

A Look at What's Happening Around the Swanage Railway

Issue 20 – November 18th 2016

It's November, so we're on Orange Timetable at weekends only, so plenty of opportunities for attacking the infrastructure, cleaning the rolling stock, and all the other things that can't be done with the trains running.

Just the sort of stuff we like to report in Swanning Around.

Unfortunately, nothing to grace Page 3's glamour slot, so you'll just have to imagine something this time!

-----ooOoo-----

Just a week to go, and **Santa** will be on our trains, but not too late to volunteer to help. Details on page 2 of issue 19 of SA, and you can email Liz Sellen on

liz.sellen@swanagerailway.co.uk

-----ooOoo-----

Winter schedules mean that maintenance of essential equipment can take place, and very often, these items are not attended to throughout the rest of the year.

Typical amongst these are the tablet and token machines used for ensuring there is only one train on the single line at any time. These are very rugged machines and have been used for this purpose since the 1890s and 1920s respectively.

Here, S&T volunteers Robin Sowter (r) and Nick Gosden are in Corfe Castle signal box trying to work out what on earth all those bits do in the tablet machine! It's been a whole year for them to forget how to do it!

S&T technician Mike Southey lets them get on with it – he's busy making the tea!



-----ooOoo-----



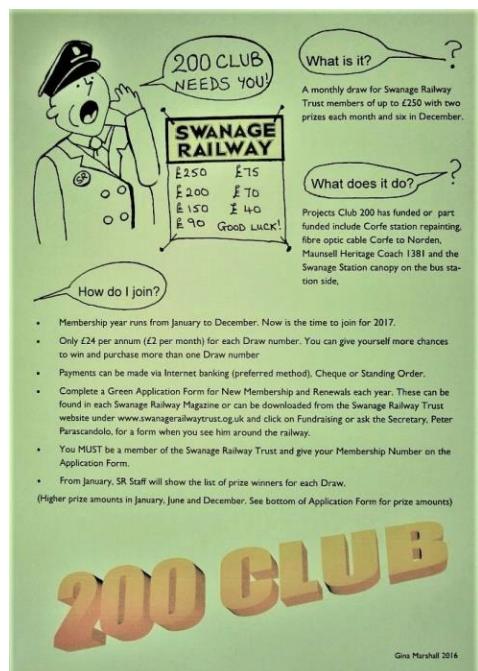
Carriage cleaning, as mentioned on the SRStaff website, is ongoing, and there are still two more

days next week for you to help. Tuesday (an addition to the schedule), and Thursday. Call David Chant on **07780 874346** to let him know you are coming.

You don't have to bring your own water, and you may get tea provided, biscuits as well if you're nice to David! Don't get that in your average meeting!



-----ooOoo-----



David Saunders has been the secretary of the Swanage Railway Trust(SRT) 200 Club for the last eleven years, but is

now retiring and handing over the reins to Peter Parascandolo. Many thanks to David for his exceptional commitment!

So this seems like an appropriate time to remind people of the benefits you can give to the railway by joining.

See Peter's poster, above, for details.

You can email to 200club@swanagerailwaytrust.org.uk to get an application form.

Note, however, that you must be a member of the SRT to take part in this draw.

So, you know what to do!

-----ooOoo-----



The N class Mogul in Herston Works is proceeding towards something more recognisable. The cab floor has been laid, and the driving wheels and axleboxes are queued up behind, ready for the frames to be re-wheeled week commencing 28th November.

Don't forget to check out the Swanage Moguls Fund web site at www.swanagemoguls.com and the Facebook page at <https://www.facebook.com/Swanage-Moguls-Fund-841096652608162/>

for details of progress and how to contribute to this exciting project.

In the background, work is in progress to add fittings to the newly-refurbished boiler of Battle of Britain class member 34072, 257 Squadron.

It has just been announced the Swanage Railway Spring Steam Gala will be sub-titled "Strictly Bulleid". I think we know what to expect there! Squadron, Manston and friends!

-----ooOoo-----

Page 3

Most awfully sorry for not providing anything suitable this time.

Instead, sit for a few seconds imagining your own preferred glamour item.

.....right, that's enough!

Now continue reading!

-----ooOoo-----

Last time, we tried to show S&T volunteers actually painting some signal posts. A surprise visit to Norden Gates caught them doing what really goes on!



troughing in advance of re-siting the Harmans

Three of their number, Geoff Poskitt, Alan Harvey, and Peter Edwards were, however, observed installing new cable

Cross Up Home signals further back from the road bridge. Can you see two of them, those orange dots in the distance?!

That's a long way back when doing a run-round!

-----ooOoo-----

As you know, the Harmans Cross station support group always has something to keep themselves busy on Mondays and Wednesdays.

Their latest keep-fit exercise is erecting a concrete panel fence at the entrance to the Down platform.

Bob Bunyar keeps in shape swinging a mattock, on 16th November.

The fence will later be decorated with appropriate heritage signage.



Meanwhile, hiding in the workshop at the other end of the station building, Michael O'Neill is painting a replacement lamp head for one of the station lamp standards.



-----ooOoo-----

It occurs to me, your editor, that some of our readers may not be fully conversant with some of the railway-specific terms used in these pages, so perhaps some enlightenment.

For the benefit of those unfamiliar with railway-speak, Up lines and platforms point towards London, and Down lines away from London. Easy, innit?

Except if you have Midland Railway tendencies, and there's nothing we can do about that!

-----ooOoo-----

Small Works department has figured regularly in these pages, some would say too regularly!

Now, to rub it in, the department is called something like Estate Management, we are led to believe! What next?!

And what have they been up to this month?

The usual crop of fence painting at Corfe, plus putting up this authentic station signage on the canopy at the front of Swanage station.

Looks the part, shame about the bus shelter! And the bin.



But that's not all. They have also been subbed out to Carriage and Wagon to redecorate the bar area and vestibule of Car 14, the Pullman observation car.

Here are Ian Briggs, Pat Cattle (estate manager!), and David Budd at work varnishing the bar top and painting the ceiling.



Oh, and the new fence alongside the bus park at Swanage has been finished.

-----ooOoo-----

Now here's a bit of estate management not being done by those above.

Some of our readers will remember that the visit to Swanage last month by LMS pacific 6201 Princess Elizabeth used the Down platform at Corfe Castle in both directions owing to the risk of the locomotive striking the bulge in the Up platform.

Permanent Way staff took a possession of that platform line and completed a repair by 14th November.

Here's what it looked like after the offending section had been demolished and Tyler Herrington has started the rebuild.



And here's what it looks like after Tyler has completed a fine piece of Purbeck stone laying.



-----ooOoo-----

Permanent Way has also taken delivery last week of two Dogfish ballast hoppers on loan from Andrew Goodman. These were previously located at the Gloucester Warwickshire Railway, but it seems they got some bigger ones!

They are seen at the road/rail interchange on 13th November.



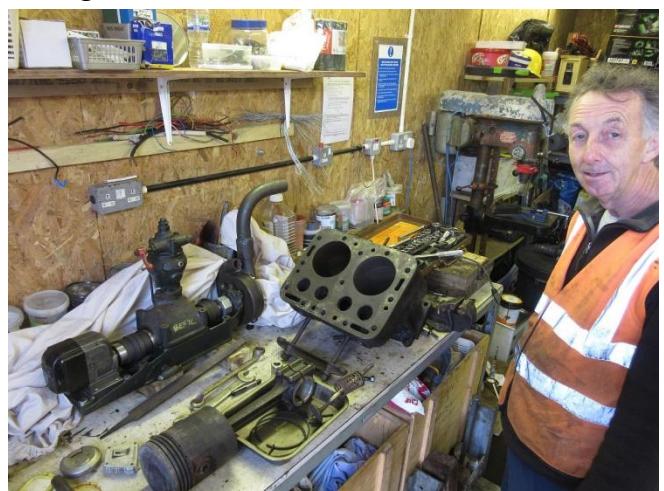
-----ooOoo-----

And now for Beryl, or at least her engine. While the team is beavering away in the Goods Shed rebuilding Beryl's structure, Fraser White has turned a corner in his attempt to bring the dead back to life!

You won't have seen the engine as recovered from the undergrowth, but if you had, you'd have walked away from the rusty, seized engine which was full of water, a hopeless case!

Fraser has now managed to part the seized pistons from their bores, with some help from Roger Denning (has he a larger hammer?—ed.), and is in the process of recovering or replacing the corroded, bent and broken bits. He'll find it no easy task to find replacement parts for a 1938 engine which, in all probability, is unique. So if you have a shed full of spares for a Dorman 4JORX, then Fraser will be happy to relieve you of them!

For the technical amongst you, in the picture below, piston and cylinder barrel are now separate, and the broken piston rings and bent exhaust valve tell a tale. The assembly top left consists of the magneto, engine governor, and water pump. These items sit on the front of the engine and are driven by the camshaft gear in the lower picture of the engine crankcase. A weird arrangement!





Not such a hopeless case now, but a long way to go.

-----ooOoo-----

Talking of Beryl in the Goods Shed, she's got company in the form of Standard tank 80104 and class 08 shunter 08 436.

The shunter was looking fairly naked last time we saw her, but is now stripped of her paint as well.

80104, however, is awaiting the new liners for her cylinders, due at the end of November, and will get some repainting before return to service.



-----ooOoo-----



The Swanage TC Group had its 4th AGM on 29th October at which it was put into a dormant state. This was because the 4TC project had become part of the Swanage Railway Trust, with a separate support group and a ring-fenced account.

At the same time, the support group was inaugurated, and this is open to any SRT members.

The really good news is that Hastings Diesels has completed refurbishment of the first TC vehicle, and this will be put in storage. Just two more needed to make a 3TC set.



Looks great, doesn't it?

This unit will look great powered by a class 33/1 Crompton diesel, and is right for our line.

If you would like to support this project or find out more, go to the web site at
<http://www.4tc.org.uk/unit/index.php>

-----ooOoo-----



West Country class pacific 34046 Braunton paid us a flying visit overnight, having come off a charter train at Wareham, before going home to Southall the next day.

Masquerading as scrapped classmate 34052 Lord Dowding, it is seen on Sunday morning 13th November at Holme Lane on the way back to the national network.

Picture: Andrew P M Wright

-----ooOoo-----



Our own M7 class 30053 was in action on 14th November, whilst being used for staff training. The loco with a Queen Mary brake van is seen between Grange Road and Holme Lane passing the P'Way gang cutting back undergrowth and exposing the structure of another bridge.

The M7's boiler certificate expires at the end of the year, so you'd best get to Swanage soon if you want to see her in action.

Picture: Andrew P M Wright

-----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-----

Compiled and edited by John Denison
swanning.around@swanagerailway.co.uk

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.

Prepared by John Denison for the Swanage Railway Trust including content and images provided by others. All rights recognised.

(c) Copyright: Swanage Railway Trust 2016

Swanning Around also appears on line at:
<http://www.srstaff.co.uk/swanningaround>
and
<http://www.swanagerailway.co.uk/volunteers-diary>

-----ooOoo-----