



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 49 – April 24th 2019

It's been an eventful time at the Swanage Railway since the last edition of Swanning Around.

A month ago, Flying Scotsman had arrived on the Swanage Railway, and was operating trains for five days as part of its visit agreement, followed by a couple of weeks of static display, in steam.

Set up and control of the whole operation stretched resources, but feedback from the management confirms that the whole operation was a total success. We understand that news of the visit was not only shown on nationwide TV channels, but was even rumoured to have reached Vancouver in western Canada! Now that's fame!

Of course, not much gets past Swanning Around, so there is some content given over to this memorable visit!

Most have seen pictures of the loco operating trains, so most of the Swanning Around contribution gives a different perspective, hopefully.

But that's not all! No! Other things have been or are going on, and although SA can't be everywhere, other contributors have provided some content, as usual.

So in this issue, it's not all about Scotsman; we have the Spring Steam Up, a Crompton on the main line, progress on that Maunsell carriage, soil sampling, and some important messages from the chairman of the Swanage Railway Company, and more.

Flying Scotsman

What is there to say? Certainly the biggest event organised by the Swanage Railway, in terms of visitor and financial numbers. Well organised and perfectly executed, everybody should be properly proud of the result.

From 22nd March to 26th March, Flying Scotsman worked train services between Swanage and Norden. Even with premium pricing, 97% of seats on trains worked were sold, including a sell-out on the even more premium seats in the Pullman observation car carried on all of its services.

Flying Scotsman is owned by the National Railway Museum, and is operated on its behalf by Riley & Son (E) Ltd, who carried out the latest overhaul.

Swanage Railway crews were rostered each day under the supervision of the Riley support crew, and the first of these is found in the cab on 22nd March. Driver Dave Reeves has assumed his rightful position, accompanied by fireman Gary Cox.



They may well smile! People were paying good money for a visit to the cab, and they got in there for nothing! One of the benefits of volunteering, hint, hint!

Even this editor had a go, seen here looking back at photographer Bob Bunyar and pulling a face!

Rather over-grinned this one!

Thanks to Bob for the picture.

(someone dared me to put it in SA! - Ed.)



Passengers in the observation car, Car 14, were given a view of the front of the locomotive as the train left Swanage on 23rd March. Picture from the signal box webcam.

Readers of Swanning Around get the other end! Yes, the corridor tender. Not often has this unique feature been photographed in preference to the front end. SA readers are privileged!





Here's one from Peter Milford, of the train leaving Norden for its non-stop run to Swanage, just to remind you what the front looks like.

The running days lasted just between 22nd March and the 26th March. Following on, until 10th April, the loco was on display at Corfe Castle, coupled to the Pullman observation car that accompanied the loco on its visit to the USA in 1969-71.

People queued at Corfe for up to an hour for their visit to the cab, a walk through the corridor tender, and a visit to Car 14.

Staff were on hand each day to ensure only those who'd paid got near!



A visitor ducks his head and moves carefully through the corridor tender from the cab.

Imagine doing this with various loco tools on the floor and the whole plot swaying around at 80 miles per hour! (or faster!)



Swanage Railway
Company chairman Trevor Parsons is on duty on 10th April, interacting with visitors to the Pullman observation Car 14.



While all that queueing was going on just yards away on 10th April, the railway's book wagon was being manned, patiently, by Lesley and Doug Fletcher, volunteers in the Corfe museum team.



April 10th, the final day for Flying Scotsman at Corfe Castle, as visiting loco 46521 arrives with a service train.

Yes, they're still queueing!



And then it was all over! All that remained was for Flying Scotsman to gather up Car 14 and return to Swanage to prepare for its trip home on 12th April.

Picture from Peter Milford



Flying Scotsman makes a show leaving Corfe for Swanage.



Gone back to Swanage.

Our Other Visitors

'439' class no. 419.

Built by the Caledonian Railway in Glasgow in 1907.

On hire from its present owners the Scottish Railway Preservation Society at Bo'ness.

Some wag has applied an appropriate headboard for this test run from Swanage on 20th March!



This London, Midland and Scottish Railway (LMS) design **Ivatt Class 2 2-6-0** no.46521 was built by British Railways at Swindon in 1953 and used in Wales for most of its working life.

Hired in at short notice from the Great Central Railway at Loughborough to fill the breach left by the untimely visit of our U class 31806 to the works (see issue 48).

The Spring Steam Up

The Spring Steam Up, with the theme of Scottish, Southern and Sulzer, was held over the weekend of 29th-31st March, whilst Flying Scotsman was on display at Corfe Castle.

Apart from our own locos (the Southern connection), we had a visiting loco from Scotland, Caledonian 0-4-4 tank no. 419 as seen in the previous issue of Swanning Around, and our Standard Tank no 80104 masqueraded as sister loco 80126, which worked from Perth prior to being scrapped in the 1960s. And of course Flying Scotsman completes the Scottish part of the theme. The Sulzer bit was performed by Crompton class 33 no. 33 111, which sports a Sulzer 8LDA28 diesel engine.



419 turned out to be a bit short of boiler power to time our 5- and 6-coach trains, so had some help with these, but shorter trains were managed with ease.

Above, 80126 pilots 419 into Corfe Castle on 30th March, as 33 111 waits with the demonstration freight train.

On 31st March, 419 has some assistance from LMS-design class 2 46521.

Not quite Southern, a joker in the pack, but looks good with 419.



46521 has continued to be used on Swanage Railway services after this event, but is now ready to return home.

Clive²

Yes, there's two of them in Corfe Castle signal box on 18th April.

Clive Jackson on the left is on a training turn with signalman Clive Morris supervising. That looks like a good job! We expect Clive J has to make the tea as well!

Clive²? Does that mean that errors by one are multiplied by the other? We hope not!



Staff Matters

Firstly, from Swanage Railway Company Chairman Trevor Parsons. This is also published on the SRStaff website.

In many ways it was sad to see Flying Scotsman leave Swanage on Friday morning after an event that will live long in our memories. But leave it had to and for the event to come to an end at some time.

It certainly has been an amazing 20 days with national and local media coverage on the first day which undoubtedly put Swanage Railway well and truly on the map.

The five running days were without doubt a phenomenal success followed by the fifteen static display days at Corfe when there always seemed to be queues of enthusiastic people waiting to step on to the footplate and to pass through the tender into our own Car 14.

This was all made possible by the amazing dedication shown by everyone who have, in so many different ways, been involved from the very first stages of planning to ensure that all our passengers and visitors enjoyed their visit to our railway throughout the full 20 days.

I trust that you enjoyed taking part in whatever way - large or small.

I, and on behalf of my fellow Directors, thank you for helping to make what is without doubt the most successful event the railway has ever undertaken. In years to come I hope, like me, you will be proud to say - I was there and took part on Flying Scotsman 2019.

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Secondly, an announcement from Jacqui Hagger.

Saturday 18th May - a date for your diary

Calling all staff - the annual staff thank you at Swanage Station. The Loco is booked for the evening and just finalising the menu. So keep your eyes peeled as I will be putting more information out via SRstaff and sign on points around the railway in the next few days.

While everybody's attention was directed towards Flying Scotsman, one of the regular Swanage fleet sneaked out with hardly anyone noticing!

Crompton class 33 no. D6515, owned by the 71A Locomotive Group and fully certified for running on the national rail network, nipped down to Weymouth to join classmate 33 029 .

They then worked the Marching Crompton 2 charter for the Branchline Society, operated by West Coast Railway Company, to Crewe.

Gary Packer was on hand at Upwey to record the train with D6515 leading on 23rd March.



No sooner had this train arrived in the North West than it was pressed into service for another charter for the Branch Line Society. This was a tour of the Merseyrail electrified system between the Wirral and Southport. This tour was called the Ruby Vampire 2.

The following three pictures are from Peter Marsh.

The train takes a break at Southport.



Under the M53 at Bidston.



Past the signal box at Hooton. Yup, that's definitely a box!

Maunsell coach 1381, presently residing outside the goods shed at Swanage, is starting to look the business inside.

Seat cushions and some fittings to come .



On the outside, the batteries have been fitted.

And the heritage coach team and Carriage and Wagon Department are working to install the electrics, etc..



The embankment at the Swanage end of Harmans Cross has had a propensity to slip for some years. This has, to some extent, been checked by the gabion stone wall, but a proposal to trim the bank back for a track upgrade will require the installation of sheet piling.

In support of this aim, soil sampling has been taking place.

On 9th April, contractors operate the coring machine, while P'Way manager Barry Light stands as Lookout.



Barry's still looking alert as the contractors withdraw a core sample from the coring tool.

Samples down to three metres were taken from several places.

On 4th April, the lifting jacks in Herston Works, along with their new lifting beams, were commissioned and used for the first time

Works manager and steam superintendent Graham Froud, in the reflective overalls, checks that all is well to start the lift



And this is the result!

U class 31806 is lifted clear of its wheels, so that its axlebox bearings can be refurbished.

These pictures kindly supplied by Chris Hardy

GSM-R is the Global Standard for Mobile communications—Railway, and the equipment is made by Siemens just up the road from the Swanage Railway, in Poole. It's the standard communication system used by our national railway network.



Our Loco, Carriage and Wagon department manager James Cox recently went to the Siemens factory to carry out acceptance of the GSM-R that will be fitted to the refurbished tender of the U class loco 31806, which, as you know, is already passed for main line running.

The test was successful and the unit is now ready to be installed into the tender ready for outings onto the mainline hopefully later this year. The installation and certification work is being carried out by Siemens staff as a volunteer activity by the design team wishing to gain practical experience of a real railway environment. Siemens has donated the GSM-R equipment to the Swanage railway and the team will soon come to Swanage to complete the installation work in close liaison with James and Graham Froud as a volunteer working party.

We hope this will be the first of many further collaboration projects between Siemens and the Swanage Railway.

From left to right, Paul Childs, Matt Bourton, James Cox, Murray Sirel.

Picture and information provided by fireman Gary Cox, who just happens to work for Siemens, although not in this department.

An update about the proposed DMU services to Wareham

Trevor Parsons, Chairman of the Swanage Railway Company, writes:

Having carried out visits to Eastleigh on several occasions since February, we are now becoming more confident that the DMUs will arrive back at the Railway before too long. It is hoped that the engines will be fitted and running within the next six weeks and then extensive testing undertaken with the units to make sure they meet all the requirements to travel out onto the mainline.

The maintenance pit for the units is scheduled to be constructed in the sidings at Corfe after the Diesel Gala in May.

Whether or not the units will run to Wareham in 2019 will depend on the financial viability of using our drivers and guards with a third party TOC (Train Operating Company). Our own TOC will not be in place until next year.

We have reached an agreement with South Western Railway to run a summer Saturday service to Corfe Castle similar to last year, subject to fitting in with both SR and the mainline timetables.

During August an additional charter is coming to Swanage on Sundays together with one or two at other times through 2019.

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Swanning Around isn't normally given to offering much news about people who are no longer with us, but it will have been noticed by many that some locomotives have been carrying wreaths recently.

Wreaths were carried on our service train locos in remembrance of Stan Symes, a Bournemouth railwayman who spent many years passing on his skills to generations of would-be footplate men at Swanage. He passed away recently at the age of about 95.

Details of this and of other recent losses of people associated with the railway can be found on the staff website.

It may also have caught your notice that Flying Scotsman carried a wreath in the last few days of its visit. (see pages 4 & 7)

The support crew from Riley's will have felt this personally as it was in remembrance of a young apprentice colleague who suddenly passed away, leaving a young family.

Swanage Railway signalman Phil Eakins has been doing a Masters degree in Railway Studies with the University of York.

As part of his final year, he is researching the differences between the experiences of both volunteers and passengers of Heritage Railways, including the Swanage line.

He writes:

The passengers will be surveyed in person but I have set up an on-line survey to be completed by volunteers.

The more volunteers that respond the better the research will be: I would be very grateful if you would take five minutes to add your contribution. You cannot be identified, unless you fill in the (optional) contact form at the end.

The survey can be found at <https://peakins.surveyparrot.com/s/volunteer-survey-2019/tt-9c1cf3>



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Rachel Fairbank works for Passenger Services, and is seen here as a Travelling Ticket Inspector.

She writes:

In a moment of madness I signed up to do a 10 day trek across The Great Wall of China to raise money for Bournemouth Hospital. Myself & three other family members have all benefitted from care there and I have also seen friends undergo treatment for cancer, witnessing first hand the amazing work our NHS & Bournemouth Hospital do. I have to raise just over £3000 by 1st July which is a lot but everyone knows I like a challenge! I also need to get fit but living in Purbeck shouldn't be too difficult..... I have purchased a new pair of walking boots which of course will make all the difference!

If you feel you can donate, however small I will be extremely grateful and I will keep you updated with my training, fundraising & of course how the trek goes which departs at the beginning of October! I have a just giving page or you can leave a donation in the collection box in Reservations.

Thank you Rachel

<https://www.justgiving.com/fundraising/rachelfairbank>



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.

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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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Compiled and edited by John Denison

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Swanning Around also appears on line at:

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

and

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