



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 46 – January 18th 2019

January is of course the month of misery. Detox, dechox, and de-everything else to make up for the excesses of Christmas. We've no time for all that nonsense! An ideal time to get to the railway and do stuff!

As is now fairly normal, the railway is shut down for six weeks or so until the next school half term in February, and that opens up opportunities for taking over parts of the railway for maintenance.

But the big news is that Flying Scotsman is coming back to Swanage!

Yes! Last in Swanage in 1994, we will be hosting this world-famous locomotive for about three weeks from March 22nd, including five running days. For the other days, the loco will be on display with Car 14 at Corfe Castle.

Check out the Swanage Railway web site at

<https://swanagerailway.co.uk/events/detail/flying-scotsman-running-days>

for details.

Preparations for the visit are in progress, but there is much more happening during this current shutdown period.

We will be saying goodbye to our DMU and sending Car 14 back to our contractors for more remedial work, plus some preparation in advance of the tamper which will be here next week to get our track back up to the usual high standard.

More on these items next time.

Flying Scotsman was here in 1994, but not so hyped up as it is today. In 1994, it was privately owned, now it is part of the national collection at the National Railway Museum, and the publicity around its current overhaul and return to main line haulage helps the NRM to recoup some of the huge overhaul costs, and will also help us to create some publicity and cash for the Swanage Railway. It's a win-win!

Here's a picture from the 1994 visit. Some features at Swanage still recognisable, but check out that embankment. A lot of change in the last 25 years.

And we only ran to Harmans Cross back then. It's a whole lot bigger this time!



An annual event these days is a clean up day at Swanage shed. Over forty people showed up on 12th January.

An ideal opportunity to get mucky, and, yes! It's

mucky man of the month!

On such an occasion, there has to be more than one, and the first lucky, sorry, mucky one is John Collard, seen here in conversation with a rather clean Pete Duncalfe. Pete was orchestrating the whole thing so perhaps we can let him off!

John was seen doing things with a pressure washer. Guaranteed to cover you with something if you get a bit of splashback!

What's he doing with that tree?



Meanwhile, Nigel Davies has been cleaning dirty stuff with his overalls!



The Goods Shed road and pit gets a total clean up.

What wasn't nailed down was tidied up or otherwise disposed of!

Aidan Wright gives instruction to the Sygnets, who are about to do some gardening, removing all the wild green stuff from the stonework around the turntable area.



At the end of the day, the work reverts to normal.

Josh Voce shovels clay residue from the drain catch pits, while seven others watch!

After all that work clearing muck out of the drains, it takes almost as long to clean the tools afterwards.

Here signaller Malcolm Munro and new cleaner David Clayton get that clay off the tools, and make more mess doing it!



Is fireman and Swanage Railway Company director Kevin Potts trying to tell us something, or was he just tidying it away? Perhaps he has another use for it?

With that threatening pose, we are not going to hang around to find out!

There were, of course, many more jobs done than just those pictured here, including cleaning the bothy, the turntable pit and drains, painting a coal elevator and loco discs, cleaning the oil store, cleaning the underneath of the U class, etc.

Over forty of those people who turned up are shown in this group picture. If you're not in it, why not?

Picture from Andrew P M Wright





On 23rd January, Signal and Telegraph volunteers roll out new signalling cables to replace those slung from the less-than-upright poles, which have seen better days.

Guard Tim Marshall is busy watching—it's a hard life being a guard on an engineering train!

Driver Steve Dyer has the better job in the cab with the heaters on!

Both station platforms at Harmans Cross now have double-sided clocks, as seen here on the down platform, provided by volunteer Don Butler.

Although not being totally authentic railway heritage issue, they do tell the right time on both sides, always a bonus, and have the added feature of thermometers both sides.

Swanning Around has conducted extensive research into the micro-climate on Harmans Cross station, and, with the help of this clock, can confirm that it is apparently a lot warmer this side!

Paul Clements and Mick Gould are walking on the cold side. Must be something to do with management!



On 10th January, work was continuing at Corfe Castle to prepare the siding area as a servicing site for the DMUs for the Wareham service.

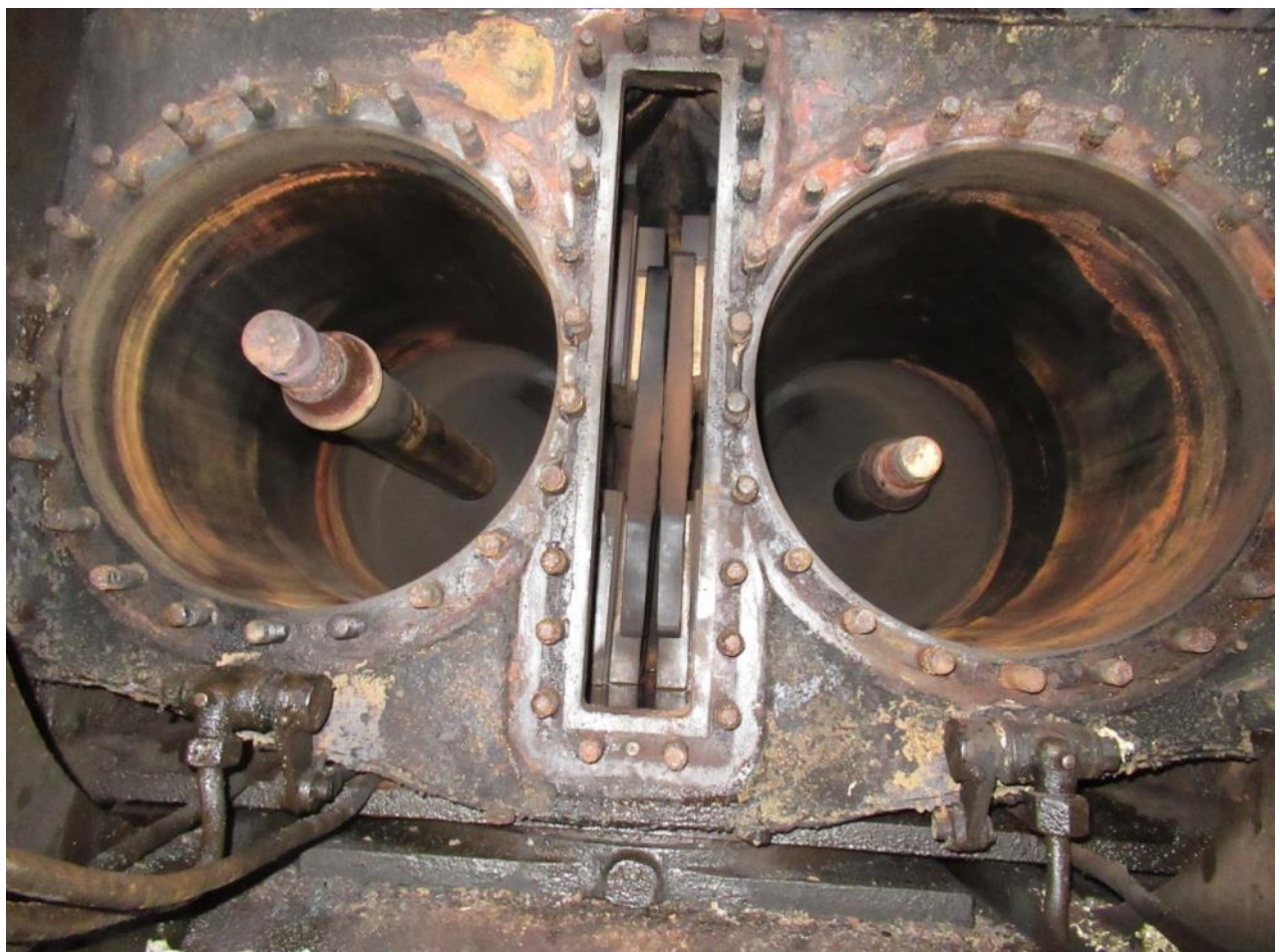
Crane FBC1 is being used here to move a portacabin to create space for other equipment.

This picture from guard Paul Simons.



This shutdown period allows the Loco Carriage and Wagon engineering department to carry out winter maintenance on the loco fleet. Receiving some attention by way of a piston and valve exam is the T9 in the loco shed.

The cylinder covers and piston heads have been removed, showing the piston rods and the slide valves between the cylinders, for those that are interested. If you're not interested, go to page 8!



The reservations office at Swanage station is getting a makeover, including a complete overhaul of the electrics and networking.

On 17th January, the electricians are busy inside installing dado trunking, seen here with Ian Battrick threading some cabling.



And another view of some trunking, with Barry Leyman.

Meanwhile, outside the window, carpenter John Piper is helping out with precision cutting of the trunking parts using his chop saw.

Makes a much better job than using a hacksaw!



Time to say goodbye to a faithful servant.

Our class 108 DMU has been sold, and, on 24th January, has been brought up to Corfe Castle to await transfer to Norden and onward transport to Llangollen next week.

In the background, progress can be seen with painting the signal box.



Also on the 24th, diesel shunter D3591, with Driver Dave Gravell, draws out the entire string of vehicles from the Goods shed road at Corfe Castle.

This was to enable examination of the siding and to check clearances for Car 14 for when it is on display here with Flying Scotsman in March/April.



D3591 eases Car14 into the Goods Shed siding.

Ooh! That's close! But it fits without touching, just!



Corfe Castle station also featured recently as the recipient of a huge water bill!

Turned out the leak was in Wessex Water's pipework, so they have dug up the pavement in front of the station to carry out a repair.



Carriage cleaning is happening again at Swanage, organised again by David Chant. Coaching stock has been moved around between platforms at Swanage to permit access to both sides.

In platform 1 on 17th January, Jeff and Helen Cole, and Peter Hunt are busy removing grime.

Following on from the bit in the last issue that included the transport of the LMS box van, Martin James of the SCPG sent this clarification.

"The Southern Catering Project Group (SCPG) has sold the van to a purchaser acting on behalf of the Gloucester Railway Carriage and Wagon Museum.

The Museum is keen to preserve any items produced by the Gloucester Carriage & Wagon Works and LMS Van M 187085 is their first vehicle - to add to their collection of artefacts.

It's believed that M 187085 is the only surviving member of this type of van."

Picture from SCPG



Check out the SCPG web site at <http://www.scpg.org.uk/home.html> for more info on vehicles owned by the group.

Working at the Swanage Railway is always fun, and we're always happy to work under pressure, but is the pressure getting to John Collard?

What's he saying to that tree? Is the tree talking back? Has the tree been naughty?

We should be told!

Seriously though, there is a warm welcome for anyone wishing to volunteer on the Swanage Railway. We are known as a friendly railway and you won't be treated like that tree!

See the last page for details of how to volunteer.



Preparing for next week's visit from the ballast tamper, Signal and Telegraph's manager and former manager Michael Paul and Tony North are busy painting signalling obstructions between the sleepers so that the tamper operator can avoid them.

More on the tamping in the next issue, hopefully.

The Maunsell coach on the right has been brought down from Corfe for some attention. Also next week, it may be joined by its sister S1346S, back from the contractors and previously seen in issue 40.

Looks like we won't be short of material for the next thrilling issue of Swanning Around!



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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Swanning Around also appears on line at:

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

and

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