

## A Look at What's Happening Around the Swanage Railway

Issue 18 – July 18th 2016

It's all happening this week! Lots of news as we approach the peak running season.

Swanning Around tries to bring you the latest news about happenings on the railway, mostly the events that most people are unable to see, and also to show what supporting functions are available for volunteers. It's not all about running trains.

It's not all about big projects, either. Much of what goes on from day to day can seem relatively trivial compared to running the train service or installing a level crossing, but everything needs to be done by someone, and this is just the stuff for part-time volunteers who can take responsibility for a job to completion.

Any offers?

In this issue you will find plenty of trivia, in fact SA wouldn't be the same without it!

Also this week, the T9 30120 has returned for the summer to ensure we have enough motive power to support our peak steam service, we had the Swanage Belle charter train arriving from London, steam hauled by 46115 'Scots Guardsman', and assorted activities getting ready for the most intensive train service on any heritage railway. Plus some stuff that has nothing to do with any of these!

SA started as a simple four pages, and now it's difficult to keep it down to eight! That's progress!

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Crossing Keeper training continues apace at Norden Gates, but the comings and goings had not put off the swallow family in the porch. By Tuesday 12th July, they had fledged, and this is them on Sunday 10<sup>th</sup> still being fed by mum, or was it dad? Who cares, it's food! – aaahhh!



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Those people who were working on the Queen Mary brake vans, you met them in issue 5, have now set about Beryl the Planet shunter.

In the goods shed, Chris Barton applies primer to some prepared surfaces on the chassis,



while the others prepare tinwork and woodwork.



Meanwhile, at Norden, Fraser White has the job of persuading the engine and gearbox to join the party.

The Dorman petrol/TVO engine contained more water than oil, so Fraser has the painstaking job of un-seizing the stuck bits, before assessing what else is needed to get it running.



So what's so special about Beryl that makes a bunch of volunteers want to spend the time repairing a loco that would probably just manage to fight its way out of a bag?

This is why!

It was Swanage's first loco!



And here's another view of Beryl with Standard Tank 80078, and some of the Swanage Railway pioneers. Recognise anybody?

Both these photos from Andrew P M Wright collection.



Now let's see what we can use it for.

It's got a big petrol engine, high driving position and 4-wheel drive – perfect for the school run!

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# Page 3

Nothing glamorous about infrastructure maintenance, but that's what Page 3 is all about - nothing glamorous!

These jobs around the railway are essential, and preparation of Norden Gates Crossing Cabin for re-painting is being carried out on 9<sup>th</sup> July by

## Paul Smith Venerable Volunteer of the month!



He must be our furthest-travelled volunteer, as he lives in Spain!

It's not quite as it seems, as he spends a couple of months a year in Brighton trying to help people speak a foreign language. Good job he's not trying to teach English to the English – he'd have no chance!

Still, Brighton is a long way to come, and we need you!

Brexit? As a naturalised Spanish citizen, Paul may have some concerns about Brexit. No problem! You'll always have a job here, at the usual rate of pay!

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Did you know Harman's Cross station was for sale? Nor did we!

Yes, it's in the Swanage Advertiser for a paltry £945,000, but it seems you get a new-build 4-bedroom house to go with it!

What on earth is the station doing in the ad? And the house is advertised on the web "...in a peaceful area...". Yeah! Bedroom windows right next to the A351! And nowhere near the station.

At that price, you'd *want* your own station!

There have been more changes at Harman's Cross station recently.

Up by the entrance to the down side platform, a new lamp. All it needs now is some electricity! With all the other upgrades, the entrance looks quite inviting. Well done the station team! They meet at the station every Monday and Wednesday if you're interested in joining them for a rewarding day. There's always something interesting to do.



Now here's one for the diesel fans. Yes, it's a green shed!  
 Also in the picture, our class 108 DMU, driven by Mike Standhaft, while Don Butler and Mike Ellis do something to a door.  
 If you thought it was going to be a greenhouse, you were wrong, like us.  
 It's a replica lamp shed! Doubt there'll be any lamps in it, though.



And here's another pic of the shed, with Don and Mike being supervised by Jeff Gregory, with Bob Bunyar making sure Jeff is supervising properly!  
 Got to keep the Health and Safety watcher to work ratios up!



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At Corfe Castle, you could be forgiven for thinking you've seen it all. You haven't!  
 Try looking upwards at the end of the Goods Shed (that's another shed for your spotter's notebook!).  
 What is this strange bracket? Is it a goal for chucking a box of Dorset Knobs through, in the great Dorset game of Basketknob?  
 If you have a better idea, best keep it to yourself!  
 In the meantime, perhaps an email to the editor with the real purpose?



A recent addition is the replacement gate to the goods yard. Made redundant by the main line signalling upgrade, this gate used to live at East Stoke crossing, along with another already erected at the entrance to Imerys siding at Furzebrook.

For those of you without a map, East Stoke is not in Staffordshire, but is three crossings west of Wareham on the main line, and now has lifting barriers, like ours at Norden.



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On 23<sup>rd</sup> June, one of our stock of concrete huts is transferred to Norden Gates for use by the S & T department.

What's it to be used for? No idea!

You make up your own mind, it's more fun!



All these concrete huts, Norden platform components, and concrete lamp standards are Southern Railway products from the Exmouth Junction concrete works, and are totally authentic for the period of the Swanage Railway's 1950s-60s theme.

Has Little Sis got a new Big Bro! NOooo! It's Big Daddy!

Yes, Big Bro has gone and been replaced by a larger model, the Case 988 Megarailer, that can lift more and has disc brakes on the rail wheels, to meet forthcoming legislation.



Still awaiting its Swanage Railway stickers, Big Daddy stands at Arne Road siding with driver Richard Fry on a very pleasant 18<sup>th</sup> July.

For those of you of an age, you will remember Big Daddy on Saturday afternoon wrestling with the likes of Mick McManus, Kendo Nagasaki, and Giant Haystacks. He was a lovely chap, real name Shirley Crabtree, and with a name like that, you'd want to fight someone!

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## Who's Who?



A recent visit to the Swanage Railway and Purbeck Mineral and Mining Museum by staff from the London Transport Museum included the chairman of Network Rail, Sir Peter Hendy, in the light jacket. We are honoured!

They were received by, l to r back row, Mark Woolley, Director SR and Project Wareham, Gavin Johns, Chairman Swanage Railway Trust, Peter Sills, Trustee SRT and Chairman PMMM, and Trevor Parsons, Chairman Swanage Railway Company. (Pic from Andrew PM Wright)



Now you see her, now you don't!

Penny Smith is our Catering Manager, but not for long! She's stepping down from the role in August.

She's been with us for 17 years but will still show up as a volunteer catering assistant occasionally.



Val Travers is the station Shop Manager, ready for some more customers.



Vicki Dyke is the Shop Administrator, here doing some ..er.. administering(!) in a quiet moment between trains.



Porter Alan Keys is on the footbridge at Corfe Castle giving some visitors the low-down on our railway.

David Scott was also caught portering at Corfe Castle, with his usual good humour!

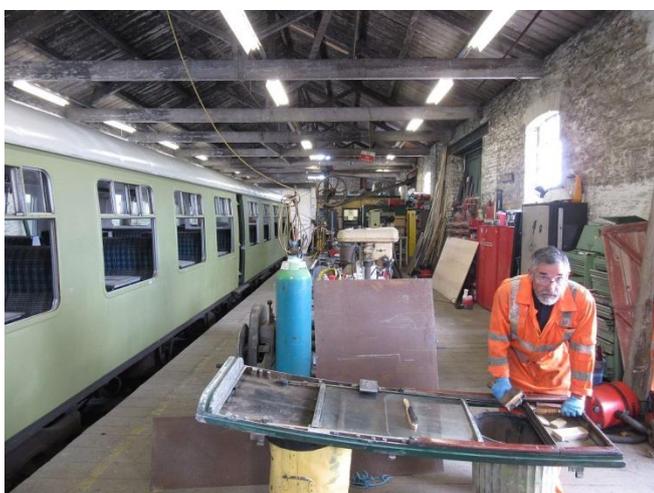


On platform 1 at Swanage, the scenery van used by the supporters of Herston Halt gets some TLC. The van had been on station there in support of Armed Forces Week, and the co-ordinator of the Swanage Railway Army Link and Herston station manager, Frank Roberts, took the opportunity to give it a clean-up and re-paint.

Frank, on the left, has persuaded his brother Mark to come down from Leeds to help, his first time volunteering at Swanage, and Responsible Officer Paul McDonald looks on, doubtless providing some helpful advice in the usual manner!



In the Goods Shed, carriage fitter Greg Murray carries out some 'adjustments' to a door from Mk 1 coach S4961. See the Beryl pictures for a more recent view of the coach.



To finish this section, Permanent Way Manager Barry Light relaxes in the cab of Little Sis, whilst waiting for the fitter from Andrews Plant Hire to finish repairs. Little Sis doesn't get to Swanage very often, and didn't want to leave this time! Her travel valve is broken!

Guard John Stopher stops for a chat, and gets his pipe out to promote controversy. Works better with something in it, John!



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Down at the shed, the struggle to get oil from the 45 gallon drums into the tanks under the water tank is over!

After all these years of fighting the barrels down to the level behind the shed water tank or taking hours to pump the stuff, some handy pipework has been installed.



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So there you are. I said there was a lot of trivia in this issue – I don't like to disappoint!

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Earlier, you saw 80078 with Beryl, as an early acquisition of the Swanage Railway. As you know, 80078 was sold by Southern Locomotives, owing to an increase in restoration costs thanks to inflated metal prices courtesy of the Chinese industrial surge.

Geoff Carter, an SR driver, has been to see the new owner in Essex and has provided this picture to remind those of you missing her.

The overhaul is making good progress, and the loco may be finished this year. Time will tell if she will be visiting us any time soon.



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**Don't forget that the railway between Swanage and Corfe will be closed on 25/26<sup>th</sup> July**

for filming a blockbuster(!) about Dunkirk. There will be a diesel service running between Corfe Castle and Bridge 4 at Worgret – see the Swanage Railway web site for details of times and fares.

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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](mailto:mike.whitwam@corfestation.f2s.com) or [volunteer@swanagerailwaytrust.org.uk](mailto: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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<http://www.srstaff.co.uk/swanningaround>  
and  
<http://www.swanagerailway.co.uk/volunteers-diary>

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