

A Look at What's Happening Around the Swanage Railway

Issue 5 – June 3rd 2015

This month, we've had a very successful Diesel Gala, had a week of the Evening Diesel Service, and more progress on the Operations signing-on building.

Oops! Six pages again!

But, the **hot news** is that Matt Green has just been appointed to the position of General Manager! Previously, he has spent the last year as Head of Operations and Traffic, and more recently also as Interim General Manager.

Hopefully, we have trained him well, and here's the evidence at the recent staff social at Swanage station!



I'm sure this staff social event will be repeated. We have to ensure that Matt is keeping up his

competence and meeting his performance criteria!

If you missed it, as I know some did, keep a lookout for future announcements. I will try to ensure you also read it here.

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What a Diesel Gala!

An excellent selection of visiting locos ensured that the event was not only well-attended, but also a financial success. Whatever misgivings some may have had about hosting the beer festival in the yard at Corfe Castle station, I understand it was also a great success, with further supplies having to be sent for!

The big downside, operationally, was the generator failure of D6757 on the Friday.



But that's not what I want to tell you here. I want to tell you about the accolades we have had from the representatives of the visiting locos and many of the enthusiasts who attended, and also from local accommodation landlords .

For example, *"...whoever is organizing this is doing an amazing job, because this event now is as well*

known and as big, and getting bigger than any other events in the area..."
"...extremely friendly staff..." "...worth the 6000 miles round trip and \$860 air fare..."
"...What was it that made it SO good and such a magnet for people compared to other galas? But now I've done one properly it's very clear to me that it's the attitude of the host railway and the gala organisers that makes all the difference, and it's built such unstoppable momentum and has so much enthusiast goodwill behind it that I can't see that changing for a long time. Congratulations and thanks!..."
"...We all really enjoyed our visit to Swanage and had a great time. Many thanks to you and you colleagues for making it so enjoyable..."

And more! Well done, everybody involved!



A week later, and John Pepper from the Great Central Railway at Loughborough is back and still smiling! He's overseeing some driver experience sessions on his charge, Class 25 no. D5185.



Hymek D7076 is still with us this week, awaiting onward transport to another gala in Norfolk. This makes passed cleaner Russ Ferrett very happy indeed! I think he must like Hymeks!

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During a week when the Absolute Possession of the Norden – Worgret section was lifted, some train crews and signalmen had the opportunity for training, including route knowledge.



Here's a motley bunch of signalmen posing for Steve Jenkins' camera at the furthest point of the Swanage Railway, the boundary at Worgret Farm, Bridge 2.

Here's another group admiring the two plates nailed to the sleepers indicating where the SR/ Network Rail boundary is.



The DMU that brought the group to the limit of SR operations near the Frome River Bridge 4 is in the distance, behind the Network Rail Up Distant signal.

For a look at the whole line, check out Peter Milford's route guide in pictures at <https://www.facebook.com/media/set/?set=a.10153250282956672.1073741854.657676671&type=1&l=74622a799b>

While we're on the subject of the Wareham Project, make sure you get your copies of the June and July issues of **The Railway Magazine**, which contain a two-part feature over several pages on the Swanage Railway and the Wareham Project. June issue is published this week.

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Wot!?! No glamour?
Still looking for someone to embarrass, without repercussions, but came across these two instead!



Guards/Signalmen (they do both) and Trust/Company directors (that as well!) Mick Gould and Trevor Parsons show us where the red light area is! No, Mick, it goes on the end of the coach, not in the window!

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The Evening Diesel Service has been running during the Spring Bank Holiday/Half Term week.



Now here's something you don't see every day!
The evening DMU service gets some help! Why? Answers on a ten-pound note to the usual address!

No shortage of crews this time, but some guards had to double up as ticket inspectors. "I'm not **@@!!\$*@ doing it!" said Alan Blackman.



After ten minutes training, here he is with the Merac tablet and printer. If he can do it, anyone can!
Volunteers, anyone?

This is what he'd rather be doing!



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Meanwhile, the new signing-on point makes progress.



Nick Coram ponders the heritage authenticity of an outside toilet.



The new crew lockers take shape inside. Paul McDonald gives them a lick of paint – anyone fancy helping him? Still top coat and doors to do.

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Right next to Swanage station is the **Goods Shed**. Externally this has had a makeover in the last few years and now looks very presentable. But does anybody know what goes on inside? I thought not, so your resourceful hack has found a way in (not as easy as you might think!), and discovered major works in progress on Class 33/1 Crompton 33 111, and also on Queen Mary 2.

Queen Mary 2?? No! Not that one! This is our second 25 ton bogie brake van. The first is currently parked at Harmans Cross.

Jeremy Weller is co-ordinating the activities with a gang of volunteers (the Queen Mary Appreciation Society) restoring this fine vehicle.



I find the gang keeping up competence in their major skill! Jeremy (in the tango suit) supervises tea drinking with (l to r) Doug Chick, Paul Webber, Barry Brickell, Ray Graham, Pete Yates, and the top of Chris Barton's head! (sorry, Chris!).



Ray, Pete, and Barry carry out work on the veranda doors, while Jeremy checks on progress.



Doug continues manufacture of a new cabin door.



Chris does some carpentry, while Paul attempts to recover the re-usable bits of a toolbox. Need a bigger hammer, Paul!



Jeremy shows us that tea-making is not his only skill, by hitting something!

If you think that's a big job, check out the other end of the shed, where **33 111**, aka '**Hotdog**', is having some major body surgery. All those bits that have deteriorated during its extensive use on the railway are being addressed, including replacement of corroded sheet metal in the cabs and bodysides, followed by a re-paint.



At the other end of the shed, Hotdog's No.2 end is having some serious repairs. This is the scene on May 7th, with (l to r) Alan English (C&W), Julian Hill and Paul Britton (both from the owning 33/1 Group) attacking the rusty and damaged bits.



This is Hotdog's No.1 end on 3rd June, having had another coat of paint since the picture above. It's going to look good when it's finished!



The cab at No. 2 end on 3rd June. Spot the new metal welded in. The fibreglass cab roof sections will also need some repair before re-fitting.

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More Hot News!



Wednesday 3rd June

Bryan Trent breaks through the cemetery wall to provide the new access route to the signing on point. We'll get our volunteers from anywhere!

Nick Coram and Paul McDonald look on, ensuring a proper health and safety staff ratio – one working, two watching!

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Don't forget – SRT Members

Open Forum at 15.00 on Sat `13th June in the Mowlem Committee Room.

Notes from the previous meeting are on the SRStaff website.

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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 mike.whitwam@corfestation.f2s.com or volunteer@swanagerailwaytrust.org.uk

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.

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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!

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

and

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