



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 79 – November 10th 2021

Swanning Around doesn't have a fixed issue interval, but we do try to publish vaguely monthly-ish. This can be dependent on events that we may like to wait for so as to include current events in a current issue, or it may be down to whether the editor is in the right frame of mind!

It had been intended to release this issue a week or two ago, but the Swanning Around staff was called into Works for a mechanical repair with replacement shiny new parts.

On which subject, this issue has several references to quite a few items of railway stock also under repair and receiving shiny new parts, so let's start with 80104. Where was the Swanage Railway's resident Standard Tank loco going on 22nd October? Seen here being towed across the road at Norden.



Off to Tyseley Locomotive Works in Birmingham, initially for assessment for boiler overhaul and possibly other mechanical refurbishment. Most of the bits that wobble around will be refurbished by Southern Locomotives in Herston Works.

So what came in on the lorry that took 80104 away? It was our old friend 80078. We say old friend as the loco was originally acquired by the nascent Swanage Railway, as was 80104, but is now owned by our newer friend Stewart Robinson, from whom the loco has been hired to support our services over the Christmas period.

On October 22nd, 80078 already has the fire alight as it waits to be unloaded from Gareth Buscombe's lorry at Norden.



The very next day, October 23rd, 80078 was in service, seen here leaving Swanage with the first train of the day, the 10.30 to Norden.

With the loco round that way, it is difficult to take water from the tower at Swanage without shunting the train, so after the first train, the loco was turned and all subsequent trains are worked with the loco bunker first from Swanage.



Photo: Andrew P M Wright

And on October 24th, signalman Stuart Magnus stands ready to exchange single line tokens with the loco crew at Corfe Castle. During Half-term week, 80078 handled all the steam services on the Green timetable, with the class 117 DMU filling the diesel diagram.



Photo: Andrew P M Wright



Here's something you haven't seen before—the 117 DMU through the carriage wash, getting ready to start the green timetable services on October 15th. (if you've seen it before, keep it to yourself!)

More carriage action outside the Goods Shed at Swanage on October 19th, as fitters Alan English and Will Rudge carefully raise one of the dining set vehicles off its bogies for repair of the steam heat installation.



Meanwhile, in October, our Permanent Way and-everything-else-nearby team has been busy attacking some of the heavy growth around our bridges. This is to facilitate bridge inspections and, in the case of bridges 3 and 4, to ensure that waters on the River Frome flood plain are able to pass under rather than over the track.

ps. there are no flood waters in the attached pictures, but you can bet there will be over the winter period!

this photo: Barry Light



Photo: Andrew P M Wright

Photo: Barry Light



It's bandit country out there, and the P'Way bus can just get access courtesy of the farmer, but a management look-see takes the train! The 117 DMU is standing at Network Rail's signal PW5752, the distant signal for exit from the branch to the main Weymouth line.

Picture below from Andrew P M Wright shows Bridge 3 nearest, and now the jungle has been removed, we can now see both bridges and there is plenty of room for flood waters to pass.



And more jungle removal around Studland Road viaduct on October 28th. This is serious gardening! An exercise of its own just getting that chopper to site!

Photo: Andrew P M Wright



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Most meetings of the Swanage Railway Trust Council Of Management have recently been Zoom events courtesy of Covid, but the meeting on October 30th in the Mowlem Theatre Community Room had none of that, as seen in this COM selfie, being taken by the youngest Trustee/Director Will Armston-Sheret.

We've still got a railway after Covid, so they must be doing something right!



What's happening with Class 33 D6515/33012? By the time you read this, the loco should be in the paint shop at Eastleigh Works. Alan Hawkins has provided this excerpt from the latest cab overhaul news letter. As you can see in the picture below, it's looking like all good metal again, but still some way to go to reinstall all the missing bits after painting.

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 **£13,300 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 £157 from everyone, then the 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 in the 71A Locomotive Group website on the "Donate" webpage, which can be found at:-

http://71alocogroup.co.uk/71A_donate.htm



Porter Training Successes (from Jonathan Evans)

It's been a busy few months for everybody on the railway, and this is especially true for our porter training team, led by the great work of Heather & Peter Foster and ably assisted by their team of dedicated trainers and examiners and a record number of volunteers have successfully passed out as porters in recent months, with 19 newly-qualified in 2021 as of the end of October.

Porters are a vital part of the railway as not only do they ensure the safety of our passengers and other volunteers when the train arrives and departs the station, but they are often the first point of contact for the travelling public and therefore play a big part in making the Swanage Railway a friendly and welcoming place to be.

In fact it provides such a good basis for learning how the railway works, all of our volunteers who go on to become signallers or guards are required to pass out as porters first.

Training as a porter gives you a great insight into the safe operation of our services as well as allowing you to work as part of a team at all of our stations, meaning no two days are ever the same! If it's fun and social volunteering you are after, then becoming a porter could be for you.

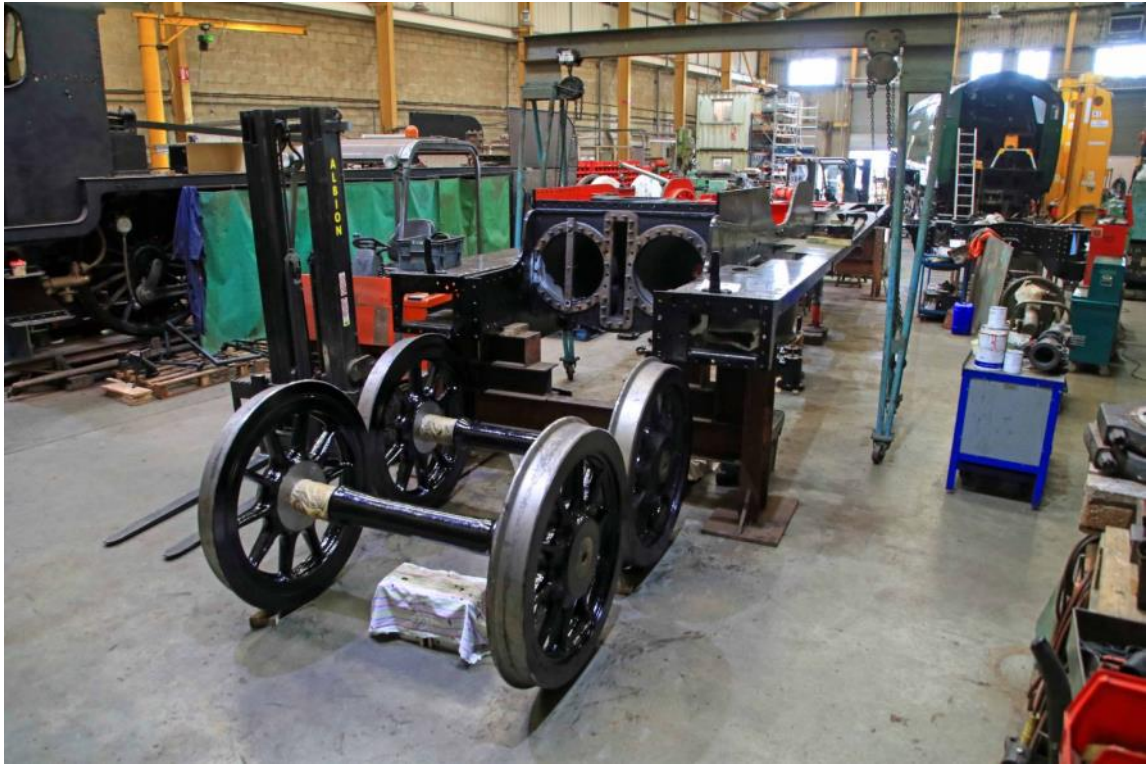
If you are interested in finding out more about our porter training programme, or about volunteering with us in general, then please contact Jonathan Evans on iwanttovolunteer@swanagerailway.co.uk

Porter trainer David Hale (centre) and newly-qualified porters Peter Gainor (l) and Julian Poole (r) take down one of the fingerboards at Swanage



Porter Melanie Davy on duty at Corfe Castle

Pictures from Jonathan Evans



The M7, a contract overhaul by Swanage Railway Engineering, is making progress in Herston Works. The bogie wheels look ready for installing in the bogie frame, but perhaps the frame doesn't agree as it's upside down in the lower picture!

Both photos: Andrew P M Wright





Photo: Andrew P M Wright

Another recipient of shiny new parts is 257 Squadron, seen here in Herston Works on October 15th. By the time you read this, the new main steam pipe will have been delivered and work started to install it and the rest of the parts which have been removed for access.

Note from the Editor.

I want to thank everyone who has sent items for Swanning Around. Not all are included in this rather later than usual issue owing to the editor having to run-in some new parts, and some of the old parts as well, after being in "Works", making it an uncomfortable process just to sit at the PC.

I am expecting to use some of the surplus material in the next issue, which should be sooner rather than later! And may even include the start of our Christmas services!

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