



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 68 – November 25th 2020

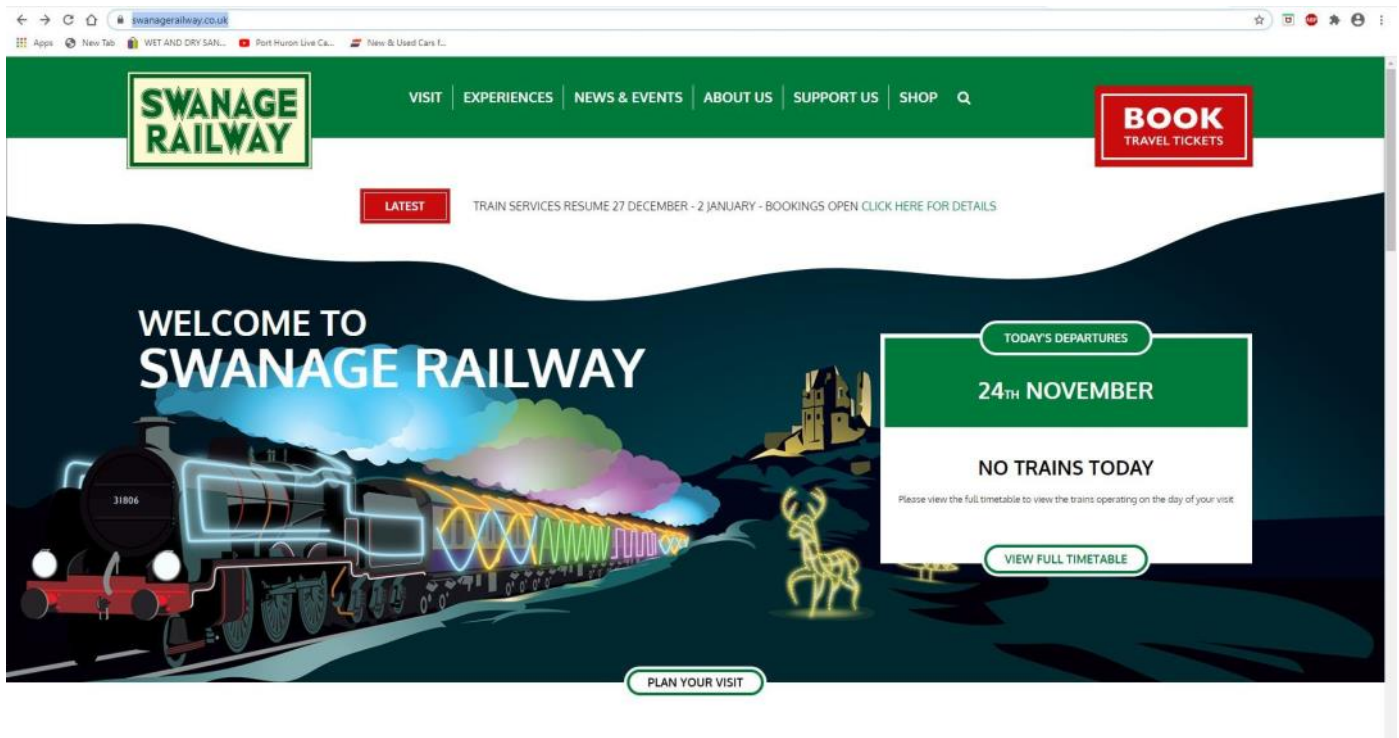
The current lockdown hasn't affected the Swanage Railway as much as some others, as we had no public trains scheduled in November, apart from 1st November, as seen with 257 Squadron hauling the last train of the day passing the site of the Herston carriage shed. Like many other projects, progress on the shed is on hold pending some return to normality, and generation of finances. Everything at the moment is being used to keep the railway going, so appeals will be a big part of life here for some time to come! We hope people will continue to be generous!

Picture: Gary Packer



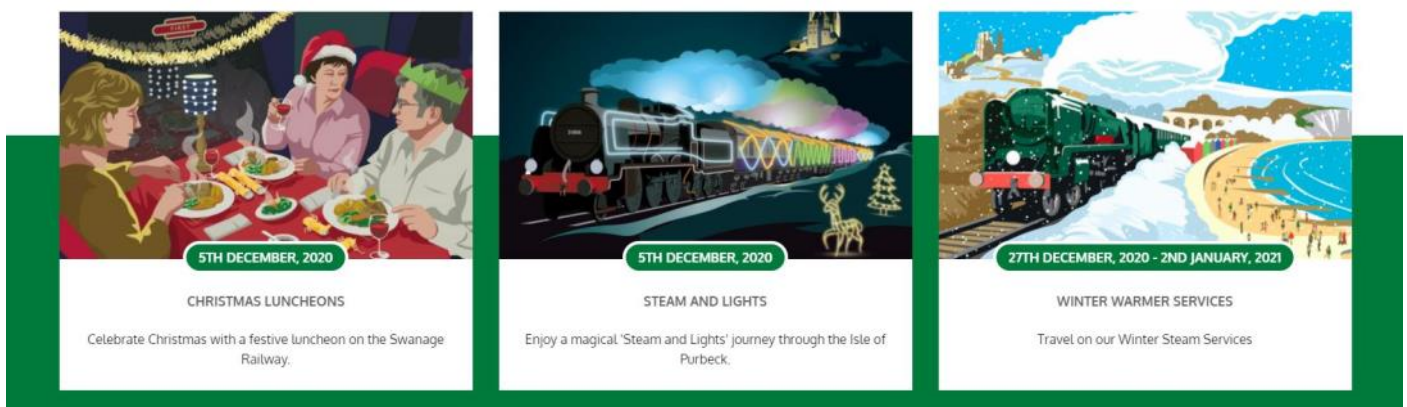
The next scheduled services are the Steam and Lights and Christmas luncheon trains, starting on 5th December, and Winter Warmer trains after Christmas. Details of these can be found on the new-look Swanage Railway web site at <https://www.swanagerailway.co.uk/> .

So what's different about the new web site? Have a look and tell us if there is something we missed or haven't done well. We already know about the worst omission—no link to Swanning Around! But you can still view all issues through the staff website at <http://www.srstaff.co.uk/swanningaround> no password needed.



So will Boris let us run these services? Will Covid stop us? We hope not, and, as we are in a low risk area, we would not expect restrictions to prevent us running our trains.

We are, of course, very conscious of the risks, and a lot of measures are in place to ensure the safety of everyone on board.



As soon as the scheduled services finished, preparations were under way for the December trains.

On 2nd November, guard Trevor Parsons and shunters Stephen Duncalfe and Gavin Brown are at Harmans Cross with driver Peter Frost assembling the train set for Steam and Lights.

Photos from travelling signalman Richard Penny



And while they're there, they've brought the dining set back to Swanage from its holiday parked in the sidings at Harman's Cross, in order to prepare for resumption of dining services in December.



OK, so we said we weren't going to waffle on about fundraising, but here's another way to financially support our railway that won't cost you a bean! How easy can it be?

Just by nominating the Swanage Railway Trust (registered charity no. 1087318) at the UK Fundraising web site where Ecclesiastical Insurance are funding £1,000 donations to charities which are nominated by the general public. For details click the 12 Days of Giving logo below.

Do it now!.



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It'll be a long time before the railway will be out of the woods financially, and it wouldn't be Swanning Around without an appeal!

Currently, the Save Our Service appeal target of £360,000 is within sight, with **£331,523.12** raised as at 24th November. In a normal year, the Swanage Railway Company, the subsidiary that runs the trains, will make sufficient surplus in the peak summer season to repay the loan it requires to get through the winter. Reaching the target won't magically transform the financial position overnight, or repay any loans, so we will still need your help.

As luck would have it, you need only to go to the Swanage Railway web site at

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

Where all appeals are on the one page. Saves Swanning Around waffling on about them all!

Not mentioned on that page is the **Swanage Railway 200 Club**.

This is another fundraising initiative, but is exclusive to Swanage Railway members, and has a monthly draw with six monetary prizes, the usual first prize being £75. What does it do?

Swanage Railway Trust trustee Randy Coldham, who has the fundraising portfolio, and 200 Club administrator Peter Parascandolo have provided the following words:

The 200 Club has been providing funds for various projects around the railway for many years. These range from picnic benches to safety equipment for working on locos at height. It boosted the SOS Appeal back in April to the sum of £17000. As time progresses long standing members pass away and so new members are always needed to maintain the amount of money generated each year which in 2019 was £12910. Currently we are on track to generate over £13000 in 2020. Please think about joining the 200 Club or increasing the number of Draw numbers you have for 2021. I am trying to maintain a minimum target of 700 Draw numbers for each month. An application form is enclosed with every edition of Swanage Railway magazine. It is also on SRStaff web site to download. The Fundraising Group will be researching what is needed from all directors, managers, trustees, project groups and anyone involved in individual projects. These needs will be used to assess where we apply for grants, what appeals we initiate and how the 200 Club can help. In February next year, we will know by how much the 200 Club can support projects. I am hoping that we may be able to support many bids from groups of smaller amounts rather than one or two large amounts.

You will agree, a worthwhile enterprise. But if you are not a Swanage Railway Trust member? Then why not join? It's only £26 a year! See <https://www.swanagerailwaytrust.org/membership> for details of the benefits of membership.

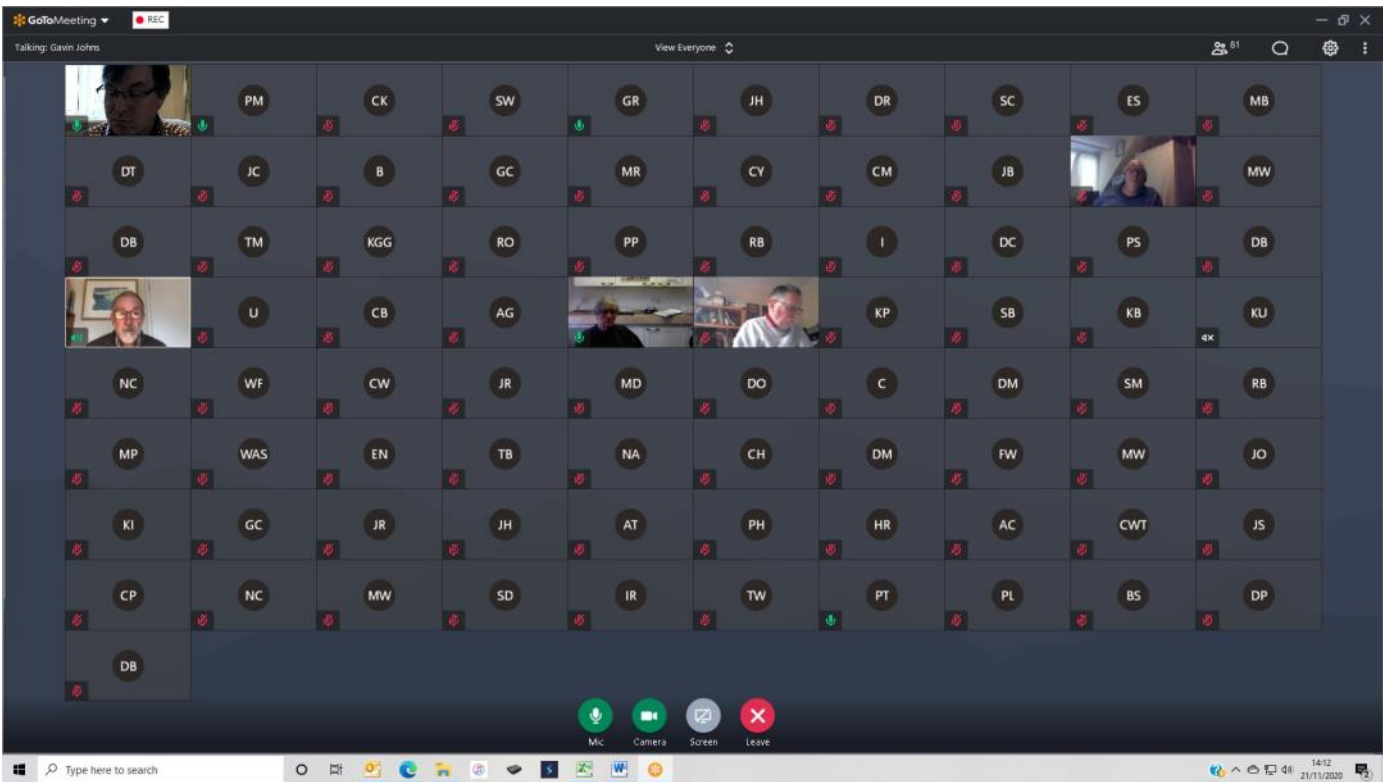
If members need more details, contact email is 200club@swanagerailway.co.uk

The **Swanage Railway Trust AGM** was held on Saturday 21st November. How, you may ask, did that happen under a lockdown?

It happened using the online meeting software product GoToMeeting. We are told that 85 people attended, of whom 81 are shown on the attached screenshot. Most of the attendees seem to be rather camera shy!

The AGM was concluded with all resolutions being passed and an on-line Q&A was held afterwards. Feedback was very positive, with questions being asked via the chat facility.

Chairman Gavin Johns & secretary Mark Woolley agreed that the format was generally accepted as good in the circumstances and will now be used for future briefings of staff and volunteers, and will definitely be used for future open forums.



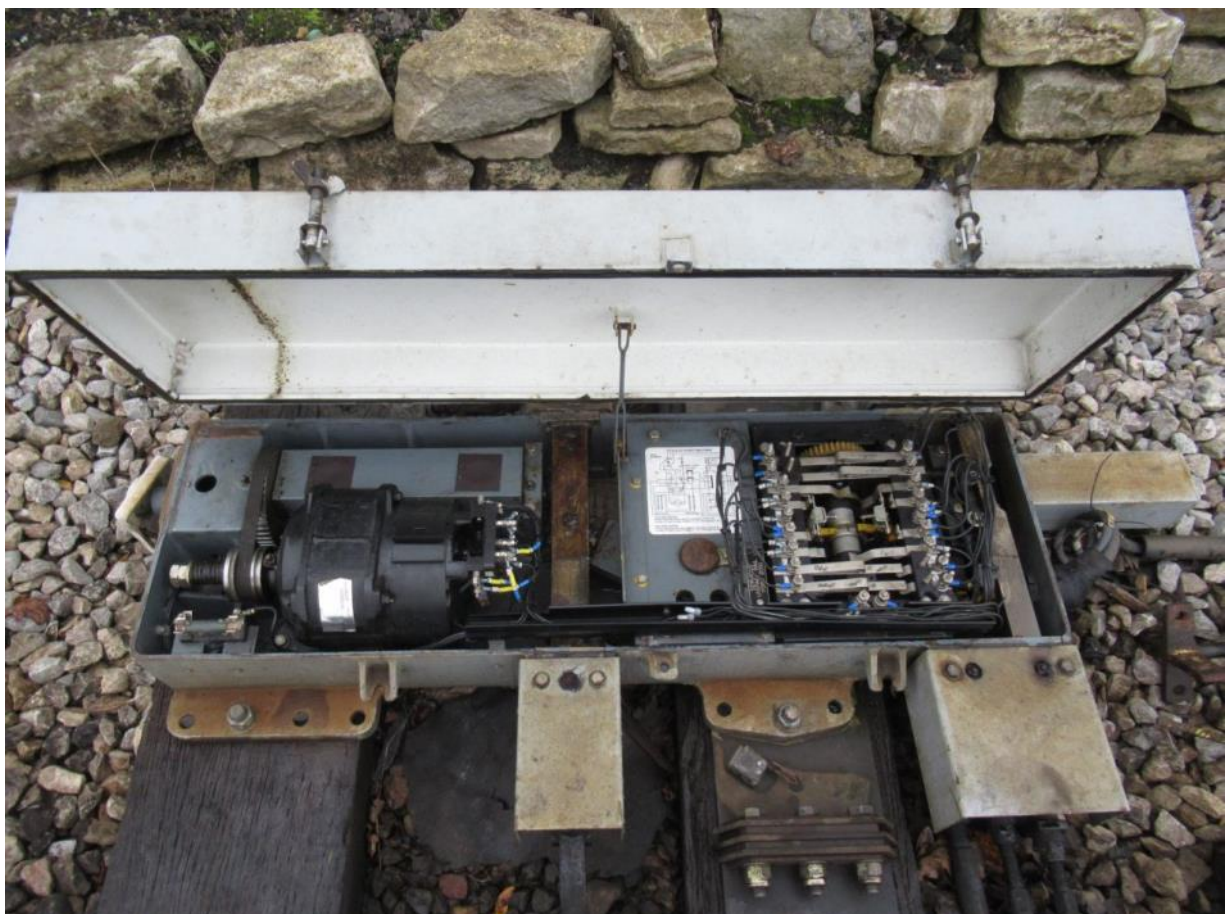
Screenshot supplied by Mark Woolley, top left.

There are any number of reasons why you would want a Signal and Telegraph technician on site. Most of our signalling equipment is older than us and needs plenty of TLC!

The Norden level crossing system is much more up to date with electronic controls, and part of that is the electrical interlocks that prevent you from doing much if any of the inputs are wrong.

On 29th October, the motor-driven points allowing access to the crossing switched ok, but the detector circuit which confirms this to the control system didn't, preventing other parts of the system from working.

So call in S&T technician Mike Southey to analyse a wiring issue and provide a fix. Not as easy as you might think with all the wiring in that box!



Since the lifting of the first lockdown, work has proceeded on the overhaul of the M7 class 30053. To remind you, the overhaul is being undertaken by the Swanage Railway under contract to the owners Drummond Locomotives Limited, with the boiler overhaul carried out by the North Norfolk Railway's boiler shop.

DLL director Geoff Carter has provided an update and these pictures. Geoff writes:

Summarising overhaul progress so far the frames have been repaired by cut and shut renewal, the replacement of two frame stretchers, and the replacement of corroded running plate sections. The frames have then been shot-blasted by volunteers and are being painted. Re-installation of the cab floor is imminent. Return of overhauled wheelsets and eccentrics from the South Devon Railway is imminent – which will then allow re-wheeling and subsequent re-assembly of the chassis. Stitch repairing of the cylinder block to improve upon a previous method of repair has been undertaken, and a crack has recently been identified for repair by the same stitch-weld method. Overhaul work is also complete, or currently in progress, upon piston rods, motion, brake rigging, reverser, and horn alignment.

This first picture shows stripped down frames in Herston works, with front buffer beam removed and the corroded sections already cut out of the LH & RH side frames adjacent to cylinder block/steam chest ready for the new replacement sections to be welded in.

The second picture below shows completed cylinder block stitching repair and completed cut & shut repair of LH side frame adjacent to cylinder block/steam chest where excessive corrosion occurred. RH side frame the same.



At the North Norfolk Railway, progress is being made with the installation of the new flexible firebox roof stays. They're the nice new shiny things in this picture, showing how the roof of the firebox, the crown sheet, is supported from the boiler outer wrapper.



Boilersmith Kieran Cator demonstrates that you need to be a contortionist to do his job Installing those stays!





A new 'J' pipe casting has been obtained, seen here next to the old 'J' pipe which has had to be scrapped because of pin-hole corrosion of its wall.

For the uninitiated, this item lives in the boiler, under the steam dome, and sits between the regulator valve and the main steam pipe to the cylinders. That sticky-out bit is the support for the regulator rod from the driver's handle in the cab.

As with any project cost estimation, DLL is now at the stage where work outstanding and available funds don't always agree, and the directors are now having to choose what is affordable and what can be covered by make do and mend.

Needless to say, an influx of funds would make that job easier and allow the best possible repair for the loco.

Geoff writes:

The DLL directors would like to see all the external sheet metal replaced – there is significant corrosion present, but there are currently insufficient funds to cover all of that. So just what is replaced will be dependent upon what new financial support in the way of donations or purchase of shares in the locomotive can now be achieved.

Anyone who'd like to make a financial contribution to the overhaul, or is interested in buying shares in the locomotive, should contact DDL Company Secretary Andrew Hext by email at ['cosec@drummondlocos.co.uk'](mailto:cosec@drummondlocos.co.uk), or write to Drummond Locomotives, 122 Kings Road West, Swanage, Dorset BH19 1HS.

Timing objective at present is to have the locomotive fully available for the 2022 season.

So there you are! If you're a fan of the M7, now's your chance to help get it back in service at Swanage. You know you want to!

Perhaps you need a screw loose to come and work on the Swanage Railway, but what does P'Way do when they find a loose screw which should be holding the track down? They fit one of these. It's like a big wall plug.



Both pictures from the P'Way team

Working with the Permanent Way team can mean you are working anywhere on the line. What's nice is to have all the equipment available that allows you to move to another job site and take everything, including the kitchen sink, with you.

Here, P'Way manager Barry Light supervises as the welfare unit is loaded onto Big Daddy's trailer at Castle View on 17th November.



In the last issue, we saw the roof of LSWR coach body *Annabel* being re-covered. The Harmans Cross station team are so pleased the scaffolding is down and the door open that they've posed for a team photo on 26th October.

Except, that is, for the team members who are **not** there, of course, including the photo taker Graham Jakes.

Left to right, Jeff Gregory, Mike Ellis, Bob Bunyar, and Mike O'Neill

As usual, the station team is busy keeping the station in good shape, even though there are no trains stopping there at present



The Telecomms team come in on Thursday, and go around in a gang. This of course means that all tasks for the day are completed promptly with many hands making light work.

But they can still apply Swanage Railway standard working, as seen here on 5th November doing cable work near Woodyhyde. One working, three watching!

Picture from Geoff Trim



Clive Hardy, TTI and Volunteer Service Coordinator, has posted out Long Service Badges to December's recipients.

Ian BRIGGS - Passenger Services - 5 years

Bob DREW - Signal & Telegraph - 15 years

Elizabeth KENYON - Passenger Services - 5 years

Jeffrey KENYON - Sales & Marketing - 5 years

Michael PAUL - Signal & Telegraph - 5 years

Robert PRANCE - Operations - 10 years

and to

Russell FERRET - Operations - 10 years, who actually qualified for his in October.

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Wot? No sleigh?

Sorry mate, no work this year. Santa's isolating from Covid-19, so you can go back to the woods and watch the train of lights go by!

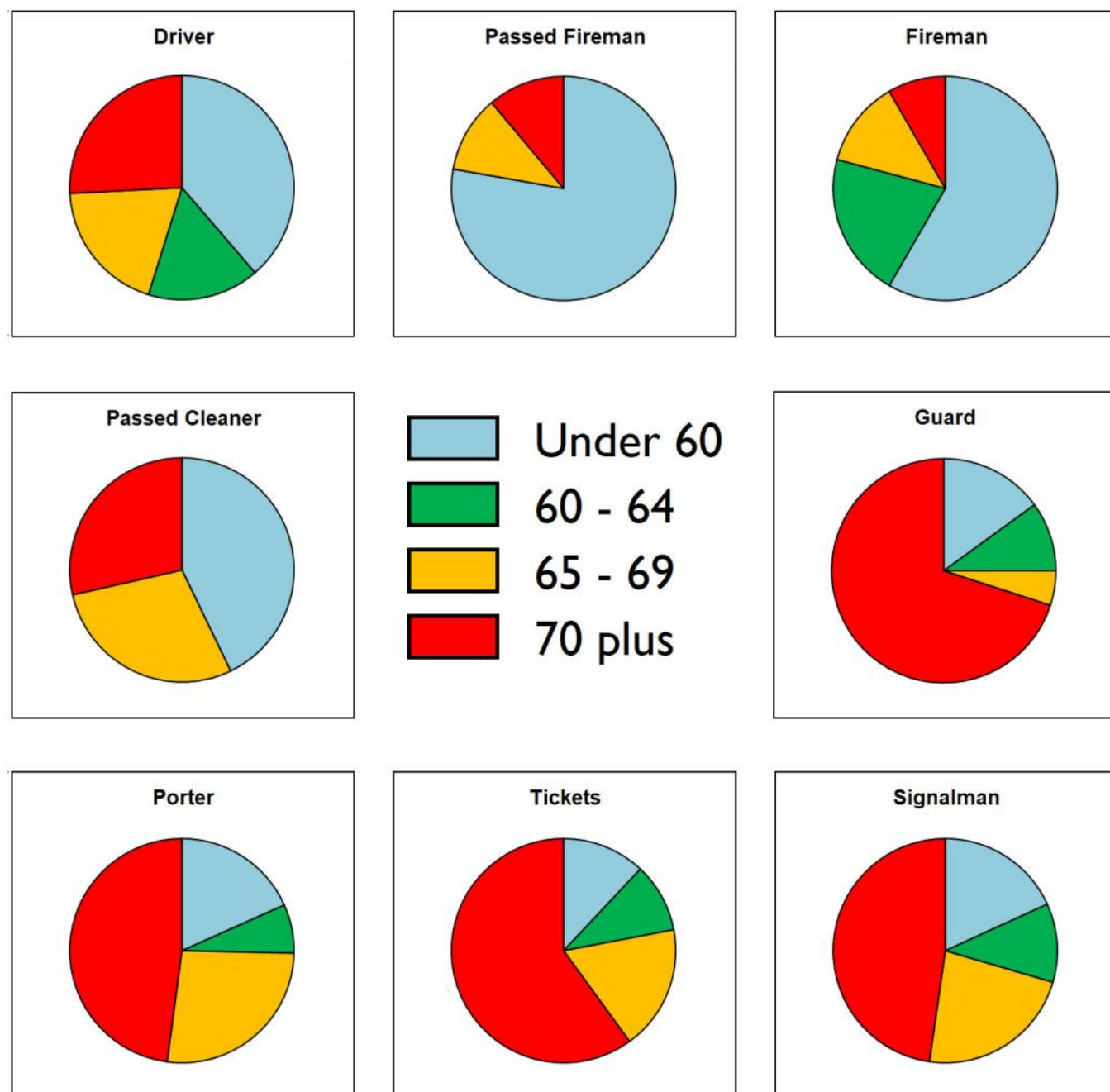


Another item from Clive Hardy, TTI and Volunteer Service Coordinator, to get your thought processes working.

You can see the age range which most of our volunteers are in, so it's really clear why we are constantly pushing to encourage new volunteers. Perhaps that's you?

See the last page for how to get in touch. Then come along and have a look, there's no commitment!

Age distribution of SR volunteers Operations and Passenger Services 2020 (pre Covid 19)



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!

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Compiled and edited by John Denison

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