



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 28 – July 19th 2017

Wot? Another one?

Yes! It's another award! This time it's for the civil engineering associated with the Wareham project.

There's also some interesting stuff in this edition about the Wareham service, but there's other stuff as well.

As usual, this edition is stuffed full of stuff, so read on! It's another bumper edition! And still some stuff left out!

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Senior Project Manager for Project Wareham, Frank Roberts and civil engineering consultant Geoff Card were in Bristol receiving an award for the civil engineering side of the project.



**ICE South West
Civil Engineering Awards**



Read all about it on the Institute of Civil Engineers website here:

<https://www.ice.org.uk/about-ice/near-you/uk/south-west/awards/civil-engineering-awards>

-----ooOoo-----

The 60-day trial service to Wareham is, of course, in full swing throughout the peak season, except Mondays and Fridays. When we say in full swing, this doesn't come without issues to test our procedures, and Network Rail's as well. Delays to main line trains, mechanical issues, and problems with the wrong kind of temperature all affect our service and test the procedures we have in place to mitigate these issues.

One problem of recent note was a buckled rail on the Network Rail section of our branch on 8th July, caused by the high temperatures we have experienced lately.

The Network Rail Incident Controller banned all trains until the rail was fixed, so it looked like we were about to have to cancel some services on the following day.

But prompt work by Network Rail to carry out a repair overnight, with our own Permanent Way Manager Barry Light and General Manager Matt Green on site until the early hours to offer assistance if required, ensured that our train services were not affected.

Procedures between ourselves and Network Rail were tested and found to be satisfactory, and any critique will ensure that improvements can be implemented if appropriate.

Good job!

Why would we need to offer assistance? Network Rail does not have a handy stock of the type of rail in that section, but we have!

Here's the scene of the buckled rail, after it's been fixed of course, viewed from the 12.23 to Wareham on 16th July, near the Network Rail signal PW5750 that allows access to the national network at Worgret Junction.



That radio aerial in the background is at Bridge 1, and the junction is about another 200 yards further.

While we're on the 12.23, let's note that these pictures were taken from the cab of 33 025 by

our conductor driver, Barry Light, with permission.

And this is what arrival at Wareham looks like.



Access from and to the branch is by Network Rail signals, but includes the use of our single line tokens, under the control of the Corfe Castle signalman.

Even the signaller on the Dorset Coast Panel at the Basingstoke signalling centre cannot send a train onto the branch without the permission of the Corfe signalman.

Here, Corfe signalman Richard Penny (the fee's in the post!) presses the plunger to allow the conductor driver to obtain the token from our instrument at Wareham station. In doing so, authority is given to the driver to be on the branch, and a release is given to Basingstoke to allow the Network Rail signaller to operate the points and signal PW5247.



Richard checks the instruments above and to the right of his finger before allowing the conductor driver to head for the cab.

A few seconds of absolute power!

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Page 3

Yes, we have something for Page 3 this time!

Mucky Man of the Month

is cleaner Paul Davies



Paul relaxes on Swanage station between duties.

Don't forget, Paul, that there's a bin of cloths for cleaning locos, you don't have to use your overalls!

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Anybody know what this is?
Found along the sidings at Harmans Cross.
Fallen off a coach or wagon?

-----ooOoo-----

[Continued from page 2](#)



Conductor driver Barry Light heads towards the leading end at Wareham with the token.

As permanent way manager, he is usually to be seen in head-toe orange with hard hat. Bet you didn't recognise him in civvies?!

Signal PW5247 shows green and a No. 1 direction indicator for the Swanage branch, which diverges just beyond the bridge.



Picture from the cab of 37 518

In the absence of our Diesel units which are still being refurbished, West Coast Railways is supplying the trains and drivers, and just recently, the West Coast coaches which started the service have been exchanged for the Transport for London's 4-coach charter set, just out of overhaul at Eastleigh Works.

This set is fitted with electro-magnetic door locking like that being fitted to our DMUs.



This means that the steward at every door required previously is largely not required, except for helping with the doors. Steward Steve Morris is behind bars on the 12.23 to Wareham. Some say he should be!



The electro-magnetic locks are operated by guard David Dow after he has activated the system.



Friday and Monday are days for maintenance, etc., so here's something you don't see unless you happen to be at the loco shed area.

Here's the West Coast stock, including the locos, getting a good hose down with our carriage washer, on 20th June.



-----ooOoo-----

And now for something completely different, as someone once said.

Report from Jeff Gregory:

On Saturday 17th June the Harmans Cross team and helpers ran another very successful music train. The theme this year was a 'Rock and Roll Express' featuring Hugh Budden and his band. 160 passengers were entertained at Swanage and Corfe stations with the band playing many favourite old Rock and Roll numbers. This is the fifth year the team has run a music train and once again provided a really special evening of nostalgic music for the passengers many of whom were dressed in traditional rock and roll style. Prize for the best dressed as chosen by Hugh Budden went to an Elvis Presley look-alike.



Photo Andrew PM Wright

-----ooOoo-----

While we're with the Harmans Cross team, the old LSWR coach body 'Annabel' is used as undercover workspace, but that doesn't mean she's not looked after.

Mike Ellis and Don Butler are seen on 21st June refurbishing the woodwork and fitting perspex windows to ensure the body doesn't deteriorate. The original timber planks on the end are being re-used as they are in perfect condition.



For those interested in data, here's some information about this coach.

| | |
|---------------------------|--|
| Present Location | Swanage |
| County Location | Dorset |
| Designed For | LSWR |
| Build Location | Nine Elms |
| Diagram number | 55 |
| Lot number | 229 |
| Type | CZ |
| First Number | 49 |
| Later Numbers | 2296 |
| Present Number | 2296 |
| Gauge | 4ft 8 1/2in |
| Wheel Arrangement | Body only |
| Original Underframe | No |
| Original Bogies/Wheelsets | No |
| Additional Notes | Withdrawn 1922, body grounded at Worth Matravers as part of a holiday chalet with another body (1512 q.v.). P 1983 by Swanage RPS, initially at Corte Castle site. Now at Harmans Cross - fully painted by 5/07. |

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As suggested last time, the U class 31806 has been out-shopped from the works and is currently undergoing testing prior to re-entering service.

The sharp-eyed may have noticed a few changes in the cab and around the loco.



Yes, the latest AWS and TPWS systems have been installed.

For the non-technical of our readers, that's Automatic Warning System and Train Protection and Warning System, stuff that's needed for running on the main line.

But don't get too excited! It doesn't mean it's running trains to Wareham anytime soon!



In the absence of the boiler for the N class 31874, attention has been given to the U, including nicking the N's tender, which had already been overhauled.

The N will get it's tender back later, and will get the same treatment as the U when the boiler returns.

-----ooOoo-----

And the U class's tender?

It's in the works, along with Eddystone's tender. If you've been paying attention, you will remember that Eddystone's old tender tank was sent for scrap, and the chassis fully overhauled. It now has a new tender tank, and the whole plot is in the works for finishing.

The rest of Eddystone is still at contractors in Devon and the West Midlands, and we'll have status reports in future editions of Swanning Around.

Also in the works is 34072 257 Squadron, and is ready to come out when space at Swanage can be found for it.



All this work on Bulleid pacifics would not happen without some skilled workers, and Ron Neal has spent some years working for Southern Locomotives at Herston Works. As a skilled machinist, his

talents are in demand, and here he is on 17th July making parts for a new steam brake valve assembly.

Not so good at making tea, though!

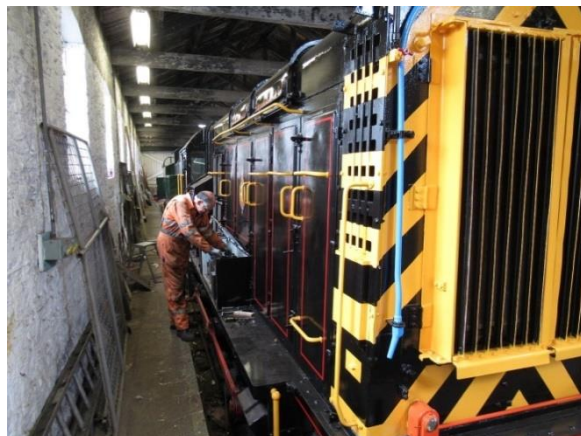
257's tender is in the Goods Shed, also nearly finished and ready to come out.

Southern Locomotive Engineering's Bailey England checks some details on the cab doors attached to the tender, on 14th July.



Also in the Goods Shed, diesel shunter 08 436 is nearly ready to go.

Vic Turp fiddles around with some batteries,



While outside, Andy Garrett and John Collard bring some more with the railway's NEW truck!



-----ooOoo-----



What's our class 108 DMU doing in the sidings at Swanage? Ready for action?

Not exactly, as there is no scheduled work for it in the 2017 timetable.

General Manager Matt Green reports that we are exploring the possibility of hiring it out to other heritage railways to generate some income in place of the evening service which is not running this year. Some expressions of interest have been received, so watch this space!

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Seen at Swanage:

The station shop was busy on 14th July, with Tim Deacon and Lynn Wakefield ready to take customers' money!

Looks like another coachload of day trippers has dropped its load outside! Keep them coming!



Meanwhile, outside, Will Fooks and Tyler Herrington of the permanent way Track Team have completed the weekly track inspection, having walked all the way from Norden. Cheaper than a gym!

Photobombing from guard Trevor Sheppard attaching the tail lamp to the 12.40 train for Norden.



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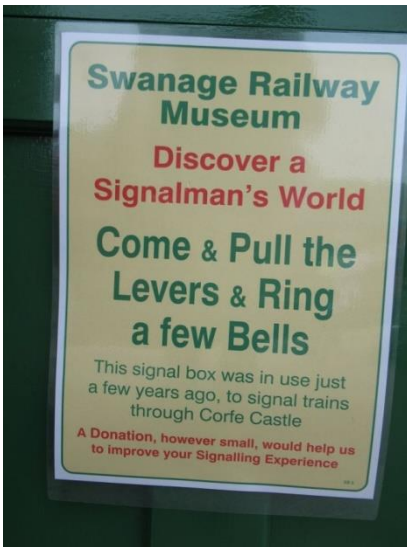
It's a lovely day in Corfe Castle on Saturday 15th July, and the Book Wagon is open for business, and so is the old signal box.



Mike Dow is in attendance at the Book Wagon, and note that on this day, the Tea Truck is open for business. We met this truck previously in Swanning Around issue 25 for the Bulleid gala.

At the other end of the platform, the old signal box is open for visitors, attended by Tony Udall.





Currently open on Tuesdays and Saturdays, 10 to 4.

There's lots of interest from people waiting for trains, to the point where Tony sometimes finds it difficult to get a break!

Both these features are operated by the Museum Group at Corfe, and any income derived is for the upkeep of Corfe.

Interested in helping out on some other days? It's not too onerous, so no need to give up your gym membership!

Over on the other platform, Leading Porter/Porter Trainer David Dow supervises trainee porter Les Deller assisting wheelchair users into the train.



Hang on! Haven't we heard that name before? Yes! David Dow is also the guard on the Wareham train (page 4), and that's his father flogging the books on the other platform.

It's a family affair! (We know a song about that, don't we?!)
-----ooOoo-----

John Rowley reports from the Purbeck Mineral and Mining Museum that generally there is a light flow of visitors, easily handled by those on site. On 2nd July, however, a busload of 42 French visitors from a Bridport/Saint Vaast twinning association outing descended on the museum, but were ably handled by breaking them into smaller groups.

Can't promise that any more large groups will turn up, but they could do with some help through the summer season. If you fancy helping, why not turn up and have a look? You never know, you might even enjoy it!

-----ooOoo-----

It's publicity time! And Jacqui Hagger is on the lookout for some help in promoting the railway at several events over the summer, along with Herbert Austin the 1965 A35 van.



Jacqui reports:

I am attending the Wareham Carnival on Sunday 23rd July promoting volunteering and the trial service. Herbert will be participating in the parade.

The application for a stand at the Purbeck Rally 11-13 August has been accepted.

Other plans are to go to Wareham Wednesdays, Quay for my car on 28th July (Best of British pre August 1983), Poole Fireworks on the Quay etc.

For the Great Dorset Steam Fair being held over 4 days Thursday 24th to Monday 28th August, 3-4 people a day are needed to man the marquee that we have sole use of. A day pass will be issued to those registered volunteers. The stand has to be manned during core time, but there will be plenty of opportunity to visit other parts of the event, especially the entertainment in the evening.

Also on my radar are having a stand at the Classic Transport Rally at Harmans Cross 8th to 10th September and at the Autumn Steam Gala 13th to 15th October.

Would like to ask any suggestions for other events which if not possible this year can be considered for next year. Also if anyone is interested in helping at some of the events, please contact me on jacqui.hagger@swanagerailway.co.uk

This information is also on SRStaff website, for those who have access.

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2017 Super Draw

Beryl Ezzard is promoting this year's Super Draw on behalf of the Swanage Railway Trust.

2 Books of 10 tickets @ £1 each (ticket) have been inserted into the Summer Swanage Magazine out in July. Please return stubs and payment by 27 October. More books are available on request. It is hoped to sell tickets on stations throughout the Swanage Railway network and have stalls at the Wareham station & Saturday markets. The Super Draw will take place in 2.30 pm Saturday 18 November on Swanage station, by a VIP..... All welcome to attend.

The Prizes: £1,000 First Prize, £500 Second Prize, £250 Third Prize, with seven other selected Swanage Railway Trust related prizes.

The objective is to raise £19,999 in aid of the provision of an inspection pit at Swanage for our Wareham service diesel multiple units, and for associated tools and staff training.

So dig deep, and make it the round £20,000 – it's easier to say!

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A final bit on the Wareham train.

If you haven't been on it, take the opportunity before the end of this trial period as the diesel top-and-tailed arrangement with the London Underground TC charter set will finish on 3rd September.

You may be suitably impressed by the exterior finish and interior décor of this set that you will want to contribute towards the restoration of our own TC set, like the coach in issue 27.



Here's a look at a first class compartment, while Travelling Ticket Inspector (among his many other jobs!) Andrew Hext checks tickets in a second class open coach.



Externally, the set is in immaculate condition, having just been released from the Eastleigh Works paint shop before delivery to Swanage by West Coast's 37 516 on 30th June.



With adequate funding, ours will be just as good, but in British Rail blue and grey, and no window bars!

Check out the 4TC Group's Facebook page at <https://www.facebook.com/SwanageTCgroup/>
And 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 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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