



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 52 – July 22nd 2019

Flamin' 'ell! It aint 'arf 'ot, Mum!

And, at last! No temporary speed restrictions!

The Track Team has completed the track replacement at Nursery Bridge, and the works at no.1 siding in Corfe are in a safe condition, so it's back to normal running.

Well, that's not strictly true, as we are now having to take extra care to avoid starting lineside fires. Even more so with temperatures set to rise even further this week.

There's always a down side to hot holiday weather, but at least it ensures that our fare box benefits from full campsites and holiday accommodation, so we shouldn't complain too much!

We have, however, been suffering from a shortage of available steam locos, with just 80104 and 34072 in steam just lately, but help is at hand! The small Ivatt loco 46521 which was here at the same time as Flying Scotsman, has returned to help us through the peak summer season.

And there's lots more in this issue!

Here's 46521 raising steam at Swanage on the 21st July in readiness for its first day in service today, Monday 22nd.

Today is the first day of the peak season yellow timetable, and 46521 and 34072 257 Squadron are on the all-steam two-train service.



Apart from the obvious fire risk, there are other issues connected with high ambient temperatures.

Staff fatigue is one, and this can be helped by copious supplies of water and sensible shifts. This latter item requires an awful lot of volunteer time, of which we, along with many other voluntary organisations, are always short. Fancy helping? Get in touch, see the last page of this newsletter.

But what frequently delays trains when it's hot is the expansion and contraction of the metal parts of signalling. The long point rods are largely immune as compensators are included in the rodding, but the wires that operate the signals have no such luck, being manually adjusted for changes in length. The villain of the piece turns out to be the mechanical signal position detector, located at the points associated with the signal.

Without going in to too much detail and incurring the wrath of the Signal and Telegraph folks when we get it wrong, the detector won't allow the points to be moved unless the appropriate signals are at danger.

In the picture below, the detector for the Swanage-end points at Harmans Cross shows that the signal for the up loop has been pulled and the slot in the bar is showing. When the signal is returned to danger, the slot lines up with the locking rods for the points, allowing the points to be moved. Expansion of the operating wire to the signal may prevent the slot aligning properly and therefore not freeing those locking rods.

Time for the signalman to phone a friend! And the trains get delayed while help arrives!



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Clarified Cleaner of the Month!

Dave Clayton has set himself up for the page 3 target for this issue!

Have people been mistaking him for something else? Surely not!



This lot is for the aaaah factor. Unless you're a driver, and they may go under the train!

At Swanning Around, we suspect that the hard-pressed Track Team is trying them out for lineside management as a substitute for the flail!



On 23rd June, Corfe Castle station was visited by a film production company, which spent the day rehearsing, for filming later in the day and after the train services had finished.

All we can tell you is that it was for a TV show. Your correspondent is sworn to secrecy!



Here, the cameras are rolling, rehearsing a scene, and using the 14.00 service from Norden as a prop.



After a long restoration by the Heritage Coach Group, the Maunsell coach S1381 has entered, or should we say re-entered, service on the railway. Built by the Southern Railway in 1930, this coach was previously in use at Swanage for several years in the 1980s.

First day of service was on 16th July, with a re-dedication on the 20th July at Swanage Station.

Here it is leaving Harmans Cross on the tail end of the 11.20 service from Swanage on 21st July.



Some passengers have thought they had to pay extra to ride in this coach! Here's why!

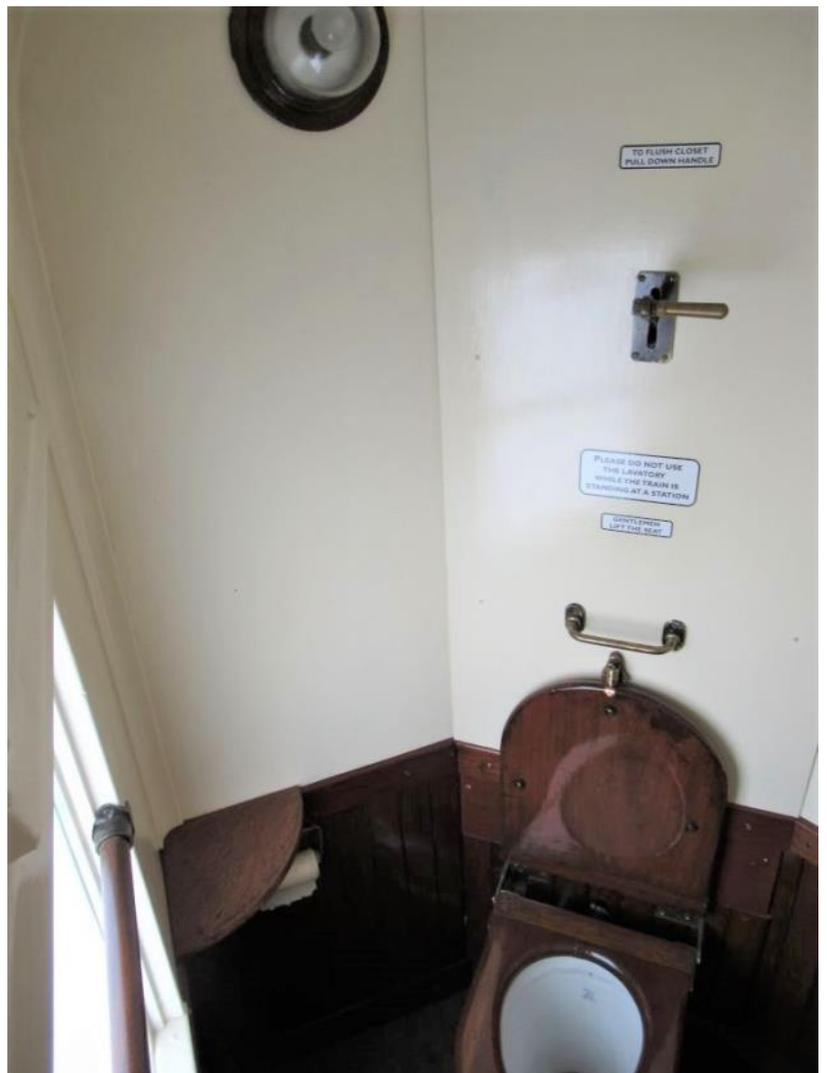
The interior has been completed, and the vehicle is ready for service on 14th July. Stephen Wise, Dave Jeffs and Pete Short sample the result of their efforts. They and the rest of the team should be justly proud of their work. It looks like new!





Here's another shot of the inside.
And below, check out that toilet!
Authentic 1930s.

Right now it all looks brand new,
so get down here soon to sample
the delights of this coach at no
extra cost, before mum, dad, and
little Johnny on their way to the
beach make it look more
secondhand! It's a shame we
can't keep people out of it!



As a comparison of before and after, here's sister coach S1346 stripped out, on 21st July, with Pete Short and Richard Farrell in attendance making new seats, much as they did for S1381.

They learned a lot of skills doing the heritage coaches, and you can enjoy the moment of seeing the result of your work by joining the group. You know who to contact!



Our BR Mark 1 coaches are often in the Goods Shed being refurbished by our Loco Carriage and Wagon department, and on 27th June, carriage fitter Will Rudge is busy transforming the rather moth-eaten bodywork of second open S4899.



Remember the track re-lay at Nursery bridge in the previous issue of Swanning Around? How could you have missed it!

Here's the finished article with the speed restriction removed. On 21st July, the 12.00 from Norden runs over the new track, with 80104 leading under nursery bridge.



Swanning Around correspondents can't be everywhere at once, so a useful source of info can be the web cams at Swanage and Corfe.

The Corfe cam caught the rake of Dogfish ballast wagons which were used to deliver the finished ballast to the job above.



Now for the next episode of the continuing saga of the works in the sidings at Corfe Castle.

Last time, we saw the concrete in the bottom of the big hole in the ground, now we see the contractors have completed the reinforcing bar armature and are assembling wooden shuttering prior to concrete pouring.

Progress on 1st July.



On 4th July, concrete is being pumped.

That monster machine being controlled by the young man with the remote control on the left. Just like gaming!



On 10th July, the Track Team's road/rail vehicle Big Daddy helps to remove the shuttering.

Enough timber there to build something useful, like a large shed!



Can you see what it is yet?

A sheep dip? Communal bath for dirty enginemen? No! It's an inspection pit!

Still a lot of work to do, though.





On 17th July, Big Daddy helps again, transporting concrete from the mixer lorry to the new walkway alongside the up line at Corfe.

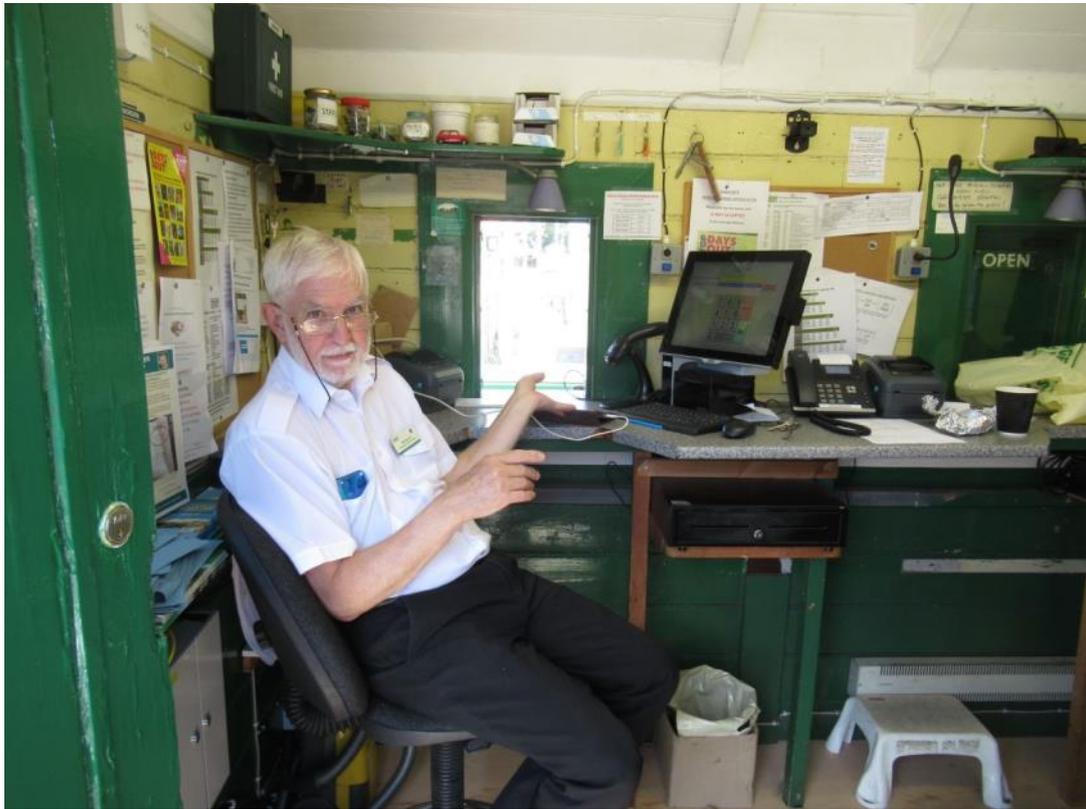
Permanent Way manager Barry Light shows us the easy way to carry a bucket of concrete! Beats a wheelbarrow!



There's stuff happening at Norden, too.

On 15th July, Bill Barrett has a turn in the Booking Office, and snatches a quick break between trains. This is a busy office and can need two windows open at times to cope with the numbers.

A break is well-earned here!



At Tender City, the tender from Bulleid pacific *Manston* may not be in use for its intended purpose, but a bird, don't know which sort, has found a use for it again.



Across the road, the Norden Gates crossing keeper's box has received a makeover, including a new name board, courtesy of the Estates Department.

On 15th July, David Budd is preparing to do the same to the adjacent relay room building.



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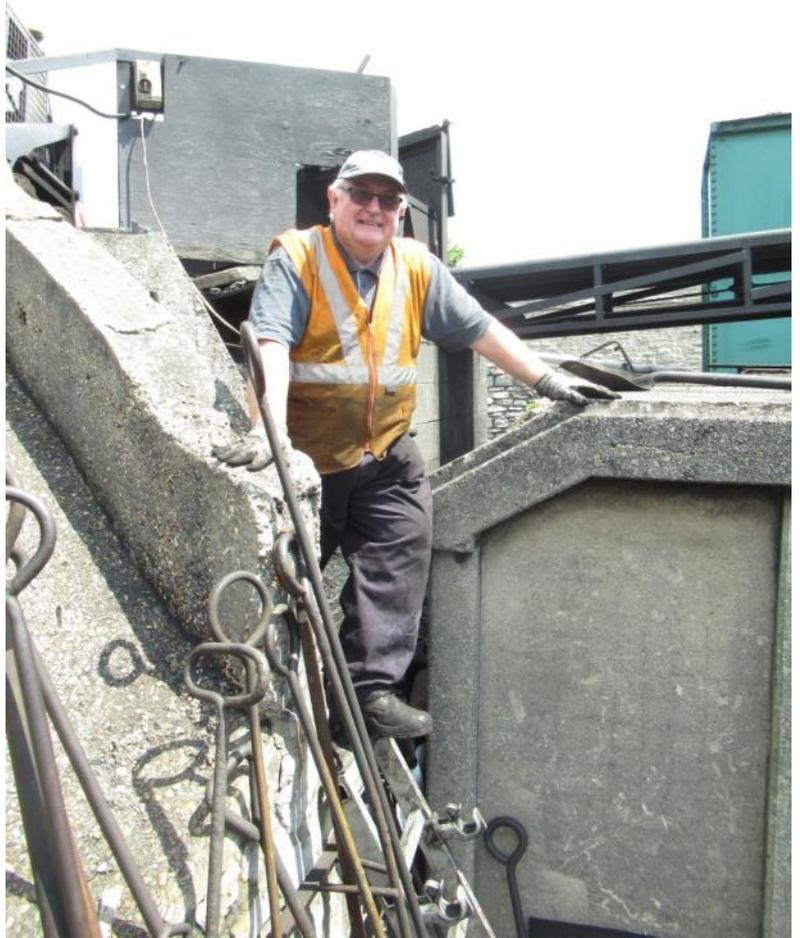
The South Western Railway is still running trains into Corfe Castle on summer Saturdays, and our automatic correspondent, the web cam, records the arrival of the train on 13th July.



Let's have some people pictures.

Firstly, the railway advertised recently for a shedman, a paid position, which driver Bryan Hardwick snapped up. Needs the money, we are told, to repair the lawn mowers on his extensive estate(!) near Dorchester!

What's he doing here? Who knows? Who cares? Just keeping the place tidy on his first day on the job, 3rd July.



Also on the 3rd July, driver Pete Frost looks happy, ready to start duty at Swanage. Got some smart clean gear on. Must be a diesel job!



And at Harmans Cross on 21st July, there's some time spent waiting for the other service train to arrive.

Left to right, signalman Barrie Eden, Fireman Gary Cox, cleaner Richard Millington, Trustee Geoff Carter, Travelling Ticket Inspector (TTI) Christopher Watkins, and guard Martin Boscott find the time for a chat.



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To finish off this issue, we are reminded by our reader Simon Jones that there is a way to support the Swanage Railway financially that actually costs you nothing!

Many of us do shopping online with Amazon. Amazon makes donations to your chosen charity if you register with Amazon Smile.

Find out all about it at

https://smile.amazon.co.uk/gp/chpf/about/ref=smi_aas_redirect?ie=UTF8&%2AVersion%2A=1&%2Aentries%2A=0

Can't be any easier to support Swanage Railway!

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

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-----

Compiled and edited by John Denison

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

and

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