



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 32 – November 16th 2017

October passed with the visit of two main line charters, and we are now into the very low season timetable, so plenty of time to sit back for some R & R (?!).

NO!

Timetabled slots are being filled by driving experiences, both for the general public and for the Southern Locomotives owners. Sadly the latter are unable to use 257 Squadron, as it has a long list of items still to be fettled, but progress is being made.

80104, another Southern Locos engine, is being used instead.

Many other driving experiences have used the visiting loco 41312, which is well thought of by our crews who would like to keep it, but it is only with us until the end of January. The owners want it back!

And the T9? Still some work to do, and currently in an investigation and testing situation, in conjunction with the NRM engineer. If you've read something else in a less reliable publication, ignore it! You get the facts in Swanning Around! More on the T9 later.

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Just as Issue 31 was completed, we learned of the passing of our dear friend and signalman colleague Mike Rodgers, who appeared in Issue 24 as Mucky Man of the Month, helping to bail filth out of the well near the shed at Swanage. The turnout at his funeral reflected the high esteem in which he was held, not only by us but by family, friends, and his other voluntary activities.

He is missed by all of us.

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So what about the T3?

They said it was going to be overhauled to working order, and that is no pipe dream. It's a reality, starting with a strip down and costing exercise that has been funded by a benefactor.

So what on earth is happening here?

What are these people up to?



(Picture courtesy of Railcam)

It's 12th November, and this is a photo shoot in aid of restoration funds. Yes, it's going to happen! These people have contributed and you can too. At present, there is a Crowdfunding page open until 23rd December on the internet for you to donate. It's at

<https://www.crowdfunder.co.uk/lswr-t3-no-563-return-to-steam-appeal>

It won't cost you much, and it will contribute towards getting the loco back into steam in 3-3½ years. Sound ambitious? With your help and some grant funding it will be achieved!

Is this the T3 hauling a train into Corfe Castle? No, of course not, but it could be, with your help! Dig Deep!

This most elegant of locomotives deserves it!



Recently-elected trustee and director of the Swanage Railway Trust Matt McManus thinks actions speak louder than words. He organised the photo shoot in conjunction with TimeLine Events, and the transfer the following

day of the loco to the Flour Mill workshop in the Forest of Dean.

It's not really a flour mill, it's an old colliery building. Check it out for yourself at <http://www.theflourmill.com/index.html>



On 13th November, our class 33 diesel D6515 delivers 563 to the road/rail interchange at Arne Road engineers siding, and it is then winched on to the Allelys trailer.

Keep looking out for more ways to contribute towards this project.

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It's not all about coach overhauls. Included in Loco, Carriage and Wagon Department's work is general maintenance, and here we find Greg Murray checking fluid levels in the batteries on the dining set restaurant car S3090 on 9th November.

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No **Page 3** glamour this month, so we've called upon Driver George Crouch instead!



When the T3 was officially handed over, he posed in the cab, suitably dressed. There is no truth in the rumour that he actually drove this loco when it last worked in 1945, but he has been doing it for a long time, and, on 28th October, he drove for the last time on the Swanage Railway.



His last turn was on the visiting Ivatt LMS class 2 tank engine 41312.

(both pictures from Peter Milford)

He started his railway career at Bournemouth in 1950, subsequently moving to Basingstoke, and several years at Eastleigh after National Service. As a fireman at Eastleigh, he worked on routes all over the South West, including the Swanage branch, leaving in 1962 as they started cutting up steam locos.

He joined us at Swanage in 2000, has run the Mutual Improvement Class for footplate crews since 2002, and has been on the Rules Committee since 2004, and after the 3rd Dec MIC, he will have given up these as well.

We will miss his guidance and humour, but at least his bees will be happy to get more attention!

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On 25th October, the Royal British Legion launched the Dorset Poppy Appeal at Corfe Castle station.

A couple of pictures here of the assembled launch party, which included entertainment from the Bovington Military Wives choir and local school children.



Picture from Peter Milford



Refreshments were provided by our friends with the Tea Truck, at which time we catch Deputy Operations Manager Peter Harris showing us what management is all about!



Picture from Peter Milford

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And now the T9. Yes, it's still here, and you may have heard how long for, but the official line is that it is here for investigation and testing regarding the steam leaks in the cylinder casting, on behalf of its owner the National Railway Museum.

Progress with the leaks is such that they are now stopped and repairs have been steam tested. Just got to put the smokebox back together!

For the benefit of those who are interested and the boredom of those who aren't, here are some pictures of the problem and the solution.



This picture, taken through the side of the smokebox, shows two of the larger leaks, opened up to good metal. The one on the left is still open, and on the right, the contractor has made a filler patch from cast iron and has fitted it ready for stitching.

The next picture shows another hole in the exhaust passage with a patch fitted and metal stitches inserted. Still some more work required there to seal the joint.



And here's what it looks like when contractor Neil Stenicker has done his bit. Almost invisible!



Neil finishes off by sealing up any leaks when the casting repairs are tested under steam pressure.



There are some screwed plugs in the holes formerly used to attach the previous sheet steel repair.



Steam Superintendent Graham Froud provides the steam, while Neil checks for leaks. Cutting the side out of the smokebox has made this job so much easier. Just got to put it back now.

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How's Beryl getting on?
We haven't been in the Goods Shed for Swanning Around for a few months, but a visit on 7th November revealed this!



Beryl hasn't looked this good since she joined the railway and was responsible for operating the very first trains, albeit for only a few yards. She's a bit underpowered for our present services, but is a piece of history preserved!

While we're in the Goods Shed, the present incumbent is second class open coach S4842, and Howard Fry is caught inside with paintbrush in hand.



This is another repair and refresh job being done by our Loco, Carriage and Wagon Department.

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What, you may ask, is signalman Malcolm Munro doing paddling around in Swan Brook, by the loco shed?

Looks like some underwater gardening, but he's just ensuring that some water from the stream will end up in our well.



So, now an explanation of what on earth is going on here and why.

For those not interested, time to put the kettle on!

The well has featured in SA before, and having had the muck removed, it just needs some water. This water gets in through those three openings in the stone wall in the middle of the picture, passes through the sand filter on the other side, and ends up in the well at the top of the picture, under those steel sheets, below those blue pipes.

The water is intended for general use around the shed, not for locomotives, so that brings us nicely on to those blue pipes and the steel pipe above Malcolm's head.

These pipes are installed for collection of water for the Salisbury Water Tower project.

The steel pipework extends nearly to the source of the water we are expecting to use for the water tower, and the blue pipework is installed to deliver the water to the tower.

If you look closely, you can see the pipe attached to the wall in the picture below, and there's the water coming out of that pipe into the brook.



Trustee Nick Coram advises in the latest Swanage Railway Magazine that "despite the indisputable advantages that completing the project will bring, when set alongside the other demands on our

resources we cannot currently put this project at the top of our vital 'needs'".

So it doesn't look to be completed any time soon. Buckets, anyone?

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Our class 108 DMU has been out and about again, not in public service but in use for training.

We regularly run training sessions for our train crews and signalmen to ensure competence is acquired and maintained to a high level.

We are presently running some trips with the DMU to train or refresh pilotmen, for use when a signalling failure prevents safe operation in the normal manner with electric key tokens.

We have also started the training process for diesel unit crews for the Wareham service, initially with the class 108, as it is identical operationally to our mainline units, but without the mainline add-ons.

To this end, we are using Tim Reynolds to train our crews in all aspects of preparation, operation, and disposal to main line standards. Tim is a Traction Trainer with South Western Railway, so is totally qualified to teach our crews the right way to do it!

On 10th November, Tim is in the cab at Norden with our own Paul McDonald, and others on the train, confirming the format for training, which will commence in earnest on 24th November.



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You know the old question, how many does it take to change a light bulb?

Now you know. One! Another to foot the ladder and another to watch!

Electrical engineers Paul Smith, up the ladder, and Barry Leyman, watching, have purloined Brian Sorrell from the crane gang on 10th November to help change an LED bulb at Norden. These low power consumption bulbs are being used extensively around the railway, and it is not often that there's a failure, this one probably got wet. (or came from B&Q!)

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Around the shed at Swanage on 9th November, we have six steam locomotives, all in 1950s/60s British Railways livery, and all of them locos that might have been seen at Swanage in that period.

In the first picture, Ivatt 2MT no. 41312 leaves Swanage with a service to Norden, while in the shed road are BR standard tank 80104 (still as 80146), and U class 31806 receiving attention. M7 no. 30053 is hiding in the shed being stripped for its major overhaul.



On the other side of the running line stand the T9 and 257 Squadron receiving attention. Your bold reporter didn't dare ask when 257 Squadron would be ready!

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As indicated in the last issue, we had several main line charters coming in to Swanage. This one, headed by Deltic Diesel D9009 *Alycidon* was for the dedicated passenger, as it left Burton-on-Trent sometime around 4am! It even created an issue when it arrived at Swanage, its 13 coaches being long enough to lock up the station area, temporarily preventing our own services getting in or out!



Picture: Andrew P M Wright

At the end of this month, A4 pacific no. 60009 *Union of South Africa* is due to pay us an overnight visit before its Christmas market run from Poole to Bristol on 30th November. You'll need to be up early to see it!

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Our Track Team does more than just fettle the trackwork. They are also wizzes at fencing, hedging and other sorts of gardening, to keep our lineside looking smart.

Ken Orchard, John Stockley, and Tyler Herrington have replaced the fence on our viewing area at Swanage Loco Shed on 15th November.



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Long-time Swanage Railway driver Nick Hanham is also an accomplished photographer, and has a web page with something in excess of 20,000 pictures of transport subjects. Amongst these are a number of galleries containing around 2,000 pictures taken along the line between Swanage and our limit of operations at bridge 2. Have a look at <http://www.5929matrix.co.uk/26.html> and while you're at it, there are those thousands more pictures for you to enjoy on these cold evenings!

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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 mike.whitwam@corfestation.f2s.com or volunteer@swanagerailwaytrust.org.uk 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.

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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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Swanning Around also appears on line at:
<http://www.srstaff.co.uk/swanningaround>
and
<http://www.swanagerailway.co.uk/volunteers-diary>

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