



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 44 – November 20th 2018

It's November, and the railway is on the Orange Timetable, so there's not much happening?

Think again!

Not only are there all manner of maintenance and refurbishment activities taking place, we're still running trains during the week for driver experience.

Yes, many people are taking advantage of the offerings for driving and firing, as found in the Swanage railway website at <https://swanagerailway.co.uk/events/detail/taster-experience> on our Standard tank loco 80104.

More driver experiences for shareholders of Southern Locomotives Limited (SLL) have been taking place using the Bulleid Pacific 34072 *257 Squadron*, recently returned to traffic.

If that were not enough, there have been many departmental moves to form up coach sets for the experiences, for the Somerset and Dorset (S&D) weekend, and for Santa trains, not to mention some photo charters with 80104 and 30120, and you have a very busy time on the railway.

Some, if not all, of that is in this issue, and, on the occasional Page 3, we have a mucky man!

Read on!

In the week preceding the commemoration of the 100th anniversary of the Armistice, our engines carried a wreath in remembrance.

On November 9th, 80104 is running round its train at Swanage whilst working Driver Experience trains. Why is driver Bryan Hardwick admiring the tarmac on the platform? Answers on a fiver to the usual address!

Just in case you had forgotten, Christmas isn't far away, and Santa has already taken his place on the stanchions at the station.



This picture 'borrowed' from the National Preservation website, posted by @Gladiator 5076 (it's better than mine! - Ed.)

Also since the last issue, we've had half-term week, where we had a whole week of using the visiting Black Five 44871 on service trains. Was it a good week? This lot on the platform at Corfe Castle on 24th October gives the answer.



Page 3

Yes, Page 3 is back this month! And what better way than with a

Mucky Man of the Month!

Anybody who pokes around inside a smokebox will soon qualify for this accolade, and this month's lucky victim is fitter Rob Tuck, attending to the steam pipe to the blower inside T9 30120's smokebox on 8th November.



Note that a handy saucepan can double as a blastpipe cover with handle. Best lock your kitchen cupboards if you have a fitter in your house!



On 23rd October, Black Five 44871 leaves Corfe Castle with a train for Swanage, passing the works train for the siding re-laying.

Photo: Andrew P M Wright

With the works train occupying the line for the Norden-bound Up platform, all trains in both directions were using the Down platform.

Talking of works trains, it's quite common for crews on the national network works trains to be doing little or nothing for the shift if their train is not required to move while being on site.

We on the Swanage Railway like to inject some authenticity into what we do, so guard Phil Eakins and driver Vic Turp have been found doing nothing while their train is stood in Corfe Castle Up platform on 13th November.



Going back to the Autumn Steam Gala on 12th October, a picture submitted to Swanning Around by guard Alan Blackman (we think that is what he was supposed to be doing!) of himself doing what guards do when their train is going nowhere.

ps. sorry about the poor picture quality. Swanning Around denies all responsibility!



Down the line on 25th October, the Black Five has just left Harmans Cross station towards Swanage and is about to pass the Signal and Telegraph technicians, who have just commissioned the re-located Harmans Cross Up Distant signal.

On 12th November, it's Michael Paul's first day as Signal and Telegraph department manager.

He visited the signal box at Corfe Castle, and is seen here with technician Mike Southey, centre, and trainee signalman John Lindsay.

Congratulations, Michael!



John is already a qualified signalman for Harmans Cross signal box, and is doing a course of training turns in order to be passed out to operate Corfe Castle box. This is part of the extensive training provided by the railway for potential volunteers. As a safety critical job, training for signalmen is more intensive than for many other jobs on the railway, so don't be put off—you can do it, just like John. You know where to apply!



The continuing saga of coach maintenance and repairs is ongoing both inside and outside of the Goods Shed at Swanage.



Inside the shed, Tourist Second Open (TSO) no. S4945 is undergoing overhaul, with fitter Jason Kingdon engaged in body repairs. All that filler makes it look worse than it really is.

This will soon be turned out in a new coat of paint to join the others in the service trains.

Meanwhile, outside, TSO S4899 is on the jacks, parted from its bogies, awaiting repair to its steam heat pipes.



More on training, and we're in the Bird's Nest Buffet at Swanage, with Chris Miles (r) showing new recruit Ian Spencer the ropes on 1st November.



If you want to be a driver, it takes a bit longer, and much of it is training on the job.

Fireman Gary Cox is in just such a position on 3rd November, having been put in the driver's seat of Standard Tank 80104 by driver Pete Duncalfe, on an Orange Timetable service train.

Driver Experience



Brett and Tony look pleased after their round trip on 80104 on 5th November.

Fireman Paul Williams is in the cab behind them.

On 12th November, Driver Rob Barrett is showing another customer the rudiments of driving a steam loco, while fireman Andy Croggon watches for the guard's green flag.



Bulleid Pacific 34072 257 Squadron runs round its train at Swanage on 6th November, while SLL's shareholders prepare themselves for a round trip in control of their loco.



All those works on No 1 siding at Corfe Castle are a precursor for digging an inspection pit for the daily fitness to run exams required for the diesel units for the Wareham service next year.

After a wet night, it looks more like they are digging a canal!

If the guard of the works train has nothing to do, which is most of the time, he might as well take some pictures for Swanning Around!

On 12th November, Tim Marshall has taken a picture of the works from the veranda of his stationary brake van!



Copyright Tim Marshall, 2018



Copyright Tim Marshall, 2018

On 14th November, the track is being re-laid, and Tim's picture shows Tyler Herrington trimming a rail to fit.

The siding is being levelled and re-laid with good sleepers and half-decent rail, in anticipation of its daily use as a stabling point for the Wareham diesel service.

Construction of the inspection pit is expected in January 2019.

Other activities in the vicinity of Corfe Castle have included scheduled maintenance for signals and points, and on 13th November the S&T section is busy alongside the Permanent Way gang working on the siding.



Further on, an attempt is made to check the operation of the Up Home signal. This has to be a limited inspection as it is not possible to operate the signal with the track ahead occupied by the works train.

The safety interlocking in the signal box won't allow it.

Up the signal, technician Paul Bettridge does the inspection, while Bob Drew converses with the signaller on the signal post telephone.

In the foreground, S&T technician Fraser White is supervising. Must be important, he's got a clipboard and a phone!

The S&D Weekend, 17th/18th November

Not so much a gala, more an excuse to use the Black Five for the final time before the owner gets it back on the 24th.

It was a commemoration of the long-closed Somerset and Dorset line from Bath to Bournemouth, using loco types that were frequently seen on that line.

Locos used were the Black Five 44871, the Standard Tank 80104, and the Bulleid Pacific 34072 *257 Squadron*.



On the 18th November, 44871 arrives at Swanage, with 80104 waiting in the loop to take out the next train.

Later in the day, 44871 has arrived at Corfe with the C set including a van and two Bulleid coaches.





On the 17th November, 44871 is taking out the first train of the day from Swanage past the class diesel D6515.

But what's that? Miniature snowploughs have been fitted to the diesel!

We know that the weather has got much colder this week and Winter is close, but what do the loco's owners, the 71A Group know that we don't?

We should be told!

To finish the 17th, the last train of the day stands at Corfe Castle with 80104.

Picture from the webcam on the signal box.



On 1st November, Guard Martyn Curtler and cleaner and footplate third man Jake Sque are looking for some steam from the steam heat pipe.

Perhaps Jake is there to ensure that Martyn doesn't waste it!

Jake's gear is authentic, he said!

You judge!



There were three days of photo charters and this is one of them on 14th November, with T9 30120 on the C set, approaching Furzebrook while transporting the photographers to their next location near the River Frome

How do you build a new signal box?

Brian Hymas (l) and Chris Bassett (next left) from the Bluebell Railway are here on a fact-finding visit. Pictured here at Norden Gates on 16th November with (l to r) signalman Peter Parascandolo, S&T manager Michael Paul, retired S&T manager Tony North, and Permanent Way manager Barry Light.



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

and

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