



Welcome to Project Wareham Newsletter No. 15

Welcome

It has been some time since the last Project Wareham News was issued and so I have been asked to compile Edition 15 to bring readers up to date with recent progress. As a general reminder, PW News is an internal publication. However, in addition to being posted on the SRStaff and Swanage Railway Trust websites, it is also released on the main Swanage Railway Website where passengers and stakeholders alike can read of the most recent Project progress.

You may well know that, many years ago, when the re-signalling of the main-line between Poole and Wool was proposed, a number of forward thinking members of the Railway launched an initiative to ensure that the 'Once in a generation' opportunity for the return of regular Wareham – Swanage trains was not lost. There has been massive progress since then, and on 20 April the line speed of the former Network Rail Goods Line was raised to the Swanage Railway line speed in conjunction with a South West Trains train arranged to ensure that the competency of their operations staff has been maintained.

In the last edition of PW News, the Project Director, in his opening remarks, noted that the Coastal Communities Fund phase of Project

Wareham was about to come to an end resulting in the closure of the Project Office.

The purpose of this edition is to relay what has been going on since the end of March; what is set to come, with a mention of the complexities involved, and a word or two about those who are still working to ensure Swanage Railway trains operate to Wareham.

Frank Roberts
Senior Project Manager
Project Wareham

Project Handover

During the month of March, and indeed for a number of months before that, the focus was primarily on how the various workstreams would continue between the closure of the Office and the first day of train running to Wareham.

A comprehensive document was produced which in essence was handed over to Matt Green, the General Manager on Easter Monday 2016.

The Project Handover Document focused on 9 workstreams:

1. Token Block Signalling Project
2. Norden Gates Level Crossing Project
3. Road Rail Interchange Project
4. Signage Project
5. Permanent Way
6. Civil Engineering
7. Wareham Service Preparations
8. Administration (Includes three Delivery Groups)
9. Diesel Multiple Unit Refurbishment Project



During the summer there has been progress on many items. However, there is clearly still much more to do.

A Complex Project ~ Project Delays

There has been some understandable concern that the start of the proposed trial service in June 2016 had to be delayed by 12 months because work on the rolling stock (the Diesel Multiple Units) was likely to be delayed; this matter was in fact considered back in December last year, and it is fair to say that progress has remained frustratingly slow.

In due course we will be able to review where the hold-ups have occurred and where appropriate take steps avoid any similar pitfalls in the future.

Diesel Multiple Units (DMUs)

The single most complicated issue at present is the delivery of our DMU wheel-sets! For an explanation of what these are, each wheel-set contains a pair of bearings, which keeps in place the single axle, onto which is fixed a pair of wheels, around each of which are fixed the metal tyres. We need 16 of these 'sets' for the four DMU vehicles that are needed for the new train service.

Noting that the wheel-sets are the most safety-critical item on any item of railway rolling stock, the DMU items were sent away for assessment

with others from Chiltern Railways, and the result was that none passed with flying colours. Since then an intrusive survey has been carried out on all components and, on 23rd August, ZF (the contractor looking after our order on the Railway's behalf) confirmed that the procurement process for all outstanding new items had commenced.

At present we await confirmation of the finalised detailed work schedule, which will follow various stages. This confirmation will allow all parties to prepare for the completion of the wheelsets and their return to Arlington Fleet Services, we anticipate during early 2017. This will enable Arlington to schedule their outstanding work, testing and snagging. In turn the Swanage Railway will also be able to anticipate the return of the DMUs to Swanage for staff training and route familiarisation.

With regards to the more general Arlington work taking place on the DMUs at Eastleigh, regular monthly site review meetings continue. In addition to the more general refurbishment of the bodywork, electrical and other systems, four additional items of equipment are being fitted to this fleet of vehicles. When completed, this will enable the DMUs to work on the mainline between Worgret Junction and Wareham. Each vehicle is being fitted with:

- On Train Monitoring Recording equipment (OTMR)



- Train Protection & Warning System equipment (TPWS)
- Secondary Door Retention Equipment.
- Global System Mobile Communications - Railway (GSM-R).

It should also be noted that these vehicles will not convey toilet facilities, due to the issues of discharging effluent directly onto the mainline.

Contingency Planning

As indicated above, the wheelset overhaul process continues to be frustratingly slow, despite regular chasing and follow up with the contractors involved. A question that arises these days as a result of this is: "What is your Plan B?" The continued uncertainty has resulted in a potential alternative for year one of the trial service being investigated. On our behalf Matt Green is seeking quotations from mainline operators for them to provide a diesel locomotive and train crew for the 50 day trial next summer. The Railway would provide three Mk 1 coaches, passed for mainline use through use of the £75,000 DfT grant awarded earlier this year.

If we decide to go down this route, the train operating company concerned will operate services under contract using their own safety certificate and passenger train licence. However, trains will be marketed as Swanage Railway services. We hope to be able to provide an update on this during the autumn.

Mark Woolley
Project Director

Safety Management System (SMS)

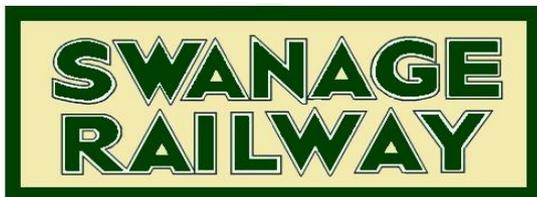
A considerable effort contributed to the **launch of the upgraded SMS in June**. This was a golden opportunity to review all safety directives and procedures in anticipation of mainline running; a crucial element of the work was the feedback received from staff across all departments prior to the launch.

Throughout this work there has been consultation with Her Majesty's Railway Inspectorate, and the SMS has been very much aligned in preparation of our application of the **Non-Mainline Safety Certificate** which we must submit prior to any mainline running.

The **Change Management** process has also been reviewed, and items to be considered are now routinely attended to at the monthly Manager's Meetings.

Managers have been briefed on the new System and all Railway staff are invited to gain access to all elements under Safety on the **SRStaff website**. For assistance, please contact your line manager or the [Company Secretary](#).

Other supporting documents which are well on their way to completion are various Departmental Standards, which describe how each element of the Railway functions and the



processes involved. Where possible, these have been kept as simple as possible but there are some matters where there has to be consideration of additional requirements or competencies associated with mainline running.

The Work Continues!

It may have been hoped that if the proposed Trial Service (50 days of running in the first year, and 90 days of running in the second year) had commenced in June of this year, much of the supporting administration work would have been completed!

Noting the fantastic work on the new SMS, there is still lots to do to pave the way for the Non-Mainline Safety Certificate, the Passenger Train Licence and the work to pave the way for passenger complaints, ticketing, and information to passengers during disruption.

Alas, the reality is that there has been scant resource to tackle much more than we have achieved already, and having lived, breathed and not-slept Project Wareham almost exclusively for 26 months, even I can't quite see how all that could have been completed by last June!

The Departments

The legacy left by the closure of the Project Office, missed by so many, was not in fact that there were outstanding actions within the various infrastructure projects (see later), but that much

of the work not yet completed would have to be undertaken by Swanage Railway departments, already hard pressed with the operation and maintenance of the current 6-mile award winning heritage railway.

The Signal and Telegraph Department (which now includes Telecom) and the Permanent Way Department have been heavily involved in Project Wareham for the past two years; since the extension was transferred by Network Rail to the County Council, and then included in the new 99-year lease to the Swanage Railway.

Increasingly more involved with the Project are:

- James Cox (Locomotive Carriage and Wagon)
- Nick Lloyd (Operations)
- David Rawsthorn (Head of Sales & Marketing)
- Martin Trott (Passenger Services Manager)

Project Wareham Project Board

Over the summer months Jim Wheeler, who has considerable mainline Permanent Way experience, joined the Project Board. On 1st September Frank Roberts formally re-engaged with Project Wareham as a volunteer with a remit to support the closure of all outstanding works and to assist with communications and stakeholder management.



Another friend of the Swanage Railway, with considerable mainline operational experience, is Keith Usher. He has been offering assistance in support of Operations and the assessment of risk at all levels. It is hoped that he will join the Swanage Railway team in a more formal way, as he reduces his professional commitment with South West Trains.

The Project Board will also be strengthened by the increased involvement of the four managers mentioned above.

Operations

The Operations Department is crucial to the success of the new Wareham Service, and Nick Lloyd and his team have been working through all matters that will support additional competencies and commitment. These must of course align well with the current steam heritage operation. Keith Usher and a number of other staff are well on their way to helping ensuring that all staff are in place for the start date once this is confirmed

The Timetable

The Operations Department has been considering how to dove-tail the new Wareham Service into the current Swanage Railway operation and you may well have noticed some strange changes already.

The Railway's timetable is more influenced by tourism, day trippers and carnival events than

commuters and peak-time travel. Another important aspect is the SR timetable format is the same 7 days a week; Sunday is of course a separate timetable on South West Trains!

By noting the Green Timetable this year, you are able to see the timings for the four trains to Wareham which can interface with the SWT operation on any day of the week. These have departed Swanage at 1023, 1223, 1423 and 1623hrs. I will leave it to you to work out the return timings (as per the Norden –Swanage timetable this year), but as a top tip it is likely that the first DN service of the day would leave Wareham at around 1115hrs

It is worth noting that the Swanage Railway must bid for the train paths, and that clearly other operators may well have interest in our plans.

Infrastructure Upgrade

The spring 2016 edition of the Swanage Railway Magazine contained some fantastic photos relaying the completion of a mass of good work, and you would be forgiven for thinking that was it!

As Mike Whitwam commented on the commissioning of Norden Gates Level Crossing on Friday 10th June "Now the hard work really begins"; he was referring to the training of the signalmen.



In terms of the Level Crossing and the Token Block Signalling Project, neither has been fully signed off and the Independent Competent Persons (John Tilly and Dick Spencer) still await the completion of a small list of rather more mundane tasks such as:

- As-built drawings
- Hazard directories
- Confirmation of issue reporting processes with the LX provider Schweizer.

Now that 'summer madness' and the peak timetable is out of the way it is hoped that collectively we can address these issues.

In the last edition, there were reports of storm damage from both Storm Frank, which wrecked the new level crossing barriers at Norden, and also the Network Rail cable containment damage near the River Frome. Both of these issues were addressed by the end of May.

The formal marking of the completion of the infrastructure works between Norden and Wareham will take place at 13.00 on Thursday 6th October 2016 at Norden. The High Sheriff of Dorset, Sir Philip Williams, Bt JP DL, will be our guest of honour.

Members Appeal

This Appeal, launched earlier this summer has so far raised a staggering £40K. Very many thanks to all who have contributed so far. If you would

like to support this Appeal please contact Mark Woolley or the SRC Finance Director, Andrew Moore.

An appeal to the general public will be launched very shortly.

Communications

As relayed in the formal notice issued by the Project Director on SR Staff at the end of August, the work within the remit of Project Wareham is far from over. The various Project Managers still have roles to play, as do Arlington Fleet Services who are managing the DMU refurbishment. Department Managers are now fully involved in planning processes, supported by Matt Green the General Manager and Jon Bridgland in his new Business Development role.

If you have any query on Project Wareham please contact:

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Senior Project Manager
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Diary

Monday 19th September.

**Network Rail + Swanage Railway
Operations and Infrastructure Liaison
Meeting.**

The third meeting this year with a remit to more formally align day to day matters between the two organisations.

Tuesday 20th September

Purbeck Community Rail Partnership

Thursday 6th October

**Formal Opening of the Infrastructure
between Norden – Worgret Farm**

Friday 7th October

Operational Risk Workshop

Remit to formally link all risks associated with the new Wareham Service

Tuesday 25th October to Thursday 27th

October

Green timetable DMU service

On these three Green public timetable days the DMU diagram will be extended to Bridge 4 on each trip. This is in order to assist with the retention of Ops Staff competency and also to provide a further opportunity for members of the public to travel on the Worgret extension.