



# Swanning Around

## A Look At What's Happening Around The Swanage Railway

Issue 29 – August 24th 2017

Well, what a difference a few days can make!

In issue 28, we were telling you that the class 108 DMU had no scheduled work and was being offered for hire.

Then, owing to an unscheduled shunting incident a few days later putting both service steam locos out of action, (more of that later), the unit was pressed into service to fill a gap!

This, and the less-than-perfect August weather, has meant that it has been a challenge to ensure that income for the railway at this, probably the most lucrative time of year, has been minimally affected.

Obviously, this news is the biggy for this issue and doesn't meet the usual feel-good criteria for Swanning Around, but cannot be avoided. But fear not, there is plenty of good stuff to be reported this time, and plenty of pictures.

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So what happened? Standard Tank 80104 (still pretending to be 80146) was accidentally walloped by 34070 Manston. The larger engine,

Manston, came off worst and is still under evaluation of its damage, while 80104 has had some wheels out, some new bits and a new buffer fitted, and we look forward to its return to work very soon.



Meanwhile, the T9 30120, owned by the National Railway Museum and billeted at the Bodmin and Wenford Railway in Cornwall, was quickly called up for action, but a thorough inspection revealed the need for some repairs before it could be used in service. Several jobs were quickly completed, but further work required the owners to have a look, so the loco was sidelined while our engineering crew finished maintenance on the M7 30053 and completing the U class 31806's return to traffic.

Phew! The engineering team, both steam and diesel, has been pushed to get all these jobs done, and fitter Andy Garrett's previous work on the DMU ensured it could be pressed into service almost immediately.

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So, late July and early August turned into an impromptu diesel gala. Disappointing for our usual patrons, who are expecting steam trains, but we managed to run a complete service, even if the capacity of a two-car DMU was somewhat pressed at times!.



Courtesy of our webcam on Corfe Castle signal box, the DMU with a train for Swanage meets a train for Wareham waiting in the other platform.



From the webcam on Swanage signal box, a train for Norden, on the left, leaves passing a train for Wareham, both hauled by class 33 Crompton Diesels.

The M7 is due for a major overhaul soon, and is feeling a bit fragile, so is only being used at weekends. The U class, however is feeling chipper and is now in daily service, alongside a class 33 diesel, normally 33 111.

Meanwhile, the T9 is in the siding awaiting further action. We may know more about this for the next issue of SA.



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Now here's a bit of engineering for you to ponder over. The first repair to the T9 concerned the chimney petticoat.

If you know all about these things, go and make the tea while I attempt to explain to the non-technical readers why a small piece of thin metal is so important.



The chimney petticoat sits underneath the chimney inside the smokebox and forms a venturi through which the exhaust steam passes, the stuff that makes the "chuff". As it is forced through the venturi, the steam carries the gas in the smokebox with it, thus creating a partial vacuum that draws air through the fire. So the harder the chuff, the faster the fire burns, the more steam created. Got it?

So, that's how the chuffin' petticoat works. It's a very important part for creating steam.



In the picture above, borrowed from the Swanage Railway staff web site , what's left of the venturi in the moth-eaten metalwork on the right is unlikely to create much of a draw on the fire, thus the fire will not be able to keep up with the demand for steam.

The new part on the left was fabricated by Loco, Carriage and Wagon Department steam fitter Rob Cameron-Jones. Nice job!

The knowalls will now tell us that some venturis are cast in one piece with the chimney itself on some engines, like the T3 and M7, and some may say that this resumé is less than the full story. Please submit your suggestions to the usual address with a ten pound note!

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OK, tea break over, it's

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Let's have some glamour on page 3, and there are few jobs more glamorous than crawling around under a loco in the dirt to carry out essential lubrication!

Here's Southern Locomotives' Ron Neal underneath the front of Battle of Britain Pacific 34072 257 Squadron at the Arne Road siding road/rail interchange.



Yes! The Squadron is back! And that's the real glamour on this page! Better looking than Ron's leg!

Normally, we will see pictures of the loco arriving on the low-loader at Arne Road interchange, or being unloaded. This time, let's see what happens to enable the loco to get there.



Firstly, on Friday 18<sup>th</sup> August, the Herston workshop floor is cleared and some track laid to roll the loco forward. Bob Bevis drives the fork truck while Stuart Magnus, Howard Merrion and Chris Hardy help to position and connect the panel.



While all that is going on, in the background Bailey England is in the smokebox doing some last-minute work installing the spark arrester between the blastpipe and the petticoat. Also in the smokebox are the new pipes that supply steam to the cylinders.

And on 21<sup>st</sup> August, the transport has arrived!  
The lorry tractor unit says hello before being disconnected and moved to the other end.  
The next four pictures kindly supplied by Chris Hardy.



The trailer is dropped and the rails connected by Allelys staff.



Out she comes into the daylight for the first time in several years.



Then the bit where innocent motorists either gaze on with interest or fume at the lorry in their way!

The whole plot has to be reversed out of the Victoria Avenue industrial site onto the main road, and thence taken along the sea front and the country route to Norden.



We look forward to the loco being commissioned and entering service soon. The loco is something of a flagship at Swanage, and has been with us since 1990, but last saw action in 2003. There will be a re-dedication ceremony on September 30<sup>th</sup> we are told. More on that next time.

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Back to what the Swanage Railway is all about. Providing heritage entertainment and public services, in exchange for fare income, and any secondary spend we can get.

Whether we have met our targets for the summer holiday period and for the Wareham trial service will not be fully known for a week or two, when our Finance Director will tell us what a great job we've done!





This is what we want to see at this time of year, a platform at Swanage choked with customers!



Making sure everyone has contributed to our embattled finances is the job of the Travelling Ticket Inspector (TTI).

On 15<sup>th</sup> August, TTI Robin Barker has a job on his hands getting through a packed 5-coach train from Norden.



And Julian Owen does the job on the train to Wareham.

TTIs get to meet all sorts of people on the trains. Fancy a go at it? You know where to volunteer!

The large numbers of people travelling with us at this time of year means queues of people at the ticket office windows, and double-manning on the tills is in order.

Andrew Hext and Rachel Fairbank are dealing with an extensive queue of customers at Norden Booking Office on 21<sup>st</sup> August.



When our passengers hit the platform, there are no electronic signs to direct them, and no self-closing doors on the trains, so the role of Porter is vital in ensuring that passengers are safely seen onto the correct train and the doors closed for a prompt departure.



Porter Keith Fulbrook is at Corfe Castle on 15<sup>th</sup> August giving customers the information they require and giving the appropriate directions. What's he saying?!

-----ooOoo-----



On the subject of giving direction, let's go to security!  
What on earth is the common factor? Read on.

Directors give direction, don't they? The clue's in the name!

Well, you may have heard that several heritage railways have suffered recently from vandalism and thefts, and this is a serious issue for our railway, too.

But rest assured that our security is taken care of, and a recent trespass at Swanage shed by a bunch of young people using our locos and stock as a theme park obstacle course was soon thwarted.



This is where we see that our Finance Director Andrew Moore really can give direction when he tells two of the infiltrators where to go!



Pictures from the web cam on Swanage signal box.

Remember, if you're on our railway, someone somewhere is watching!

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Now for an "ooh, how sweet!" moment!  
The swallows in the Norden Crossing cabin have produced another brood.



Here they are on 22<sup>nd</sup> July, just hatching,

and here they are at 18.40 on 21<sup>st</sup> August, all grown up, and just returned from a day's hunting for flies.



Aaah!

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-----ooOoo-----

Working next door to the T3 loco on display in the goods shed road means that Geoff is handy for applying some stuff to conserve the finish while it is at Corfe Castle.



At the other end, Matt McManus opens the handy cupboard with the cleaning materials at the front. These loco designers think of everything!



The T3 will be on display until after the steam gala in October, then it will be placed under cover away from the railway. In the meantime, assessment of the viability of overhaul to running order is in progress, as this locomotive is ideal for this line and is best displayed working at the front of our trains.

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Estates manager Pat Cattle looks on as Geoff Neale and Bob Payne of the Restorations team tell us what a good job they've done replacing the sign behind them.

They've a job for life there as our Southern Railway style fencing is everywhere, and is in constant need of attention. Modern substitutes just would not look right.

The Restorations team does almost anything that involves wood and paint, and June Neale holds one of the new finger board train describers that they have made to include the Wareham service.



and here's a few more they made earlier!





The Signal and Telegraph department van is looking a bit tired, so some of the team are pimping it up a bit. Anyone got some nice mag alloy wheels to fit it?

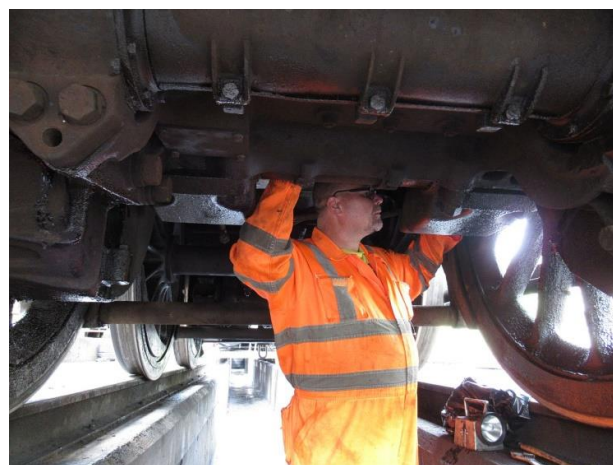


Paul Smith, on another of his visits from Worthing/Spain on 22<sup>nd</sup> July, is in the fancy dress needle gunning the rust off,

while Paul Edwards is getting some paint on, ably assisted by S&T manager, Tony North.



Underneath, diesel fitter Andy Garrett tops up the oil in the transmission gear drive as part of the exam.



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Our class 08 shunter 08 436 has emerged from the Swanage goods shed as a look-alike of the Eastleigh Works shunter, complete with crests, etc.

It will soon be returned to service after a few final parts are fitted and the maintenance exam completed.

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Swanning Around wouldn't be the same without the suggestion of an appeal for volunteers, and you know that we try to tempt you when you see what's going on through these pages.

But there are other ways to support the railway, by giving money! Directly or indirectly.

Trustee Jacqui Hagger advises that one of the indirect methods is to make your online purchases with the UK's leading online fundraising service, **easyfundraising**.

With over 3,200 shops and sites on board including Amazon, eBay, John Lewis, Sainsbury's, Virgin Trains and Aviva, you can get donations on everything from your weekly shop to your annual holiday and it doesn't cost you a penny extra!

It's really simple, all you have to do is:

1. Go to <https://www.easyfundraising.org.uk/>

and join free of charge, inserting The Swanage Railway Trust in 'Search for a cause'.

2. Every time you want to shop go to **easyfundraising**, find the site you want and start shopping

3. When you check out, The Swanage Railway Trust gets a donation for no extra cost whatsoever!

The shops and sites give **easyfundraising** a percentage of what you spend and they turn that into a donation, it's that easy. There's no catch or hidden charges and The Swanage Railway Trust will be really grateful for your donations.

So you know what to do! Do it today!

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Issue 28 was a bit of a monster, with ten pages, but there was still some material left over! And it's much the same this time!

If you're feeling left out or have some stuff to put in Swanning Around, send the editor an email to the address below, and get yourself in an issue of Swanning Around!

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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](mailto:mike.whitwam@corfestation.f2s.com) or [volunteer@swanagerailwaytrust.org.uk](mailto: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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