



# Swanning Around

## A Look At What's Happening Around The Swanage Railway

Issue 47 – February 22nd 2019

This time last year, the Beast from the East brought us some proper Winter weather. This year, we've had some nippy days down here in the south, but look at it this week. What's going on?

Whether it's global warming or not, what a great week for the re-start of our running season at school half term.

Here's Harmans Cross on 20th February. Signal and Telegraph volunteers take a break from cable laying, and Station Master Peter Foster has a few words in passing.

The Sun's out, the Daffs and Croci (?) are out, who'd think it was the middle of February!



We might not have been running any public trains for six weeks, but there has been plenty going on behind the scenes, which means plenty of fodder for Swanning Around (SA). This doesn't mean that SA covers everything that's going on—it doesn't. The hard-pressed (!) SA staff can't be everywhere, so any contributions are much appreciated.

There's still a lot of stuff in this issue, so read on.

It's not all work in the sunshine at Harmans Cross on the 20th, as we find members of the station team hiding behind the grounded coach body "Annabel". Mike Ellis and Don Butler are erecting a platform and safety railing behind the coach to enable them to carry out repairs to the side that we don't normally see, unless you are a camper in Mark O'Connell's field!

More stuff for future issues of SA.



The 20th February was not only in the first week of the new season, it was also the first day of the new *Purbeckman* mid-week dining service.

While U Class 31806 was entrusted with the normal service trains on the Orange timetable, the dining train was hauled by 34072 *257 Squadron*, with driver Les Frampton and fireman Paul Williams.

Company Secretary Peter Milford was out and about with his camera to record the first train at New Barn bridge.



## Mucky Man of the Month!

And again, it's that man who is the gift that just keeps on giving,

## Phil Minshall



The good weather has meant that painting Corfe Castle signal box and his clothing has continued apace.

On 12th February, Phil, Brian Crouch, and Dave Taylor, are making good progress.



Yes, we had some nippy days with some snow, but it did not last long, but the web cam at Corfe Castle misses nothing, and recorded Pullman observation Car 14 on its way to the road/rail interchange for transport to the contractors at Barrow Hill.



It was the 1st February. How things change in just a few days!

Which leads us into the comings and goings at Corfe and Norden.

The lorry which took Car 14 away brought Maunsell coach S1346 from Barrow Hill, and this coach was placed into siding 2 at Corfe by diesel shunter D3591.

Here at Corfe station, ready to enter the sidings.

Picture by Bryan Hardwick.



Compare the interior of S1346, as delivered on the right, with the interior of sister coach S1381 below, which is now in the Goods Shed at Swanage in the last stages of completion. What a great job the heritage coach team has done!

Picture from Paul Simons



S1381 looks almost finished, with Ashley Davidson doing a bit at the far end.

Seats to complete and some fittings should make it ready to go very soon.



Outside, Paul Simons and Derek Hudson fix water pipes and doorway trims.

Our own passed cleaner Gareth Buscombe in his day job came with his big lorry to collect the class 108 DMU for transport to Llangollen on 28th January.

Here, the DMBS coach, that's the one with the engines, is being loaded at Arne Road.



On 29th January, the coach was unloaded at the Llangollen Railway.

(Picture 'borrowed' from Facebook)

On 30th January, Gareth was back again to collect the other half of the DMU, but things didn't go as planned, as a hydraulic hose on the trailer burst. Here the hose man is mending it, while Richard Fry in *Little Sis* loads material into a Super Turbot, to go to Corfe Castle.



Gareth had brought in another Turbot as a return load, and this is it in the headshunt at Arne Road. Needs a bit of work!

Prior to the arrival of Flying Scotsman next month, much work is being done. Some of this was clearance of the Goods Shed siding at Corfe Castle. Spoil from this work was disposed of at Tidmore on the Norden to Worgret extension, to reinforce the embankment there.

Here's the view from the cab of class 33 no. 33 111 on 30th January.



And the Goods Shed road looks so much better!

Not much mention of Flying Scotsman's forthcoming visit in this issue. If you want to know more, go to the Swanage Railway web site at

<https://swanagerailway.co.uk/events/detail/flying-scotsman-running-days>

See also Jacqui Hagger's appeal on page 14 of this issue.

Just announced on the Swanage Railway Facebook page is the visit in March of the Former Caledonian Railway 0-4-4 tank loco no 419, from the Bo'ness and Kinneil Railway in Scotland.

Should be in operation 16/17th, 27/28th March, and the Spring Steam Up 29-31st March.

Keep checking the web site or Facebook page for further info.

Picture from Facebook page



Now here's a page on training.

We, like many other charitable organisations, are always harping on about needing more volunteers. The fact that we supply all the training needed to make you a qualified person on our railway means you have no excuse not to volunteer! Check out the last page to see how.

Here, signaller training is in progress at Corfe Castle on 9th February.

Trainees Richard May, David Over, and James Mercer are posing for the camera, ignoring trainer Mike Whitwam.

They are volunteering for an interesting job—you can too!



Sygnets mentor Derek Pattenson has been working these young trainees hard, by the looks of it!

Clearly time for a rest at Swanage on 9th February!

But platform 1 looks tidy!

16th February, and the first train of the 2019 season is about to leave Swanage, as trainer Jon Smallwood shepherds a flock of Personal Track Safety (PTS) trainees around the running lines.

Anybody whose job requires them to be trackside at any time needs a PTS card.



As you know, the car park adjacent to Norden station is run by Purbeck District Council, soon to be part of Dorset Council. If you didn't know, you do now!

They are responsible for maintenance, as we have seen in a previous edition of SA, and they have fairly recently replaced the kids play area .

Peter Sykes, who often mans the refreshment kiosk at the station, sent the following pictures.

Want to know more about it? Check out the web page at

<https://www.dorsetcoasthaveyoursay.co.uk/norden-welcome-hub>



We've already seen that Maunsell coach S1381 is now in the Goods Shed at Swanage. Keeping it company is Box Van S49445, getting a makeover.

Doug Chick and Jeremy Weller are fitting a replacement corner piece to the roof on 9th February.



On 10th February, there was a maintenance day on class 33 diesel no. 33 111.

Loco, Carriage and Wagon department manager and class 33 guru James Cox tops up the engine oil, while Julian Clark, a director and technical officer of the owning group, looks on.

The Tuesday gang in action! With people moving on into other pursuits on the railway, the gang has been depleted of late, but on 12th February David Clayton, Tim Vaile, Phil Kimbrey, and Alan l'Anson are digging a trench in the higher environs of the loco shed area for a new water supply pipe that might deliver the water faster!

Not the best of places to work on the day, as locos were being steam tested prior to the operating season, and the exhaust was conveniently coming their way!



12th February, locos are being warmed up , the tamper crew is in action through the pointwork at Swanage, and our P'Way people are standing by with the ballast supplies



During the shutdown, a visit from a ballast tamper was scheduled, but the machine to be hired broke down on another job and was not available within the required time frame.

So Permanent Way manager Barry Light acquired the services of a rail support company in South Wales, who duly provided a tamper and men to operate it.

Unlike tampers we have had here previously, this one was from the 1950/60s, almost a museum piece, and can be said to be in no way automated. It required several men with jacks to set the rail height prior to operation of the tamper.



Here, one of the workers directs the tamper operator to avoid damaging any equipment between the rails and sleepers.

This switch and crossing tamper can have the vibrating spades moved independently to miss any obstructions between the rails.

Most places on the railway have little spare space to separate work areas from moving trains, so safety is taken very seriously.

For some time, it has been possible to isolate the engine shed from the running lines by manually clipping the access points. This system has recently been upgraded by installing equipment to electrically lock the signal box levers, thus preventing the signaller from operating the access points whilst work is under way on shed.

The person in charge of protection can remove a key from the apparatus alongside the shed signal phone to disable the points and protect the workers, and replace the key when it is safe for locos to access the shed area.

A change to the Rule Book ensures this system is operated properly.



Another job undertaken by the P'Way Track Team during January was the extension of Herston siding 1 by two track panels, 60 feet each, to increase storage space. It can now take up to seven coaches and a goods brake van, as shown here.

The visit of Flying Scotsman in March/April may be the biggest event ever hosted by the railway, and volunteers will be required for many more tasks than is usual.

Volunteer Recruitment Officer Jacqui Hagger has issued the following appeal.

Note that this is not only directed towards current volunteers, but anyone who supports the railway can apply to volunteer for this one-off event. Don't just watch it—be in it!

*We need your help!*

*Britain's favourite locomotive "Flying Scotsman is visiting Swanage 22nd March - 10th April - the biggest event hosted by the Swanage Railway for over 25 years.*

*For five days (22nd March - 26th March) Flying Scotsman will be operating 5 round trips a day between Swanage and Norden.*

*Additional staff are required to help steward the event.*

*So, whether you are already rostered and have additional availability, work behind the scenes in another area or just want to be involved, then please consider helping out in a different department / station during the event.*

*Dates to check are: **Friday 22nd to Tuesday 26th March***

*The roles are specifically for volunteers to assist in passenger and visitor management, manning entry and exit gates, checking tickets at gates, giving information. They will be based at each of the stations.*

*The duties available will be half a day (either morning or afternoon e.g. 08:30 to 13:30, 13:00 to 18:00 - handover overlap intentional). Full briefing sheets will be available closer to the event.*

*For the more energetic volunteer you may want to join Barry Light and his team who will be checking the length of the line to ensure there are no trespassers.*

*To find out more please contact one of the station controllers:*

*To volunteer at Swanage Station email [martin.trott@swanagerailway.co.uk](mailto:martin.trott@swanagerailway.co.uk)*

*To volunteer at Harmans Cross email [jeff.gregory@swanagerailway.co.uk](mailto:jeff.gregory@swanagerailway.co.uk)*

*To volunteer at Corfe Castle email [chris.morgan@swanagerailway.co.uk](mailto:chris.morgan@swanagerailway.co.uk)*

*To volunteer at Norden email [peter.parascandolo@swanagerailway.co.uk](mailto:peter.parascandolo@swanagerailway.co.uk)*

*To work with Barry Light in preventing trespass email [barry.light@swanagerailway.co.uk](mailto:barry.light@swanagerailway.co.uk)*

*The Railway would also welcome one off event volunteers to help out. This may appeal to people who support Swanage railway but do not necessarily have the time to give to become a regular volunteer. You can either contact one of the above or email your details to [iwanttovolunteer@swanagerailway.co.uk](mailto:iwanttovolunteer@swanagerailway.co.uk) with subject "FS Event" and we can get back to you with details on how to register for participating in the event.*

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](mailto: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-----

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Swanning Around also appears on line at:

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

and

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