

A Look at What's Happening Around the Swanage Railway

Issue 4 – May 7th 2015

You'd think I'd have trouble finding enough stuff to fill my four pages monthly. Not a bit of it! It's more difficult trying to decide what to leave out! There's so much more to the Swanage Railway than running some trains!

This month, I have given up the unequal task, so we have a **Bumper Issue** with **five six** pages!

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No sooner have we enjoyed a highly successful Spring Steam Gala than the annual Diesel Gala is just around the corner. Another excellent line-up of visiting diesels has arrived this week. Check out the Swanage Railway web site for details.

Here's Hymek D7076 arriving by road on May 1st. The others mostly have arrived via our link to the main line at Worgret.



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Also this month, the **Evening Diesel Service**

is running during the Spring Bank Holiday/Half Term week.

As usual, a shortage of guards and TTIs. If you can help, get in touch with your roster-monger.

If you can help with distribution of publicity in the week or so leading up to the service start, please get in touch. The service will be so much more successful if potential customers know about it!

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New this month, Peter Parascandolo has convinced the signalling inspector that he is competent and is now passed to operate Corfe Castle signalbox.

Here he is still carrying his cribsheet and giving the inspector that knowing look!

Doesn't cost much – just make sure the kettle's boiling when the inspector arrives, job done!

Well done, Peter!

Work on the new Ops facilities is ongoing. Here's the Tuesday gang upgrading the public footpath alongside the shed to the proposed new access to the signing-on point.



Progress is not as fast as we would like as more help is needed on the other days of the week.

Yes, there are seven days in a Swanage Railway volunteer week! We need more people to fill up the other six!

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Swanage TC Group, formed to bring a working 4TC set back to Swanage, is now an associated group of the Swanage Railway Trust.

At the group's AGM last week, outgoing Chairman Bennett indicated that the prospects for restoration of the 4TC set 413 are looking encouraging, but more contributors are needed (I bet you weren't expecting that!).

Also, the group has been offered the opportunity to acquire another TC vehicle at a bargain price, already refurbished, putting the prospect of a 4TC propelled by 33 111 at Swanage even closer.

If you share a desire to see a 4TC back at Swanage, then visit the website at <http://www.4tc.org.uk> and see what you're missing. The site also has a link to the Facebook page for more news.

Better still, become a shareholder!

Here's a picture of what the group is aiming for, a 4TC propelled by a Class 33/1.



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"Down in the forest, something stirred. It was only the note of a bird", the old song goes. Not where P'Way and Andrews Plant Hire have been working at Embankment 4! The birds have probably cleared off while three stone trains have delivered spent ballast from Network Rail for reinforcing Embankment 4.

The workers stand clear while the first one is tipped.



(Picture courtesy of Andrew P M Wright)

The stone is wrapped in geotextile membrane at the bottom of the embankment to provide a solid base for the spoil coming from excavation of the new road/rail interchange at Norden, due to start soon. Watch this space!

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Didn't come across any mucky men this month, so instead it's

Grubby Puss!



This is "Ringwood", the shed cat. Actually, her name is "Bubbles" and lives across the road, but she's always at the shed when there are people about, and she's got just as filthy as the rest of us! Her owners can't be pleased!

She is, sorry was, a tortoiseshell and white cat, but after so long with the loco and maintenance crews, she's turned several shades of grey! Isn't there a book about that?

-----ooOoo-----

I've sought out Pat Cattle, supervisor of Small Works, for a piece about his department. By the nature of this department, it is all over the railway, and here are a few examples of current work:



Norden booking office was looking jaded and the canopy has been smartened up to improve first

impressions for our visitors. Further cladding repairs are in progress.



The porch at Station House is having a bit of an overhaul. One repaired window and one new one, so far. Some woodwork repairs and paint to finish.



The station clock has been painted, just waiting for some replacement insides.



The new lockers for the shed signing-on point are being manufactured in Unit 6 at Herston. Painting and assembly required – any volunteers?

Small Works also covers plumbing, electrics, etc.. If you have any plumbing skills, or can change a plug or light bulb, then we have tap washers, ballcocks, and all sorts of other jobs from time to

time that may take only an hour or so. Contact Pat Cattle if you are up for doing some of this stuff and can spare an hour occasionally.

-----ooOoo-----

Over at Norden's Lakeside siding, people are sometimes seen doing stuff. What's going on? Crane maintenance, that's what! Every Friday, someone is there doing something to keep FBC No. 1 (the 15-tonner) working, or getting FBC No. 2 (closest to camera) nearer to certification. FBC? Flippin' Big Crane, or something similar, I think!



These diesel-electric cranes were built in the 1940's, and the control equipment looks like it! The control gear in these pictures could probably be replicated with today's technology in a box the size of your oven!



Chief Cranemeister Fraser White enters the cab of FBC 2, the 10-tonner. I am assured that there is a proper seat for the driver somewhere! They've spent years working on this crane, and it's nearly ready to go. Spot the item of 21st century technology.



What's behind the driver? Don't ask me! I'm told it's more electrical stuff, control systems and motors, some of which is not as robust as it looks, probably owing to age (I know the feeling!) hence the need for regular maintenance.

The engine and generator is right at the back, behind this space.

Even the running gear needs maintenance. John Wight and Keith Bowers pause during a regular maintenance session.



And here they are in their al fresco workshop, cleaning, cutting, grinding, hammering, etc., with Brian Sorrell painting one of their stores vans. There's always something to do!



-----ooOoo-----

Back to Corfe Castle station yard, the contractors have finished the floor and posts of the re-instated cattle dock. Just some woodwork and paint to complete it, and here's Roger Denning drilling the fixing holes, with the help of the crane team's mag base drill. You've done so well, you should have a holiday!



Note to Barry Light – if you're still looking for the missing rails from the crossover at Furzebrook, look no further, but they're not much use to you now!!

-----ooOoo-----

Last month, we mentioned that The Ops Manager, Nick Lloyd, had plenty of opportunities for people with paperwork skills. Updating our systems and procedures for the Wareham service should not be considered a simple job.

For comparison, the paperwork required to support just one day of the present heritage service includes:

- Signing-on sheet
- Driver's prep sheet
- Guard's prep sheet
- Signalbox train registers
- Guard's log sheet
- Driver's daily report
- Driver's disposal checklist
- Repair book (as appropriate)
- And more!

So imagine what it's like for a Train Operating Company!

If you can help, give Nick a call.

-----ooOoo-----

Stop Press!

Swanning Around Exclusive! Hot news from the COM! (the following words are copied from an email – Ed.)

£8M funding Bid & Planning group forms for new Loco & Rolling Stock facilities

At the last meeting the CoM and Board agreed to proceed with a bid to the Local Enterprise Partnership (LEP) for over £8M to enable future development in line with our Strategic plan.

The bid is broad ranging and includes support for additional staff

- To train and manage our safety systems
- To support ongoing Museum and Educational needs
- To overhaul our volunteer offer and to enable our work towards an accreditation standard;

In addition, support is required to plan and deliver infrastructure improvements designed to make the Railway more flexible and to increase capacity, such as

- Construction of a new locomotive and carriage maintenance and storage facility;
- Infrastructure works to run longer heritage trains, facilities for more capacity (possibilities include Furzebrook loop, two tracks Swanage to Herston, turn back siding at Norden, revert control of Norden Gates to Corfe Castle);

The proposal also seeks support to set up a fund to either purchase additional rolling stock and locomotives or to upgrade some of our existing fleet for main line running. This would include steam and further diesel locomotives.

The bid also includes land acquisition costs including professional and legal costs to support site assembly.

The CoM has also established a new Functional Group. It has the remit

"To sponsor and manage the development and delivery of the Strategic Plan 2015 objectives for the provision of new locomotive & rolling stock; restoration, storage and maintenance facilities.

The group will prepare a programme of work to deliver the overall objectives. Specifically this will entail;

- *Exploring a range of options & scenarios for the delivery of the required facilities*
- *Developing a strategy for the phased delivery of the objectives*
- *Bringing recommendations to the Trust & Company for the funding, acquisition & development of property & sites.*
- *Leading on the implementation of approved plans to develop the facilities."*

The group is known as the Locomotive and Rolling Stock Facilities Group.

The group will be concerned with the following types of facility

- Locomotive & DMU running sheds (or operating base) & light maintenance facilities
- Locomotive & DMU heavy maintenance, overhaul & restoration facilities
- Locomotive & DMU storage facilities
- Rolling stock storage facilities
- Rolling stock engineering maintenance facilities (inc paint shops)
- Heritage Coach restoration facilities
- Associated staff welfare facilities
- Turntable
- development & future use of existing facilities

Also, we can report that when the Loco staff facilities are more advanced we will re-commence **planning work** on the next phase of the Swanage Water Tower Project.

All good news that progress is being made and management is working things to develop the future of the railway.

-----ooOoo-----

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.

-----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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<http://www.srstaff.co.uk/swanningaround>
and
<http://www.swanagerailway.co.uk/volunteers-diary>