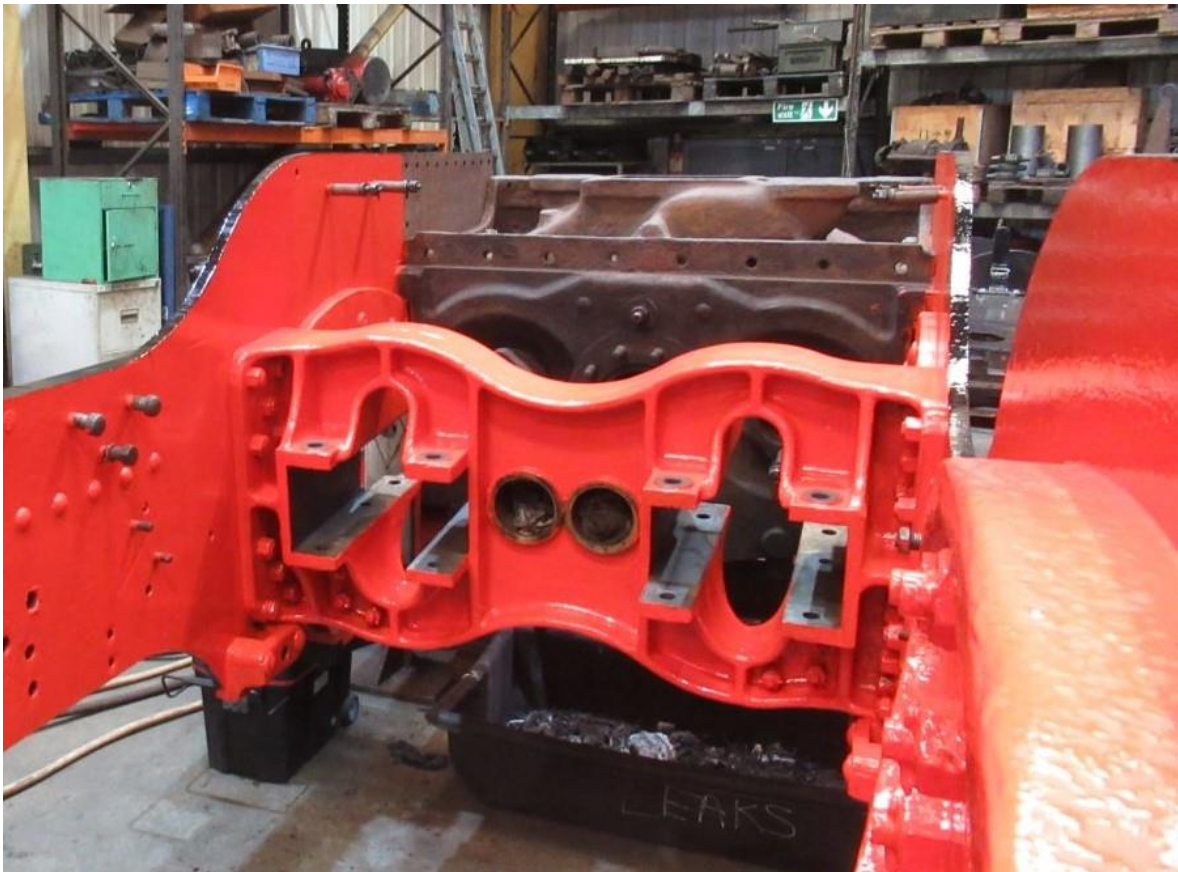
There are still a few jobs outstanding on the rolling chassis, but it is very near to a complete set of refurbished/new parts waiting to be reassembled.



Work on the frames is complete, including new stretchers (crossmembers) having been made and fitted where the bogie attaches. (bogie = truck for our North American readers!)

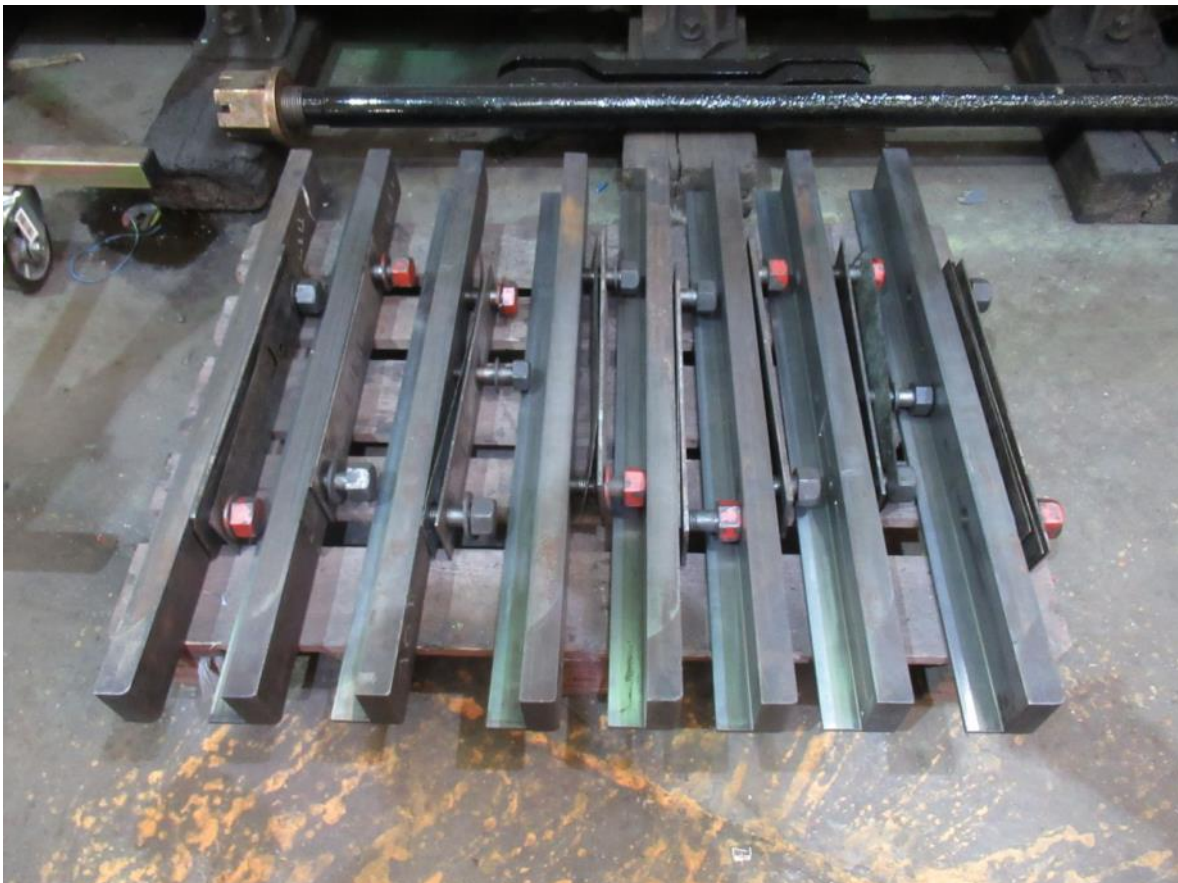


The bogie itself is nearly finished, awaiting rivets from suppliers.



At the front of the frames, the refurbished slide bars, below, are ready to fit, but the cylinders themselves are awaiting attention and some new piston heads, castings for which are in progress.

Around the workshop are many other finished parts ready to be fitted, showing what progress has been made by the engineering team. Good job!



Noticeable amongst the parts waiting to be fitted to the M7 are the driving wheelsets, with tyres, bearing journals and valve eccentrics fully refurbished .



Also in Herston Works, Southern Locomotives Limited is making good progress with the major overhaul of West Country class no. 34028 *Eddystone*. Main steam pipes have been installed, and painting is at an advanced stage.

Most of the cab fittings are in place.

For more details and progress reports, the Southern Locomotives web site is updated frequently, and has details of how you can become a shareholder. Check it out at

<https://www.southern-locomotives.co.uk/>





The Battle of Britain class 34072 257 *Squadron* has been a mainstay of services in 2020, along with the U class 31806, but has developed some loose rivets in its bogie. The plan is to complete the bogie for West Country Class 34010 *Sidmouth* and do a swap, to keep 34072 in service. To this end, Peter Pickering is working on *Sidmouth's* bogie frame, here checking the axlebox horns.



The boiler for N class 31874 is back home!

Yes! It's back! But 31874 will have to wait as its boiler is going to be fitted to U class 31806. With 31806's frames and running gear in very good shape, apart from a few rivets, it is deemed quicker to get the U back in service than it would be to complete the N. The U's boiler will be assessed and costed for repair, and, when overhauled, fitted to the N. Any questions? Don't send them to SA!

Out it comes! 31806's boiler is lifted out at Norden on 26th January.

31806 will have some rivets fixed before the other boiler is placed in the frames and the rest of its bits put back.



31874's boiler is delivered to the crane at Norden by S A Smith's transport, with boilerless 31806 looking on in expectation!

Steam Superintendent/Herston Works manager Graham Froud looks on with enthusiasm (!) in the cold and rain as the boiler he sent away for overhaul a few years ago has finally re-appeared!



Still some work to do before it can be lifted into the frames, but this will be quick to get the loco back to Swanage before the P'Way team severs the line by starting work on New Barn bridge!

Both boilers on the ground at Norden.



From Clive Hardy:

January 2021's recipients of Long Service badges - all have been posted.

5 Years

Paul KINGSTON - Trust
Chris LEMON - Operations

10 Years

Stephen DUNCALFE - Operations
Stephen MEECH - Passenger Services
John SWEET - Operations



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

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

iwanttovolunteer@swanagerailway.co.uk

or the volunteer contact phone number

01929-475212, where you can leave a message.

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.

-----ooOoo-----

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!

-----ooOoo-----

Compiled and edited by John Denison

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