



# Swanning Around

## A Look At What's Happening Around The Swanage Railway

Issue 55 – October 25<sup>th</sup> 2019

The Autumn Steam Gala is behind us, and the timetable is still daily running until 3<sup>rd</sup> November, including some driver experience days. Even during November, more driver experience and photo charters limit the time available for major track works, but the Track Team has been getting ready to re-lay another length of track in the vicinity of Dickers crossing, with materials already stacked at the lineside, and this will happen in January.

They have also been busy clearing the embankment at Harmans Cross to allow a covering to keep the rain off. The embankment is noted for being very wet at this time of year, and prone to slippage. Our consultant civil engineer has requested the covering, to keep the embankment dry. Expect more about these activities in future issues of Swanning Around.

Here they are on 17<sup>th</sup> October clearing the embankment. Photo from David Castle of the Harmans



Cross station team.

The Swanage Railway TC set continues to make progress, but of course still needs your help either through funding or physical help. You know where to look!

[www.4tc.org.uk/unit/index.php/how-can-i-help](http://www.4tc.org.uk/unit/index.php/how-can-i-help)

We now have four of our five coaches at the Swanage Railway. As you have seen in previous issues of SA, two unrestored coaches are at Harmans Cross, one brake coach is being worked on at Swanage, and the driving trailer at Corfe Castle has been sheeted over prior to a move to Harmans Cross to join the others there.

The fifth coach has recently been moved from storage at the Midland Railway Centre at Butterley to Ramparts at Barrow Hill for restoration of the bodywork. Once this and the other two partly restored coaches have been internally completed and control and running gear overhauled, they will make up a three car set until further coaches can be funded to make a full four-car set.



This picture, from Brian Cuttell, shows coach 76322 being shunted at Barrow Hill on 30<sup>th</sup> September.

It looks worse than it is with that second hand piece of board covering a broken window!

Here's the other end of it.

Photo by Ramparts, supplied by George Rashbrook.



Always a challenge to find something suitable for page three that isn't offensive, but this month's entry comes close!

Sent in by Clive Hardy, with the lilac shirt and those knees, these are Swanage Railway's

## **Fastest Men of the Month!**

Clive Hardy, a Travelling Ticket Inspector, on the left with the knees, and Trevor Sheppard a guard, on the right with the fetching shorts, take part in Parkruns.

Parkrun is a collection of five-kilometre running events that take place every Saturday morning at over 1,400 locations in twenty-two countries across five continents.

On Saturday 5<sup>th</sup> October both TTI Clive Hardy and Guard Trevor Sheppard ran their personal best times at Poole's parkrun. Fast tracking it twice around the park's lake and once around the cricket pitch with over 700 other runners, Trevor did his 38<sup>th</sup> run in 33 minutes and 41 seconds and Clive did his 320<sup>th</sup> run in 25 minutes and 1 second.



Picture from Clive Hardy

## The Autumn Steam Gala

Just a few pics from the gala. There are some videos on YouTube if you want to see more.

The gala was successful in spite of the rain, which accompanied most of the weekend. The week before was busy with locos arriving by road from various places, and from two working steam locos, we suddenly had six!

The last to arrive was our guest loco from the Great Central Railway, the Standard Class Five no. 73156, seen here in the rain at Creech Bottom piloting Rebuilt Battle of Britain class no. 34053 *Sir Keith Park*, recently returned from Tyseley Locomotive Works.



The T9 no. 30120 was in action on the first day of the gala on 11<sup>th</sup> October, piloting Unrebuilt Battle of Britain class no. 34072 *257 Squadron*, leaving Swanage.



Photo from Gary Packer

A scene from the gala captured from Swanage Signal Box by Robin Moira White might have people asking “what on earth is going on here?”!

This could be avoidance of work by having a meeting!

From left to right, operations manager Peter Harris is on the phone, loco carriage and wagon manager James Cox is doing something in a mucky pit, assistant operations manager Paul McDonald is on the phone, (perhaps to Peter?!), and shunters Steve Duncalfe and Nathan Au are studying the working timetable to see what’s supposed to happen next.

It all went very well, so they must have done a good job!



The T9 had just returned from being a guest loco at the Great Central Railway’s gala, and is seen there piloting another of their guests, Schools class no. 30926 *Repton*,

What’s interesting about this picture (at least to me! ..Ed.), is that this may be the first occasion that these two locos have been together since 11<sup>th</sup> November 1962 when they powered a Home Counties Railway Club special from Waterloo to Eastleigh Works.



Photo ‘borrowed from #and60007 on NatPres.

## Photo Charters

Two lots of photo charters were scheduled on 17<sup>th</sup> October, using BR Standard 4 Tank no. 80104 and the visitor BR Standard 5 no. 73156.

In these photos, 73156 leaves Corfe Castle with the 12.00 service from Norden, alongside 80104 on photo duty.

Was the weather good for photos? You judge, from these two by Martin Creese (top), and David Ensor



Fireman Martin Sheret takes it easy as the train gathers speed leaving Corfe Castle.



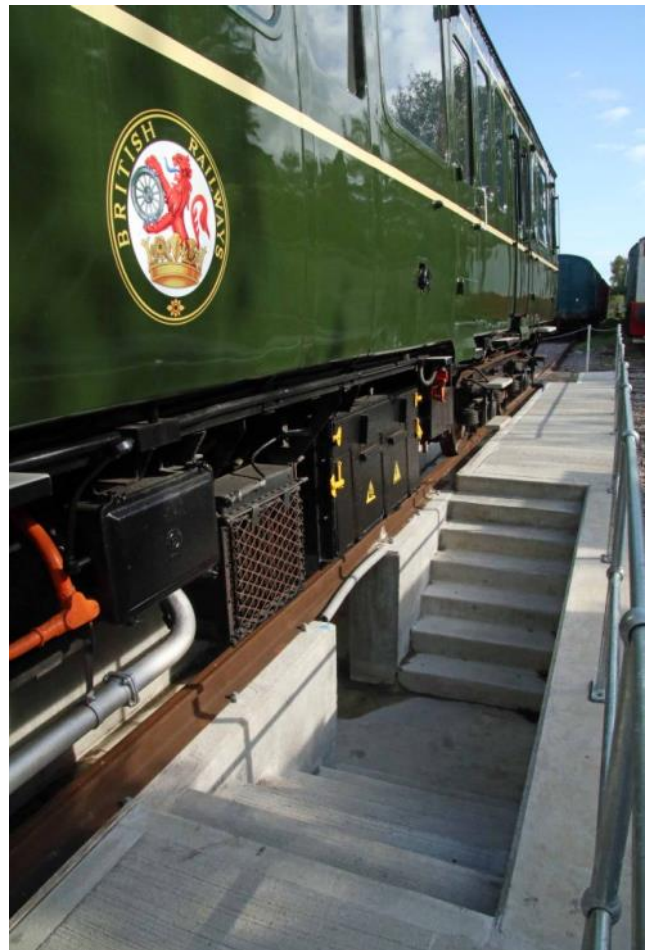
## Wareham service DMU servicing facility.

The servicing facility was being tried for size this month by the class 121 "bubble car" diesel unit.

These photos from Andrew P M Wright on 9<sup>th</sup> October show the unit standing over the pit. Although the pit is all but finished, there are still some electrical things to do.



Better duck if you don't want to bang your head getting underneath the unit!



Some updates on a couple of old boilers.

A recent visit to the North Norfolk Railway at Weybourne showed us the progress on two boilers associated with Swanage.

We understand that agreement has been reached with the owners for the Swanage Railway to carry out the overhaul of the M7 tank loco no. 30053.

The boiler, however, is already being worked on at Weybourne, and is seen here in the North Norfolk Railway's boiler shop on 28<sup>th</sup> September. New metal has been welded in the places marked, and a new foundation ring fabricated, with the old one seen here in the foreground. Repairs are ongoing.



Meanwhile, out in the yard, the boiler for Southern Locomotives' rebuilt West Country class no. 34010 *Sidmouth*, shows signs of being worked on, with many stays already removed from a section of the outer firebox wrapper that needs replacing.



Back in Herston works, Southern Locomotives' other rebuilt West Country class no. 34028 *Eddystone* is nearly ready to receive the boiler that we featured in issue 54, and some work is in progress on *Sidmouth's* bits.

Another fine picture from Dave Ensor of *Sidmouth's* trailing truck chassis having been cleaned and painted in Herston Works.



© David Ensor Travel Photography

And now for something completely different at Norden Gates.

On 3<sup>rd</sup> October, we found the Thursday Telecomms team in the crossing keepers cabin installing fibre optic stuff.

Geoff Trim, Barry Warwick, Graham Holliday and Ray Barber demonstrate the Swanage Railway arrangement of one working and three watching, while Bob Knight hides behind the camera!

Fibre optic not quite heritage? Put the chair in front and nobody will notice!

It is there for future internal communications, and that is essential, heritage or not!



## **News from the Swanage Railway Trust Council of Management about rolling stock facilities.**

Project Manager Nick Coram has produced some information for the next Swanage Railway Magazine, which we have condensed to a Swanning Around size, hopefully without losing anything too meaningful.

### **Herston Carriage Shed**

Nick has been working closely with Such Salinger Peters, our consulting engineers, to find a design that works in the space available and he's delighted to report that this has now passed the first stage of internal departmental consultations and the outline application has been passed by the Swanage Railway company board. The Swanage Railway Trust has also agreed to contribute some funding to the project but more is required.

The original project from as long ago as 2009 found that there was insufficient space for a two-road shed. Nick and the consultants have produced a satisfactory design which will fit the existing space in the sidings at Herston.

1./ On the south side the retaining wall is being integrated in to the building and we are designing a bespoke method of merging the side cladding to the top of the wall.

2./ On the north side, against the main line and away from the prevailing weather, the sides will only come to just above head height. This allows sharing of clearances inside and outside allowing personnel to pass freely and still protects most of the coach body work from the elements.

By using these methods to make the shed as wide as possible we are able to maintain an aisle down the middle that will allow safe shunting and access to the vehicles stored.

With the help of Such Salinger Peters, the outline design has been developed and put out to tender. At the time of writing we await responses. The logistics of the site means there is no direct road access to the site for personnel or materials, and dovetailing this in with other operational needs and other winter maintenance work will be a further challenge. All being well, and if we can fund the project, construction will commence this winter.

You can help to secure the future of our carriage fleet by donating to the project. There will be an appeal in the next issue of the Swanage Railway Magazine, but you can help right now by sending a cheque to the Swanage Railway Trust with a covering letter to ring fence your contribution to this project, or send Nick an email at [nick.coram@swanagerailway.co.uk](mailto:nick.coram@swanagerailway.co.uk) for more info.

On the next page is a groundwork drawing which shows where the shed will go over the existing sidings at Herston. The main two-track shed is about 85 metres long, with a 46 metre single track extension on the Swanage end.

### **Furzebrook Sidings**

Getting access to these is an ongoing trial involving the new Dorset Council and the oil company Perenco. There is currently no road access, as Perenco is still occupying the only way in and unlikely to vacate this for many more years, so a grant from the South Western Railways Customer and Communities Improvement Fund is being sought to finance a feasibility study into how these sidings can be used for the Swanage Railway, i.e. planning permission, access road, facilities construction, etc..

See the Autumn edition of the Swanage Railway Magazine for the full text of Nick's article.



At the Flour Mill Workshop, progress continues with the overhaul of the T3 no. 563. The frames and cylinders have been painted and are seen here on accommodation trolleys



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Clive Hardy, you saw him on page 3, sent this little snippet:

Through SR's Volunteer Engagement Group I am in contact with Eleanor Moore, the regional representative of the Heritage Volunteer Group, in particular seeking advice on how to enact and improve feedback from volunteers so as to improve their experience, and hopefully recruitment and retention.

Her latest reply gave SA a good mention - see below.

As you have identified, I can see that there may be new avenues that could be explored by the Trust, in terms of ways of getting feedback from volunteers at appropriate points - to understand the impact of the volunteering experience on the volunteers themselves and their satisfaction levels, both to assist with retention rates and also inform any future strategies to attract volunteers from a wider demographic. This approach might help volunteers to feel that processes are looked at/developed from their point of view, as well as that of the Trust – I see that your newsletter 'Swanning Around' does a good job of doing this as well, already.

Excellent! Must be doing something right!

In issue 49, April 2019, signalman Phil Eakins requested input for a survey in support of his MA in Railway Studies with the University of York.

Phil says:

“I would like to say thanks you to everyone who responded to my plea for contributors to my survey which has enabled me to successfully complete my MA in Railway Studies with the University of York. I'll be off up to York in January to do the walk across stage and do the handshake bit which you have made possible.

At least one other member here is already in the second year of the course and David Turner, the course leader, is now recruiting students to start in September 2020 - the course web site is [www.york.ac.uk/study/postgraduate-taught/courses/ma-railway-studies/](http://www.york.ac.uk/study/postgraduate-taught/courses/ma-railway-studies/).

Contact David at [david.turner@york.ac.uk](mailto:david.turner@york.ac.uk) for further details or to sort out worries, or catch me at the railway for a chat about it.

Thanks again.

Phil “

So there you have it! Everything you need to know, and Phil knows it! Well done!

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On 18<sup>th</sup> October, Corfe Castle web cam has recorded 34053 *Sir Keith Park* on a driver experience trip, while two of the track team carry out the weekly track walk, ensuring that the line remains fit to run trains.

5.5 miles. That's a decent walk every week!

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](mailto: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>