



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 43 – October 22nd 2018

The Autumn Steam Gala took place over the weekend 12th-14th October, themed as "The Exchanges".

This was in commemoration of the locomotive exchanges which took place in 1948 at the outset of nationalisation of the railway companies into British Railways (BR). Wikipedia says that "Officially, these comparisons were to identify the best qualities of the four different schools of thought of locomotive design so that they could be used in the planned BR standard designs".

How much this was effective is open to discussion, but it gives us an excuse for another themed gala!

In support of this theme, we welcomed two visitors originally from the London Midland and Scottish Railway (LMS) and our old friend, BR Standard class 4 tank engine 80078, courtesy of its present owner Stewart Robinson.

The Standard 4 design probably has little to do with the outcome of the exchanges, and more to do with the BR personalities involved. (Ed.- Discuss amongst yourselves, don't write to me!) It is part LMS, part Great Western., but no similar locos took part in the exchanges.

Who cares what happened in the original exchanges? It's our gala that matters! And this one had an interesting, but challenging, timetable. On one hand, the timetable made it a great show for our visitors, on the other there were some timing issues that the organisers will be taking away to consider for future galas.

Was it a great gala? Of course it was! Looking forward to the next one!

But it's not all about the gala, plenty of other stuff going on.

The main draw this time was the former LMS Princess Coronation class pacific 6233 *Duchess of Sutherland*. Class member 6236 *City of Bradford* was the subject of the exchange on the Southern Region in 1948, and since then, this class of locomotive has been a rare beast in our area.



This is what people had come to see. Recently overhauled 6233 is caught at Corfe Castle by booking office clerk Maureen Edmondson on 12th October.

Also specially hired in for the event was former LMS Black Five no 44871.

This loco is a regular main line performer, and was one of the locomotives to haul the last steam passenger train for British Railways in 1968.

Seen here during a shunting move at Swanage.



A huge amount of work goes into organising an event like this, and a lot of extra work is required during the gala.

We rostered shunters at Swanage and Corfe to couple/uncouple the locos to speed things up.

On 12th October. Shunter Jack Haynes has uncoupled 34072 257 Squadron from its train, and is giving further instructions to driver Rob Barrett.

This gala is 34072's first time back in service after its recent overhaul.



Some serious manpower is required to overcome the recalcitrant turntable to get Standard Tank 80104 out of the shed at Swanage on 12th October.

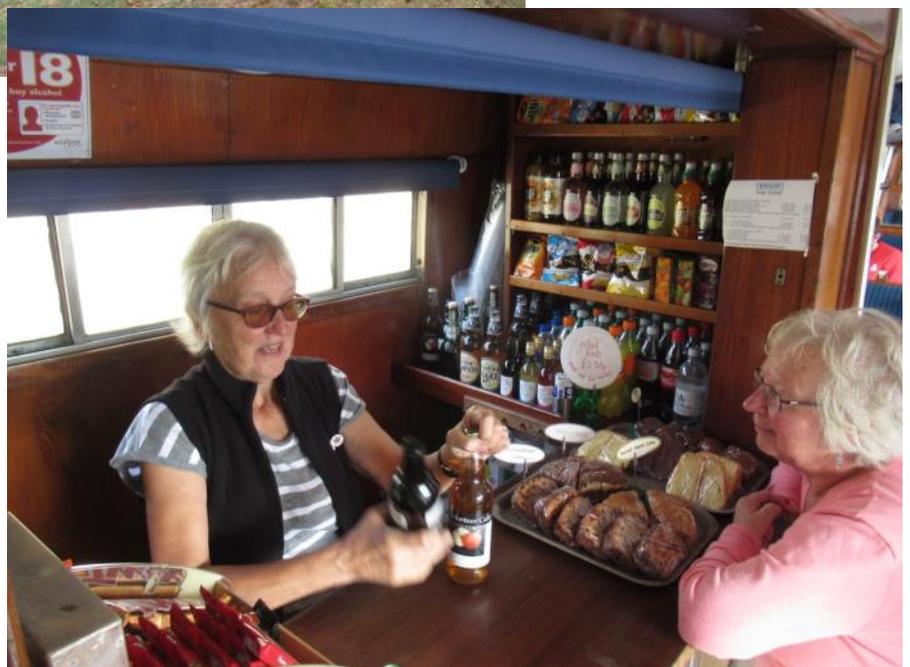


Duchess of Sutherland, however did not need too many more of us, as it came with its own support crew, and their own support coach—more of that later.

On 12th October, 6233 has been prepared by its crew and is raring to get going from its berth in the Goods Shed road at Swanage.

Even the on-train buffet was open on 13th October.

Pam Lambert does the sales pitch to a customer. "Save yourself the effort of a decision, dear. Buy both of them!"





On Swanage station on 13th October, porters Keith Jennings and Ernie Score are using the wheelchair ramp to assist disabled passengers on or off the train

Standard Tank 80078 joined our gala line-up for the weekend, and was a welcome return to Swanage. This loco was originally purchased from the Barry scrapyards by the Swanage Railway, eventually passing into Southern Locomotives' fleet before operational duty on the Swanage Railway starting in 1998. Huge increases in costs of restorations and overhauls, largely blamed on the Chinese demand for steel, saw the loco sold off, so a return to Swanage was like coming home.

The Swanage webcam recorded both the Standard Tanks double heading a service from Swanage on 14th October.



And then it's all over, and the visiting locos have to go home. 80078 went by road to its next visit, to the Mid Hants railway for their Autumn gala, but first to go was *Duchess of Sutherland* by rail to the East Lancs Railway at Bury.

Peter Milford was on hand at Sway to record this view of 6233 plus its support coach on its way through the New Forest on 15th October.

But who's that in the driving seat? Yes! It's our own driver Andy Hawkins. Bet he had a crick in his neck when they got to Southampton, where they changed direction to go chimney first, the right way round!



But what of that support coach? All main line registered locos that go away from home base usually have one of these to carry the support crew, and stuff required to keep the loco in service. Not much is ever said about these coaches—they are just there.

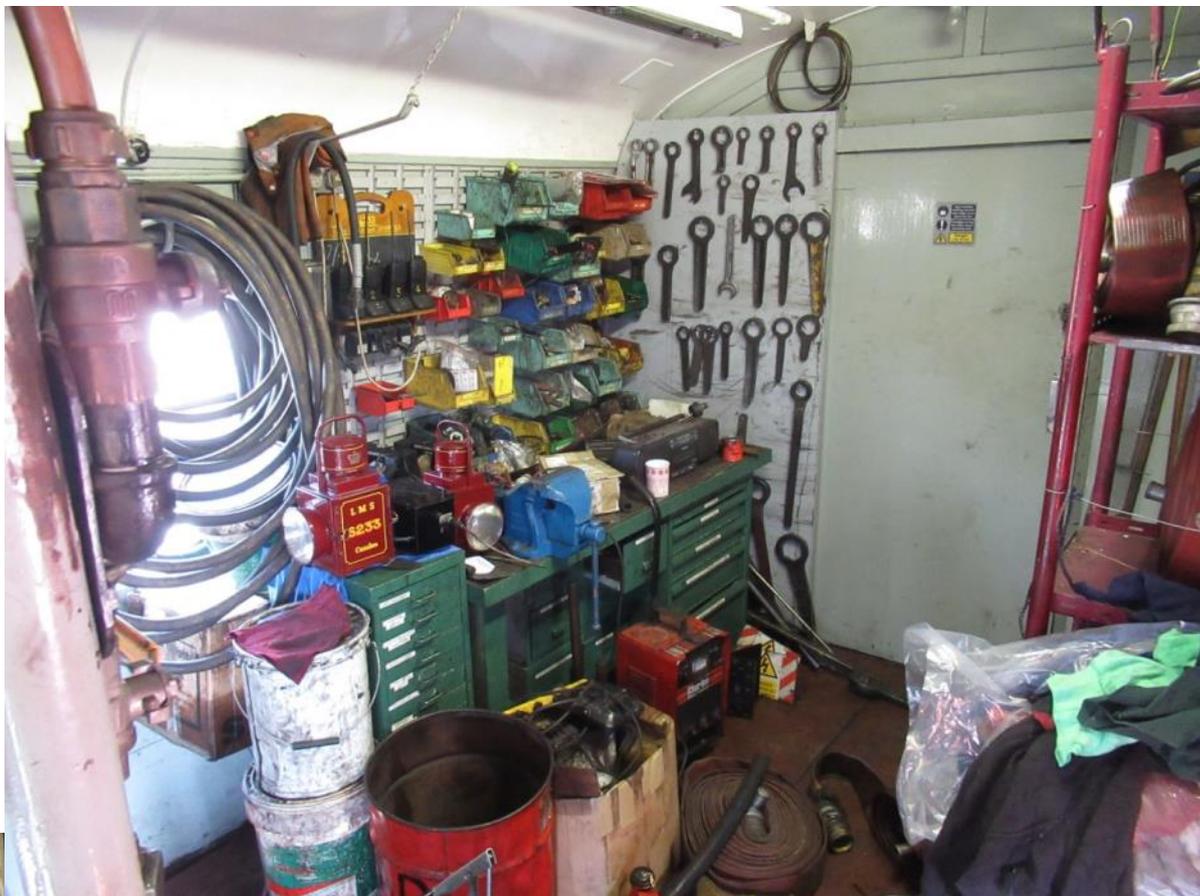
So, Swanning Around was granted a peek inside the immaculate-looking vehicle by support crew member Paul Wood.

Here's the office. Not what you'd expect in an office, but that's a great view!



Apart from an office to do the necessary administration, the coach is divided into sections for overnight accommodation, a kitchen (you won't want to see either of those, trust me!), and a workshop and tool store.

Here's a couple of views of the workshop. This carries all the stuff they need for daily servicing and for some local fixes if required. All being well, most of the latter will not be needed, but if it is, you can be sure the AA will not be helping! So bring your own insurance.



The Black Five 44871 will not be returning to base for a couple of weeks, and is being used to power our service trains in half-term week.

Here it is at Corfe on 21st October passing the Sunday lunch train hauled by T9 30120 in the up platform. The train is the 13.20 from Norden. Don't be fooled by the Merseyside Express headboard—it was only going to Swanage!



So what else has been happening around the Swanage Railway? A lot more than your usual hack can deliver, but we are helped by other contributors. Let's check out what our porters have been doing.

Booking Office clerk Maureen Edmondson caught the Corfe porters on 4th October posing in the Stationmaster's sitting room.

L to r, David Scott, Keith Fulbrook, Alan Keys

(Ed.— the room is probably more authentic than them! I don't remember seeing porters that smart in BR days!)



And at Norden,
Fraser White has
caught porter Peter
West (?) hard at it on
19th October.

That picture's posed,
isn't it?

Of course!

Well, it was a lovely
day for it!



In Corfe sidings, work has started to construct an inspection pit for the trains to be used on the services to Wareham next year. Current work involves reconfiguring the siding layout and re-laying siding 1 ready for construction of the pit starting in January.

The points to siding 2 have been dismantled by the Track Team.

The works train, with guard Alan Blackman doing what works train guards do, occupies the up platform line, so T9 30120 on the service train has to work “wrong line” into Corfe station on 17th October.



The rails are out, now to clear the track bed ready to receive the re-positioned points. But the lineside phone is in the way. No problem if you have a handy digger!

The supporting post is lifted out with no effort!



The points are back in, now the Telecoms team has to put the phone back!

Bob Knight, Graham Holliday, Barry Warwick, and Geoff Trim wrestle the cabling into place and plant the phone post in its new position on 18th October.

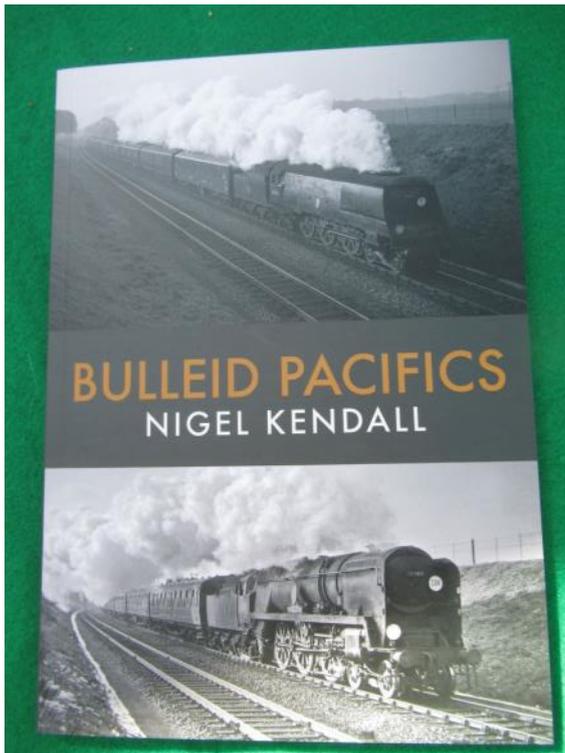
Graham is a new volunteer, this being only his second week.

This work is continuing for a week or two.

On 29th September, author Nigel Kendall was at Swanage to sign his new book about Bulleid pacifics.

They're on sale in the station shop if you haven't got yours yet.

A Bulleid pacific that we just happened to have handy provides the backdrop.



Training is an ongoing process on the railway. On 7th October, Steve Duncalfe is conducting a shunting training session at Harmans Cross for cleaners Jake Sque and Will Sheret.

Bit of a busman's holiday for Steve, centre. Shunting is his day job on the national network!

Picture provided by guard Jon Smallwood



Look what the Estates lot have been up to!

The Operations and LC&W office looked like this in January this year.



It's the same office, but look at the difference!

Don't suppose it's any different inside, though. We won't spoil it with an inside picture!



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!

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Compiled and edited by John Denison

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

and

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