



# Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 91 – November 5<sup>th</sup> 2022

*Flying Scotsman* in this issue? Of course! Will it all be about 60103? Of course not! There's much more than just the visit of the world's most travelled and famous and iconic and...etc. locomotive.

Also in this issue, Car 14 emerges from the goods shed, four (yes, four!) Bulleid pacifics on the rails, and lots more interesting stuff.

*Flying Scotsman* arrived on the railway on 18<sup>th</sup> October, seen here passing Corfe Common and the castle, towing its support coach.

Photo: Andrew P M Wright





Former London and North Eastern Railway class A3 no. 4472, British Railways no. 60103, *Flying Scotsman* is with us at Swanage for a three week visit. This has included five running days with a seven coach train consisting of Car 14, two 1920s Southern Railway Maunsell coaches and four BR Mark 1s, seen here passing Dickers crossing at the foot of New Barn bank.



The web cam on Swanage signal box provides a view of U class 31806 shunting the train out of the station to allow *Flying Scotsman* to run round its train for the next service.







Apart from the five days running service trains, *Flying Scotsman* is on static display as open house for footplate visits, at a price of course. Have to get full value out of this visit!

Driver Ian McDavid and fireman Chris Lemon are ready to receive the first footplate visitors at Swanage on 20<sup>th</sup> October.

On the same day, *Flying Scotsman* has company as 34028 *Eddystone* detaches from the service train and waits alongside to run round its train.

Photos: Andrew P M Wright







Photo: Andrew P M Wright

Crowds flock to get their pictures at both Swanage and Norden. Helps to be tall if you're at Swanage!

Front end view at Swanage, and, for the benefit of Swanning Around subscribers, a view of its back end! A nice view of a corridor tender, as used for changing footplate crews on non-stop services from London to Edinburgh in times past.







While *Flying Scotsman* was running trains, the coaches had to be shunted to release the loco at Swanage. For this purpose U class 31806 was in service, and during the spells when it was not needed for the shunt, the loco was on display at Platform 1. An opportunity for driver Alan Pakes to polish the brass and show young visitors all about it. A security executive is on hand to get his fair share too!

Not too many people taking photos at Corfe Castle, but signalman Steve Earwicker had his photo taken on 24<sup>th</sup> October while exchanging single line tokens with a support crew member. Fireman Martin Sheret is at the window looking like it's all under control!







Did we say **two** Maunsell coaches behind *Flying Scotsman*? Yes, the second one has been completed by the Heritage Carriage Group, with a bit of assistance from the Carriage and Wagon department, and was released into service on 15<sup>th</sup> October. S1346S is seen here outside the goods shed on 7<sup>th</sup> October, with sister S1381S alongside at the head of the service train set, while U class 31806 starts away from Swanage with a driver experience service.

Now isn't that an interior worth sitting in?

Photo: Peter Milford







A very, very short bit of Car 14 history:

Car 14 was the tail end coach of the Devon Belle Pullman train in the days of steam on the main line, and was fortunate enough to be saved as part of the entourage that accompanied *Flying Scotsman* on its tour of the US and Canada in the late 1960s. When *Flying Scotsman* was brought home to the UK, Car 14 was left behind and was used as a bar in San Francisco until Swanage Railway members recovered it in 2007.

Above, how it looked in the train promoting British exports, and below, a not-so-fitting end as a bar in what looks like a less than up-market area of San Francisco.

Photos provided by Andrew P M Wright







After a short sojourn in the Swanage goods shed prior to *Flying Scotsman's* arrival, Car 14 has emerged ready to be in the train hauled by its old friend. Thanks go to the Carriage and Wagon department, the Heritage Carriage group, and the Estates department for turning it out looking as good as new!

And it's not just the outside that looks good, the interior has also had the treatment, with the seating being rejuvenated with new upholstery.

To finish the job, properly uniformed staff are included, with Swanage Railway Company chairman Robert Patterson and Steve Bulley ready for duty on 24<sup>th</sup> October.



Photo: Peter Milford





Photo: David Castle

It's 50 years since two students thought it better to save the railway rather than let it become a by-pass, and so the Swanage Railway dream started to become reality. Those two students were back at the railway on 9<sup>th</sup> October to remember fellow founders and volunteers no longer with us.

John Sloboda, with Andrew Goltz directly behind him, lays flowers at the memorial stone at Harmans Cross station, remembering generations of volunteers who have made the Swanage Railway what it is today.

In attendance, many volunteers and the chairmen of the Swanage Railway Trust and Company.

Unusually, this picture *not* provided by official photographer Andrew P M Wright 'cos he's in it!

The picture below *was* provided by Andrew P M Wright, and shows Andrew Goltz nailing up the Swanage station sign after they had negotiated access to the station building in 1976.





Four Bulleid pacifics on the railway on the same day? Was it a Bulleid gala? No!

So this is how it went:

34070 *Manston* wasn't on the railway, but then it was. 34053 *Sir Keith Park* was on the railway, but then it wasn't. 34072 *257 Squadron* was on the railway and then it wasn't. 34028 *Eddystone* was on the railway, and after all these shenanigans was still on the railway! And all this on 2<sup>nd</sup> November.

So Wednesday was all change day as *Manston* was released from Herston Works and transported to Norden to be set down on the railway. Taking its place in Herston Works, *Sir Keith Park* with *Manston's* tender was hauled to Norden for transhipment on the same road transport to Herston. The tender was then attached to *Manston* for the trip back to Swanage.

Once that swap had been sorted out, *257 Squadron* was brought up from Swanage to be transported to the Spa Valley Railway at Tunbridge Wells, to replace *Sir Keith* on their Christmas services. *Sir Keith* is normally resident at Tunbridge Wells, but is back in Swanage for overhaul.

*Eddystone* was, of course, still on the railway providing the motive power for the day's blue timetable train service.

Hopefully, you have been able to follow the sequence, and here are the pictures to go with it.

At Corfe Castle, *Sir Keith Park* has been drawn out of the siding by diesel 33 111, heading for Norden. That's *Manston's* tender on the back.

Photo: Dana Hathaway







*Manston* at Corfe Castle on its way to Swanage.

Photo: Dana Hathaway

And at Harmans Cross, waiting to pass the service train with *Eddystone*.

Photo: Richard Penny







Class 33 D6515 *Lt Jenny Lewis RN* was drafted in to deliver 257 Squadron to Norden.

Photo: Dana Hathaway

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Here's a screen grab from the start of the 563 Locomotive Group's latest video on YouTube.

You can find it at [https://www.youtube.com/watch?v=yN0\\_PCjBMn8&t=3s](https://www.youtube.com/watch?v=yN0_PCjBMn8&t=3s)

Watch it! And donate!





Progress in the back of the goods shed with the Southern Railway van being revived by the Saturday gang.

It's got some new timbers. Strangely, these timbers are for the other end of the van, this end being used as a pattern. Hope the other end's the same size!

So who's in the gang?

A recent visit to the place of work on 22<sup>nd</sup> October by Swanage Railway Trust chairman Gavin Johns was to present Paul Webber with his 25 years service certificate.

On this particular Saturday, in evidence are, left to right, Jeremy Weller, Ray Graham, Doug Chick, Gavin Johns, Paul Webber, Barry Brickell.

Missing from the picture is Richard Kells who took both photos.





From our permanent way track team. They have been helping out the Signal and Telegraph section by planting a new signal post alongside King George's Playing Field at Swanage, to carry a repeater signal for the Swanage Inner Home.

The inner home signal sighting distance changes with the seasons, depending on how many leaves are on those trees and how long the branches, so drivers may soon be able to detect the signal position much sooner on the approach to Swanage station.

Photo: Adam Woodman





This story is from the *Annals of the Druids*.

One upon a time, on a Sunday, a Signalman was on duty in Corfe Castle Signal Box. Being a conscientious soul, but bored between trains, The Signalman decided to clean up/tidy up the Signal Box - and in particular to remove smelly old j-cloth. Unbeknown to the Signalman in said j-cloth was a slumbering wasp, who objected to be awoken in a violent manner, took revenge, and made the point by stinging said Signalman.

"Oh Dearey me!" exclaimed the Signalman (or in the Anglo-Saxon equivalent of those words) I have been stung by a naughty wasp". Now, the Signalman had endured a long involvement with the medical profession, and knew

they had been stung

they were allergic to wasp stings

they need a dose of adrenaline

they had an EpiPen containing adrenaline with them

So the Signalman prepared to administer the contents of the EpiPen to themselves. Enter stage left a member of Corfe Castle Station Staff - who was concerned as to the wellbeing of the Signalman and proffered help. - an offer gratefully accepted. The Station Staff member admitted to no medical knowledge and received copious instructions as to the operation of the EpiPen. the Station Staff prepared to administer the EpiPen, and then exclaimed "Jeeps - I have stabbed the EpiPen into the palm of my hand". Then followed a conversation -conducted in Anglo-Saxon - between the Signalman and the Station Staff, which identified

The Signalman needed adrenaline but had none

The Station Staff member did not need adrenaline, but had received a dose.

What to do next - The Signalman contacted the Ambulance Service - who kept the Signalman talking on the telephone for 30 minutes to ensure that their condition did not deteriorate. Meanwhile, the relieving Signalman arrived, and did sterling work running the Signal Box and the service whilst stepping over the recumbent bodies.

The situation stabilised with the arrival of two paramedics who proceeded to administer treatment. In order to check for any possible deterioration, the paramedics took photographs of the injured parties - and by coincidence, a renowned green engine was in the background (or was that in the foreground).

The injured parties were subsequently assessed as being capable for transportation to Dorchester Hospital for more detailed observation. They were discharged at 1800, whereupon the good lady wife of the Station Staff Member took the Signalman back to Corfe Castle, to collect their car, having been assessed as fit to drive home.

The only injuries reported by the Signalman and Station Staff member was the excessive amount of urine needed to be extracted

The moral of the story

Stay clear of EpiPens

Never Volunteer

(No names, to protect both the innocent and guilty, and that includes the author!)

(translated from Welsh. No sheep were hurt in the preparation of this account, we are told—Ed.)



As usual, volunteers are required in all departments, so,

To use your existing skills or to learn new ones, contact us about being a Swanage Railway volunteer by either sending an email to [iwanttovolunteer@swanagerailway.co.uk](mailto:iwanttovolunteer@swanagerailway.co.uk) or by calling 01929 475212 to contact Mike Whitwam, our Volunteer Liaison Officer.

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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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