



**Title:** Carpenter Senior Trainee

**Type of Employment:** 3 year Fixed Term Contract

**Start Date:** 3<sup>rd</sup> August 2015

**Hours of Work:** 40 hrs per week

**Salary:** £17,000 - £19,000 (depending upon experience)

**Personal Mentor:** Carriage Shop Manager

**Based at:** Carriage Shed – Ropley Works

**Background:**

*CanPac – Engineering a Future from the Past* is a project in partnership with the Heritage Lottery Fund (HLF) to strip down, repair and return to service an Oliver Bullied designed steam engine by the name of *Canadian Pacific* and two coaches also designed by Bullied.

**Job Purpose:**

Working under the direction of the Mid Hants Railway (MHR) Carriage Shop Manager, to strip down, repair, overhaul and rebuild two very rare wooden framed 1940's carriages, Open Third S1456 and Corridor Third Brake S4367, designed by Oliver Bullied for the Southern Railway. The team will assess the work required; the materials needed and create a plan for the repair, overhaul and reassembly of the carriages.

Because of the integrated nature of the design of these coaches combining metal and timber, it is important that this post and the Senior Trainee Fabrication work closely together such that the carriages are available for operational use from April 2018.

**Key Responsibilities and Accountabilities:**

The key responsibilities and accountabilities shown below are for the team responsible for the overhaul of the Bullied Carriages. The **Carpenter Senior Trainee** will be part of this team whilst advancing and developing their own skills and learning.

1. To inspect all removed components and assess for re-use, repair or replacement.
2. All components removed shall be marked for later identification and stored in an appropriate environment.
3. Remove all internal fittings, following assessment these shall be stored and await later repair and overhauled by skilled volunteers.
4. Lift the floor covering and wood floor. It is highly likely that these will not be suitable for re-use but the wood floor should be retained.
5. Appropriate internal supports shall be put in place to ensure that coach does not distort as component parts are removed.
6. Remove all the roof fittings and roofing canvas. Assess the condition of the roof timbers, identifying any that show signs of rot or damage.
7. Remove the window frames. Following marking these shall be separated into 2 groups those that need substantial repair and those that can await refurbishment by volunteers.
8. Remove all external steel cladding, record and assess condition.
9. Remove the carriage ends and assess condition before creating a plan of action for repair and future re-assembly.

10. To fully assess, document and record the condition of each wooden and metal structural component of the now exposed skeletal body frame.
11. Remove all underbody fittings and pipework, record and assess condition.
12. To fully assess, document and record the condition of each chassis component of the now exposed vehicle frame.
13. The strip down to be comprehensively documented by photograph and where appropriate by video. The purpose being to create an historical record but more significantly to aid the reassembly. The post holder must be prepared to be photo'd and video'd with images being placed on the website and elsewhere.
14. It is the desire that the finished coaches will be an accurate restoration and recreation of the original coaches that were out-shopped from Eastleigh works some 70 years ago. It is important therefore that time is taken to understand how each component is put together and the skills and specialist tools that may have been used. Recordings will be made for display on our social media interfaces so that interested parties may engage in this exciting phase of the project.
15. Care must be taken at all stages of the work to ensure early identification of any materials that are exposed which could pose a hazard to health. NB Initial inspection has not identified any areas of concern but never the less vigilance must be exercised.
16. At all stages of the process every effort must be made to engage and include both skilled and unskilled volunteers in the programme.
17. A minimum of two open days will be held to engage with the wider community of interested parties. The post holder will be involved in these Open Days and will be expected to engage with visitors on these occasions.
18. Monitor and report on activities and upload material to the website / social media and engage with project followers through Twitter.

## PERSON PROFILE

**Personality:** Self-driven, conscientious person with a positive outlook, having a clear focus on high quality and be sympathetic to the value and significance of this heritage artefact. A natural forward planner who can critically assess mechanical components, someone who is reliable and tolerant being able to work with the team and engage with volunteers and members of the public. Well presented as the team will be the representative of the Mid Hants Railway. Able to get on with others, be a team-player and fully safety aware.

**Specific Job Skills:** The job holder will have served a recognised apprenticeship or formal learning period and be looking to improve their skills and knowledge base. Some experience as a mechanical fitter able to demonstrate their capability to safely work under minimal supervision and ideally qualified to use gas cutting and welding equipment. The **Apprentice Supervisor** will provide support and interface with training and education suppliers.

**Literacy, Numeracy and Computer Skills:** Must be a competent writer of technical reports and able to communicate technical information to readers at levels. Must be able to use MS Office, particularly Excel and Word and be competent in the use of the Internet and Email.

**Personal Gains:** The post holder will be encouraged to produce a work portfolio describing some of the activities undertaken during the placement. They will receive both formal certified and informal one to one training. This will be tailored to the individual depending on any skills gaps and identified improvement opportunities. At the end of the placement a Skills Matrix Certificate will be awarded to assist the post holder in seeking future employment in the Heritage sector or elsewhere. The post holder will have had a period of working in a heritage environment on a flagship project working with highly skilled and respected engineers; this whilst advancing and developing their own skills and learning should create a firm foundation for their future chosen career.

The post holder will have a rare opportunity to learn skills from a highly experienced but aging workforce in a unique environment. This placement gives the trainee the opportunity to acquire irreplaceable skills thus enabling them to preserve this heritage for future generations.

**Application:** Applications in writing, with CV to:

Derek Simmonds

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Mid Hants Railway, Alresford Station, Alresford, Hants SO24 9JG