



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 35 – February 18th 2018

February 10th and trains are running again. That means that most of the maintenance carried out during the six-week shutdown has been completed.

There are still some works outstanding, and these may feature in the next issue, we expect.

So what's been happening since the last issue of Swanning Around? Read on and find out!

Swanning Around staff can't bring everything that's going on to these pages, so if you know of something of interest happening, tell the SA editor beforehand, or send some pictures and a story to the SA email on the last page of this issue.

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But first, another award acquired by the Swanage Railway, this time from the Heritage Railway Association.

The Manisty Award for Excellence has been awarded to the railway for 'bringing back passenger services to Wareham'.

This is an occasional award, in the name of Captain Peter Manisty RN, a pioneer of standard gauge railway preservation.

In Birmingham , at the HRA Awards Dinner, to collect the award on February 10th were Peter Milford, Company Secretary, Matt Green, General Manager and Director, Jon Bridgland, Mick Stone and Dr Geoff Card, with Lord Tony Berkeley, chairman of the Rail Freight Group.



(Ed. I should award myself an award for using the word 'award' so often!)

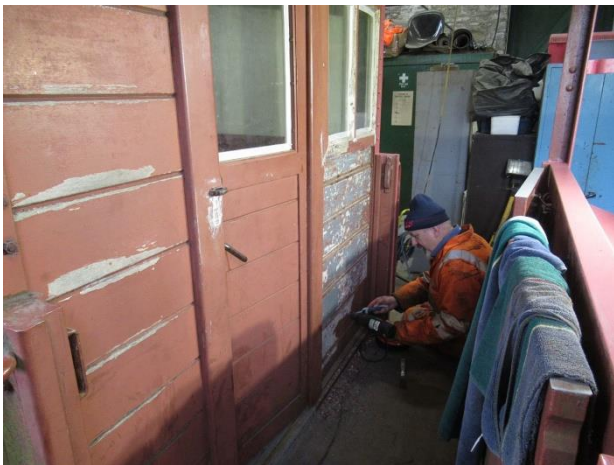
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What's in the Goods Shed?

Another 2nd class open coach having a refresh and some serious work on areas of corrosion. Needs some more floor here! Looks like the usual corrosion issues with Mark 1 coaches.



At the other end, a 25 ton goods brake van gets some attention. Mostly a cosmetic smarten-up. Jeremy Weller is stripping paint on January 20th.



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Outside, the water tower has been receiving a coat of paint. While the scaffolding was up, chippie John Piper gave the tank a roof. About time too! No more shovelling weed out! But if anyone does want to enter the tank for maintenance, or cave diving practice, he's provided a handy door.



And Alan English from Loco Carriage and Wagon has made a handrail around the door to help get in and out. Health and safety gets everywhere!

-----ooOoo-----



Meanwhile, the 71A folks observe normal working arrangements while changing shock absorbers on class 33 Crompton diesel D6515. One working, three watching. Perfect!

-----ooOoo-----

Page 3

Always short of candidates for

Mucky Man of the Month

But there are some who just keep on giving!



Phil Minshall enjoys a break from preparing the Birds Nest Buffet for painting, with colleagues Brian Crouch and Dave Taylor, on January 30th.

Now you know the story about the worker whose wheelbarrow contents were subject to security scrutiny, but he was actually stealing the barrow.

Well, it is SA's belief that Phil is actually acquiring paint by taking it out on his clothes and reconstituting it with solvent at home!

-----ooOoo-----

Following on from last month's track works at Swanage by the Track Team, the S&T people then have to replace the signal cabling and the track circuiting.

On January 30th, there's some new signal operating wires being installed.

Only two watching here - S&T efficiency!



-----ooOoo-----



Mark Smith has manufactured some new bushes and pins for the brake gear on the visiting Ivatt loco 41312, and is re-fitting the gear prior to the loco returning to the Mid-Hants Railway, whence it was borrowed.

Super loco, perhaps we will see it again in the future.

Steam Fitter Chris Birmingham looks on, making sure the fence doesn't fall on Mark!.

-----ooOoo-----

On page 3 you saw the painters having a break from sorting out the outside of the Birds Nest carriage, while inside, Jo Curtis and Penny Smith give the inside a good spring clean on January 30th. Super-recycler Mike Leach gives moral support.



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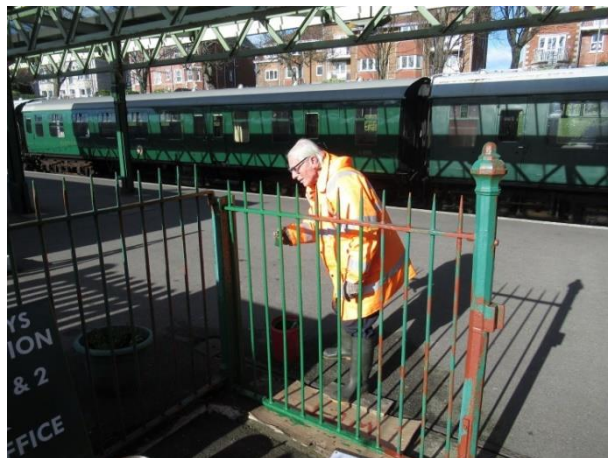
Across the platform, there's more people at it – painting and refurbishing, that is.



John Trott, Wessex Belle Manager, Jeff Cole from Passenger Services, and Helen Cole, usually to be seen in the Birds Nest Buffet, are busy re-varnishing the door and window linings and painting the steel window frames in the Swanage station building. Looks like John's drawn the short straw, the Gents!

-----ooOoo-----

Of course, Mike Leach hasn't been doing nothing! When the trains aren't running, there's not too much rubbish for him to recycle so, on February 9th, he's found painting the iron fence at the end of Swanage station buildings, with Estates manager Pat Cattle praying that the signage will all go back up securely.



-----ooOoo-----

On page 2 in issue 24, the Tuesday gang was beating a hole in the wall at the top of the shed, allegedly for a gate for 'dignitaries', i.e. not us!

Some months later, on February 15th, John Piper is found installing some gate posts of appropriate quality.

Can't wait to see what the gate will look like!



-----ooOoo-----

On 9th February, Mark Lowry and Billy Johnson are refitting a buckeye coupler with a difference to a Mark 1 carriage.

This carriage is one of five for which we have a grant to update them to meet the requirements for running on the main line.



The difference here is that the coupler is now fitted with a lower shelf bracket. It's that rusty bit in the picture below, and is a safety feature restricting movement to prevent the couplers disengaging vertically, and the coaches from overriding each other in a collision.



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Sandy Lane bridge at Corfe Castle had a wooden walkway deck that was past its safe-by date, so the Track Team in the form of Ken Orchard, Will Fooks and Tyler Herrington replaced the timbers on a pleasant 31st January.



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Meanwhile, the Signal and Telegraph people were flat out finishing the signalling changes at Corfe.

Here they are on 31st January under their handy gazebo by the new Down Home signals finishing work on the track circuit cabinet.



Commissioning of the signalling changes took place on February 7th.

S&T were out in force checking the mechanicals at the signal



and the electricians in the cabinets,

while, in the signal box, Michael Paul completes the paperwork with Chief Tester Dave Fry, who will ensure that everything has been set up correctly and works as expected.



The revised signal box track diagram is in place, and the new lever for signal 24 and associated block shelf instruments are ready for action.



While all this has been going on, revised instructions have been produced for signalmen, and the changes highlighted at the signalman's mutual improvement class held in Harmans Cross village hall on February 3rd.

-----ooOoo-----

What does Operations management do? A good question!

One job, being carried out by Deputy Operations Manager Paul McDonald is scanning into the computer the competence, medical, rules assessments, etc. for all the Ops staff. Easier to schedule medicals and biannual exams from the computer rather than the filing cabinet.

On February 9th, Paul is digitising your Swanning Around hack. Didn't feel a thing!

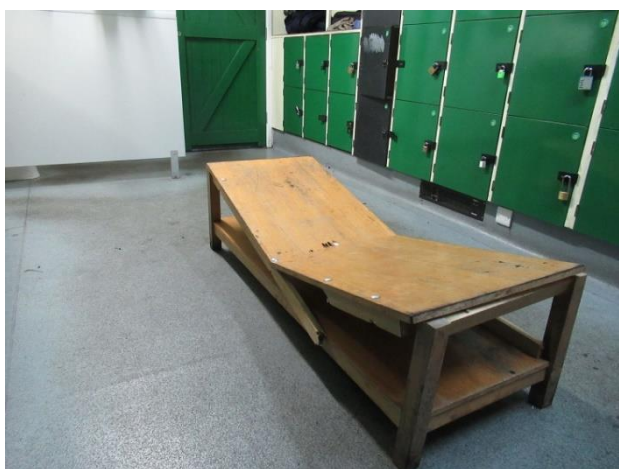


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While we're on the subject of Operations, there are some things not covered by competence assessments.

Take the crew locker room for example, where it is clear that someone couldn't tell the difference between a chair and a table!

Own up! Who sat on it?



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Now what's happening with the T3 no. 563?

Since the loco has been at the Flour Mill workshop, the T3 team of Matt McManus, Chris Morgan (museum manager), and Colin Morgan, who is good at these things, has been looking to produce a bid for grant funding.

More info on the progress of dismantling the loco with a view to establishing what needs to be done may also be available.

Expect some more info in the April edition of Swanning Around.

In the meantime, here's a picture of the loco in Toronto in 2011 when it was there to perform in a theatrical version of The Railway Children.

563 and a Great Eastern Railway directors coach, used as 'the old gentleman's carriage' are seen on the enormous turntable at Roundhouse Park, which used to be the John Street roundhouse of the Canadian Pacific Railway.

This loco has been well travelled!



Many thanks to Ian Johns for the picture.

-----ooOoo-----

Don't forget carriage cleaning with David Chant.
Scheduled cleaning days are:
Tuesday 27th February, Thursday 1st March, Tuesday 13th March and Thursday 15th March 2018.

Let David know if you are coming on
davidchant@btinternet.com

This fella will be there to help by leaving his card after you've cleaned the roof! Ask Martyn Curtler!



-----ooOoo-----

Now that we know that the Transport for London 4TC set, the coaches used last year for the Wareham service, is coming back for the diesel gala in May, it seems like a good time to remind you that our own 4TC set is a good cause for financial support.
Check out the web site at

<http://www.4tc.org.uk/unit/index.php>

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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

iwanttovolunteer@swanagerailway.co.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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Views expressed in 'Swanning Around' are those of the author(s) and are not necessarily the views of the Swanage Railway Trust or the Swanage Railway Company. No liability accepted for errors or inaccuracies.

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Swanning Around also appears on line at:
<http://www.srstaff.co.uk/swanningaround>

and

<http://swanagerailway.co.uk/volunteers-diary>

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