



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 54 – September 25th 2019

The Summer peak is over, and Autumn is upon us, although it still has a Summer feel to it. The rain is warm this week!

On the railway, there is still as much going on, and the timetable is still daily running of trains, including driving experiences in October, right up to the second week in November.

This means there is no let up on activities around the railway, and just some of them are in this issue.

Don't forget it's nearly Christmas, so book your tickets for the Santa Express. Details on the Swanage Railway web site at <https://swanagerailway.co.uk/events/detail/santa-express>.

And while you're there, check out the other events on the web site, including the Halloween Bistro on November 1st.

Before all of those, we are looking forward to the Autumn Steam Gala on October 11th, 12th, and 13th. Again, details are on the events page of the web site at <https://swanagerailway.co.uk/events/detail/autumn-steam-gala>.

It might be seen as a necessary evil to get up early to prepare the steam locos for a day's work at the glamorous end of the business, but spare a thought for those who have to maintain the equipment and infrastructure.

Among these, the track team can only have access to the line and lineside with their on-track equipment when there are no trains running, in order to have an engineering possession. This means a lot of out-of-hours working. We saw some of that in previous issue of Swanning Around when they were re-laying a length of the line between 18.00 and 02.00.

As a general rule throughout the year, attention to the track and lineside is covered by engineering possessions between 05.30 and 09.45 in the morning.

Needless to say, Swanning Around won't be there to record what they are doing at that time, but we did catch them when they'd finished! Swanning Around always there, sometimes!

Talking Autumn Gala, there are a few loco movements taking place in support of this event.

Next week, Battle of Britain class no. 34053 *Sir Keith Park* will be returning from remedial work at Tyseley Locomotive Works in Birmingham. We have shipped out one of those tenders that have featured here before, so that they can use the loco for their open weekend, September 28th and 29th, then they will ship the whole lot back to us.

Then the T9, whose tender has not been behind, awaiting new springs, will be sent to the Great Central Railway at Loughborough to take part in their Autumn Gala, before being sent back to us, and then they are also sending us their Standard 5 no. 73156 as our gala guest loco.

Then there's our own U class 31806 which has spent some time in Herston Works having remedial work done and will be returning to the rails next week.

It all looks good for the gala, but still a lot of work to be done by our Loco Carriage and Wagon department to ensure that everything will be fit to run on the day.

Back to the track team, and some of them have already done half a day's work when Swanning Around caught up with the two road/rail vehicles returning to Corfe Castle from their work sites on September 23rd.

Richard Fry leads in with *Big Daddy* and the flail, while Barry Light has charge of *Little Sis* with a trailer load of sleepers.



Then Permanent Way manager Barry Light, as the Person In Charge Of Possession (PICOP), makes the entry in the signal box register that gives up the possession and returns the line to normal operations.

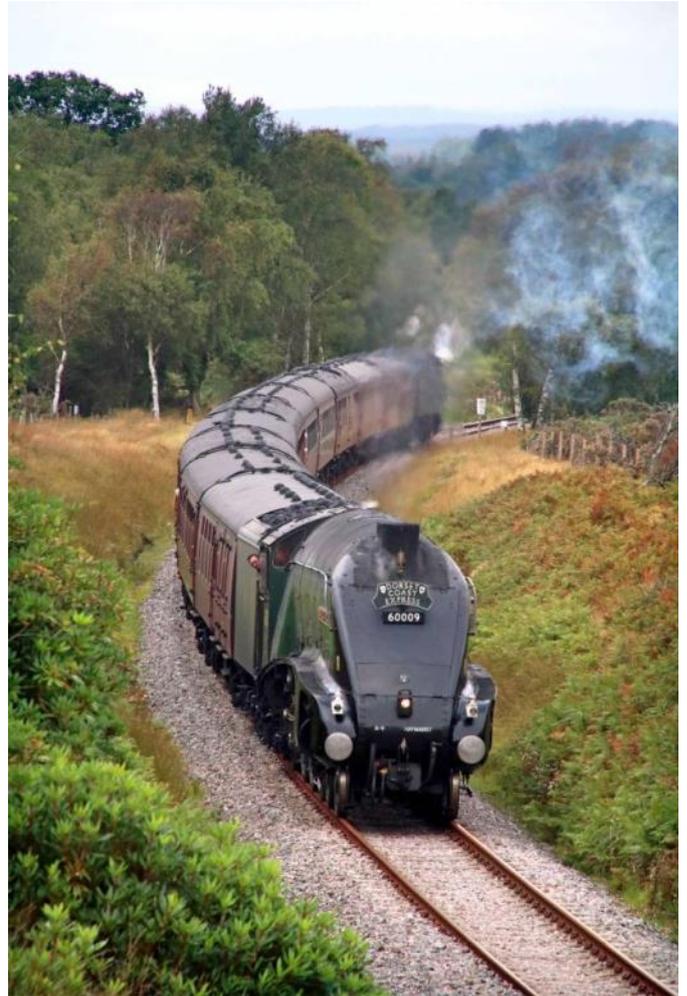
The end of the peak period enables us to accept charters from the national network, and the first of these, the Swanage Belle, was hauled in from London by former LNER A4 class 60009 *Union of South Africa* on September 12th.

Swanage Railway official photographer Andrew P M Wright was able to capture this view of the train through the SSSI area between Creech Bottom and Furzebrook.

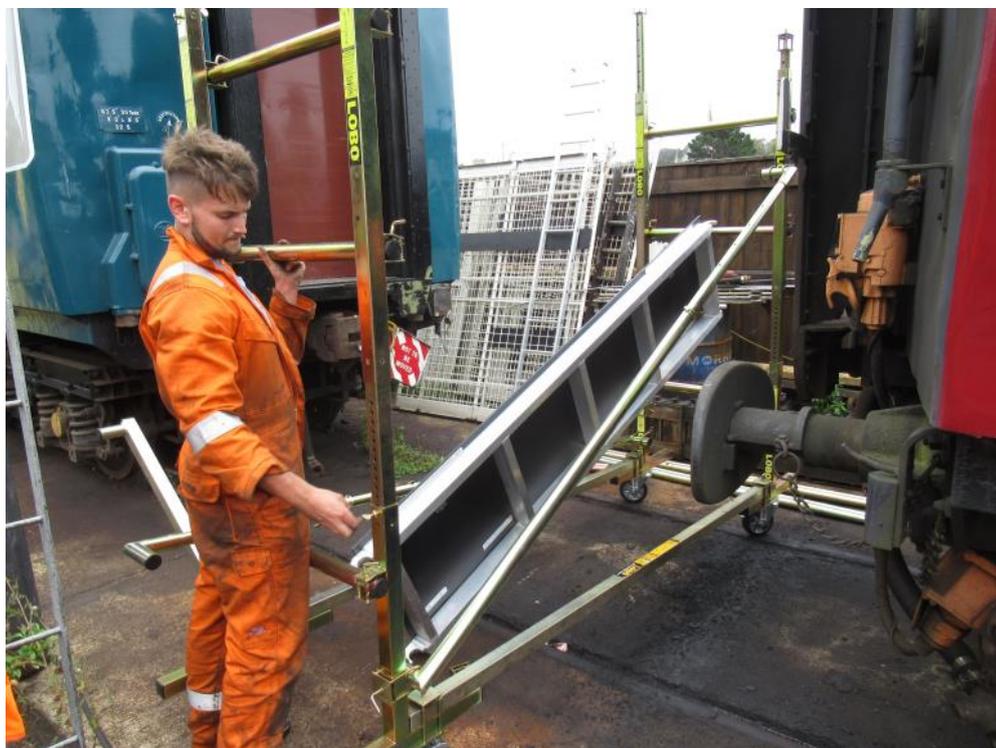
Later, the return was hauled as far as Southampton by class 47 no. 47 802, where 60009 took over for the trip to London.

Andrew P M Wright's picture below shows the return train passing the former oil sidings at Furzebrook, access to which for the Swanage Railway is still under review.

The next incoming charter is tomorrow, September 26th with class B1 no. 61306 expected to be in charge.



Health and Safety in action! Yes, Loco Carriage and Wagon has acquired a portable scaffold tower, and fitter Will Rudge is finding out the hard way how to assemble it! It was then used to gain access to, and replace, the rubber corridor connection bellows on each end of the brake coach from the Wessex Belle set.



Last time, we told you about the return of the class 121 “bubble car” from Eastleigh Works. We are now told that the return of the class 117 three-car set from Eastleigh is “imminent”.

In the meantime, the 121 has been used for driver training, and has been caught in action on 9th September by the Corfe Castle web cam.



The Corfe Castle web cam can be a useful source of pictures for our publication, and this is a great example of the Wessex Belle dining train passing through on 26th July. Pictures like this can be seen at home courtesy of Railcam.uk. If you are not able to access these pictures through the SRStaff web site, then register free of charge at railcam.uk, which will give you access to many other webcams throughout the country. Better than watching some of the rubbish on telly these days!



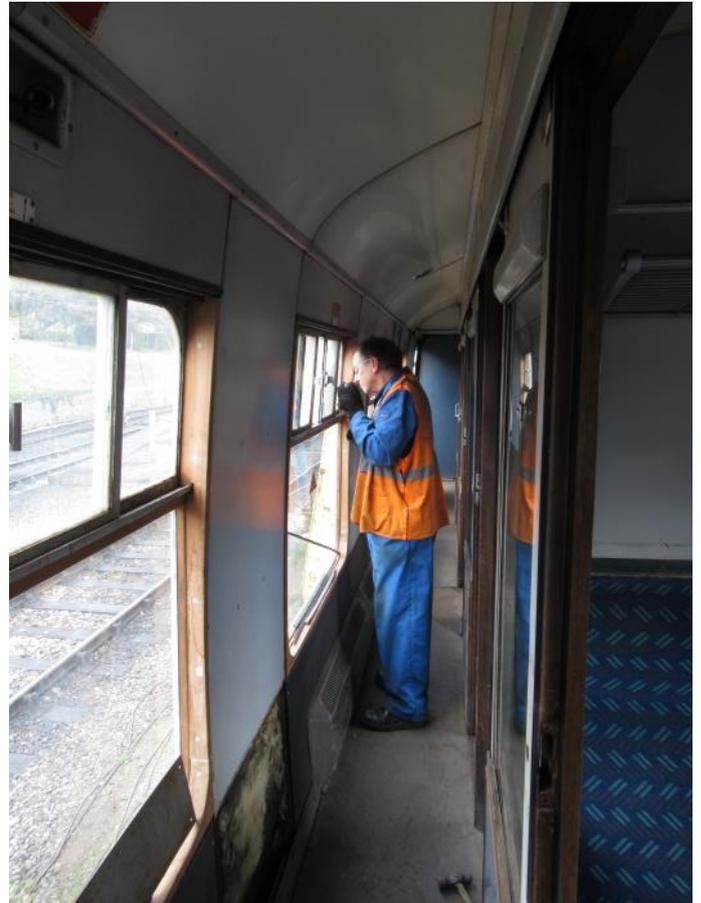
And here's another one of 60009 *Union of South Africa* arriving on 12th September. See it all without leaving home!



Work on the TC brake coach currently in the goods shed road at Swanage is proceeding slowly, with some interior work being undertaken by volunteers from the TC group. Although the coach looks quite tidy, there is still a lot of work to do before it could be considered serviceable, and the group could do with a few more volunteers to help. You don't have to be a craftsman, and if you can spare some time why not get in touch with George Rashbrook at george.rashbrook@swanagerailway.co.uk to see what you can do? Keep up to date with progress on the full set on Facebook at <https://www.facebook.com/SwanageTCgroup/> or the web site at <http://www.4tc.org.uk/unit/index.php>

A small working party on 11th September saw Dave Gravell (right) working on windows, while George Rashbrook and David Coombs were working on interior panelling.

Interesting point, for those that find such things interesting, is that, although it is called a brake coach (TBSK = Trailer Brake Second Corridor), it doesn't have a handbrake like normal brake coaches! The handbrakes are in the driving ends of the TC set.



And some more interior views of the TBSK coach. Looks in great condition in some places, but

this might not pass scrutiny as aircon! New floor needed here?



The guard's compartment looks in reasonable shape but needs some big TLC before it can be used.

It doesn't have a handbrake like other brake coaches, but it has an emergency brake, or setter, for the guard. Or it would have if it hadn't gone missing! Another job that needs doing!



Work on the second Maunsell coach continues apace in the sidings at Corfe Castle.

On 15th September, Dave Jeffs was working on new seats, seen here on the right with Pete Short, who is also seen below, rear view, painting the ceiling.

Pete is sporting a useful piece of headgear! Better than using his hair as a brush, maybe?



Richard Farrell must be becoming an expert at seat making as he sets up the springs for another one.

All these pictures provided by Peter Milford.



Some other loco restoration news.

Below, the driving wheels of the class T3 at the Flour Mill workshops in the Forest of Dean have been given some paint, and progress is being made on the boiler, but, as usual, more contributions are required. Check out the Facebook page at https://www.facebook.com/563locomotivegroup/?epa=SEARCH_BOX to find out how.



Southern Locomotives is making progress with the overhaul of West Country class 34028 *Eddystone* at Herston Works, but the boiler, for reasons of space, is presently outstationed at a local transport yard.

Southern Locos volunteers, including Dave Ensor who took this picture, are fitting the insulation and the cladding and its crinoline prior to the boiler being refitted to the frames.



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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Views expressed in 'Swanning Around' are those of the author(s) and are not necessarily the views of the Swanage Railway Trust or the Swanage Railway Company. No liability accepted for errors or inaccuracies.

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Swanning Around also appears on line at:

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

and

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