



Swanning Around

Incorporating GM's Jottings

A Look At What's Happening Around The Swanage Railway

Issue 38 – May 20th 2018

Well, this is the first issue of Swanning Around prepared on Microsoft Publisher, so you will notice a difference in the layout, and as your editor gets the hang of using this new-fangled software thingy, it might eventually look half decent! Don't hold your breath, though!

Also, our General Manager, Matt Green, will be offering **GM's Jottings**, previously issued separately as the Staff Newsletter on the SRStaff Website, which will now appear within SA direct from Matt without editorial interference with the content! (apart from his spelling!) GM's Jottings will appear as an item within the publication, not tacked on the back like last time.

Note from the editor: The PDF file size of this new format is a lot bigger than I would have hoped, and compressing it does nothing for the pictures, so I hope it's not too big for your email! May have to reduce the picture sizes. Any suggestions to the editor!

So, there's been plenty happening around the Swanage Railway since last time, and SA tries to bring to you the activity behind the scenes that allow the trains to run.

It's not all about the front-of-house work on the engines and trains, there are far more activities in the background, and Swanning Around attempts to find some of them for each issue.

The big thing this time is the Diesel Gala and Beer Festival, held between 10th—13th May .

We've got some stuff about the event, and a few items that have nothing to do with it!

And it seems so long ago that our U Class 31806 hauled a section of the GBXI 9-day railtour, but it was only 26th April!

Read on!



Behind the Bird's Nest Buffet, changes happen, and nobody notices (including me! -ed) until Penny Smith points it out! A new fence and gate has appeared at the steps leading to our waste bin area. More handiwork of the Estates Department.

The transformer in the picture is not the supply to the buffet—they don't use that much electricity!

Penny is also responsible for

the flowerbed, which helps to make the whole area a pleasant place to sit with a tea or coffee.

The T9 has been out of service recently having suffered from a hot box, an overheated bearing.

The loco was separated from its tender, front lifted, bogie rolled out and dismantled.

The axlebox bearings for the bogie are presently away at Herston Works being remetalled and machined.



Mmmm—Page 3

what to find for this issue?

Mike Brown of the Norden station team has sent this picture of Rob Barrett doing something! This man has his fingers in quite a few pies, so he is

Multi-fingered Worker of the Month!



Now, Rob is not only a Driver on the railway, he is also a Footplate Inspector, works with the Purbeck Mineral and Mining Museum at Norden, and has now appeared showing the Norden Station Team how to make a raised flowerbed out of sleepers!

Is there no end to this man's talents?

Does he not have a home to go to?

Six people watching? That's a bit much, even for Swanage! But they must be important, all wearing hi-viz!

Edit: seven watching, if you include the photographer!

Here's the finished article, pictured on 13th May, during the Diesel Gala.

Class 45 2500hp No. 45 041
Royal Tank Regiment photo bombs our picture.

Where are the flowers?



U Class 31806 on The Great BritainXI



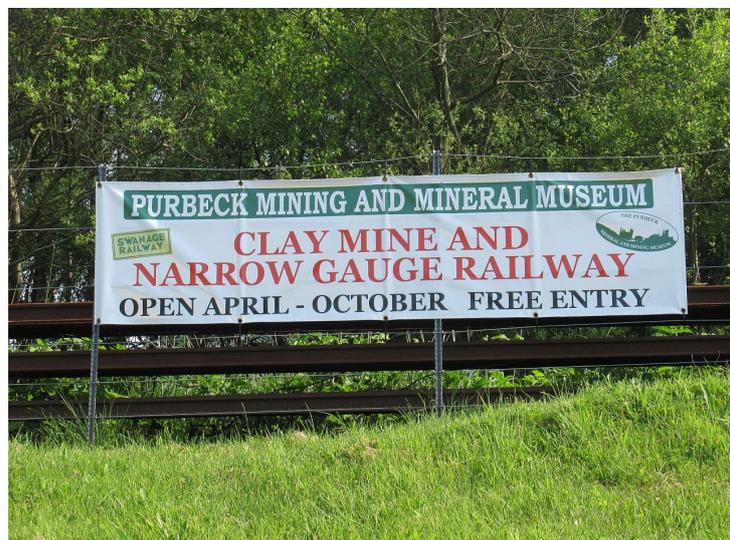
Check out that headboard! Yes, it's our U class 31806 at the front of the GBXI 9-day round Britain railtour.

On 26th April, the loco hauled the train between Yeovil Junction and Weymouth, and between Wareham and Swanage. Black 5 45212 was on the other end, and took the train from Swanage back to London the next day .

The train is seen here near Chetnole, between Yeovil and Dorchester. Check out YouTube for some videos of this loco in action.

Advertisement time.

Seen at Norden.





GM's Jottings

From the General Manager, Matt Green

Firstly I would like to reflect on the sad passing of George Crouch. A first class engineman, a true Gentleman and a real Swanage Railway character. His contribution over the years has been significant and his sad passing has left a real hole. Details of his funeral are being posted on the staff website.

On a happier note the Diesel gala performed superbly. Over the 3 days of the gala and the Thursday preview day we carried around 3,600 visitors. The gala saw a return of London undergrounds 4TC. This set was used on a railtour operated by GBRf and promoted by Swanage Railway that arrived on the Thursday and departed again on the Sunday. Over the course of the gala the 4TC was used on shuttle services to Wareham. These proved popular and the fare take at Wareham on the Friday and Saturday was very good. Many thanks to everybody who made the gala event a success. From those who were involved with setting the event up, writing the timetables, organising the trade stands and beer festival, to those on the trains both operating and selling and those on the stations answering queries, selling tickets and products, and to those who helped with packing up after the event. The gala takes a tremendous amount of effort and it's so pleasing to see everybody working so hard to ensure that the event was a success.

Swanage Railway also made some recent ground breaking history with the operation of U Class 31806 on a railtour from Yeovil to Swanage via Weymouth and Wareham. The locomotive travelled light engine early in the morning before attaching to the front of the train at Yeovil. This service marks the completion of works to the locomotive funded by the DfT through a tourism grant. A substantial amount of this grant money has also been spent on some of our coaches and all being well there will be a complete Swanage Railway train available for use on the national network. This is a fantastic achievement by all involved.

The U class and the diesel gala are real feathers in our caps, however we must not forget our Swanage to Norden services. These are our most important services and are delivered by a terrific team of volunteers and employees. It's important we aspire to deliver the advertised service to as good a standard as possible and in the main we do this thanks to your efforts. Well done and many thanks for your help with this.

Thanks for all of your help and I hope to see you on the railway soon!

Matt

Preparing for the Diesel Gala and Beer Festival

Preparations for the diesel gala start months beforehand with the organisation of the visiting locos, beer supplier, food outlets, tea truck, timetable, etc. Here are some views of some of the visible preparations leading up to the start on 10th May.



A shunting exercise was arranged on the 30th April to get the BG (that's that red and cream thing) into position at Corfe station to act as the beer store. Now you'd think that the only sit-down job was for Dan Bennett driving class 33 no 33 111. But no! Deputy Operations Manager Peter Harris and Trustee Nick Coram have to get down and dirty to clear and clip the points to enable safe passage of the wagons.

Our coal yard neighbour runs vehicles over our tracks and fills the gaps with muck such that Peter has to get out the gardening tools to allow the points to operate at all!



Now here's the important bit. Glastonbury Ales has arrived on 9th May with a small lorry load of beer and cider, which is carefully stacked in the van.

Meanwhile, out of shot, L J Smith Butchers has arrived to set up the burger stall, and above, the marquee suppliers have sent a squad to set up the big tent.

The first diesel convoy conveying visiting locos to Swanage was due on the evening of 8th May. While the Norden crossing keeper is waiting for the convoy to show up, an ideal opportunity arises to see what else is going on at Norden.

It's nesting time, so the swallows are back in the crossing box porch. Here one of them poses for the camera with nest material, while the other one sticks something in the new nest.



And two more mysterious arrivals that nobody tells you about—



Yes, two new gradient posts have sprung up on the station side of the crossing.



Over on the Road/Rail interchange, Richard Fry has finished flailing the tracksides for the day and is busy cleaning his favourite Tonka toy!



Who's dealing with the customers at Norden?



Dianne's flogging the tickets

And Gill's flogging the teas



So it's back to the crossing keeper's box and this is what the Norden Gates crossing keeper sees when the diesel convoy turns up.

Class 50 no. 50 049 *Defiance* hauls classmate 50 031 *Hood* and class 45 no. 45 041 *Royal Tank Regiment* under Arne Road bridge after a journey from Kidderminster on the Severn Valley Railway.



The Diesel Gala

If you want to see some of the diesel action, don't look here—check out YouTube! There are plenty of contributors putting their videos up for your enjoyment.

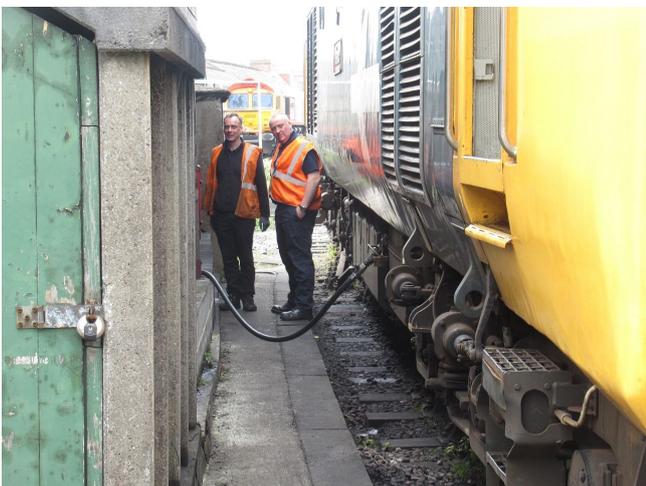
What we have here are just a few things and people that you may not see on the videos.



The Purbeck Explorer was a charter train run to Swanage from London on 10th May, the preview day, utilising our resident main line approved diesel, class 33 no D6515. It delivered the London Underground 4TC set and two class 20 locos for our use over the weekend. The class 20s then took the 4TC set as another charter back to London on the Sunday.

Andrew Moody's picture shows the train on its way to Swanage on the 10th May.

One of the diesels visiting for the gala was this class 66 no. 66 783. It has recently been repainted in a livery in recognition of the strategic partnership between the loco's owner GB Railfreight and the waste management company Biffa. Don't suppose it took too much effort to find an appropriate name—***The Flying Dustman!***



What these beasts need is fuel. 50 049 *Defiance* is at the fuelling point, watched by Loco, Carriage, and Wagon Manager James Cox, and loco owners' representative Ade Holman.

Time for a chat as these things have big tanks and our pump is slow!

Most of our visitors are here to have a good time, and it's certainly true of this lot!

It has to be said that not all are as well-behaved as these, and some must have had their minds elsewhere, like the man still on the train in Harmans Cross sidings!

"Is this train terminating here?"

It certainly was!

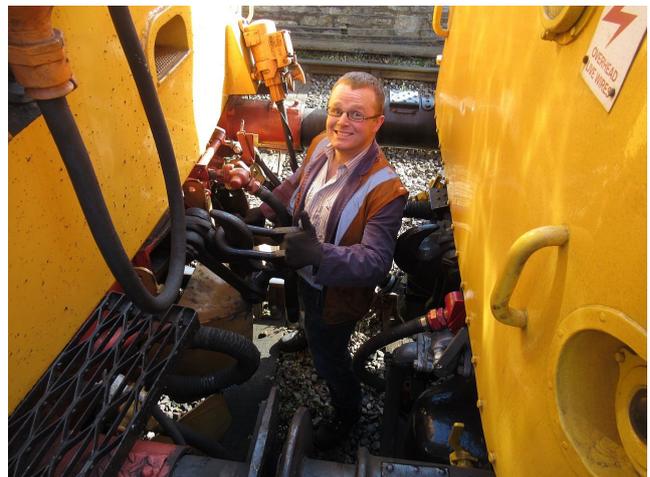


In the Norden kiosk, Sandra and Mike have their work cut out as the water boiling device can't keep up with the demand and two kettles have been added to the inventory.

They're still smiling, though!

A thankless task at these galas is the amount of coupling and uncoupling of locos.

Jack Haynes is still smiling while decoupling 45 041 from 50 049 at Corfe Castle, as he is not a rostered shunter and won't have to do it again!



Another smiling person is Cameron Johnson, the owners representative for 45 041.

You would too if you were driving this loco.

(So did I !—ed)



In Swanage signal box on 13th May, is this a party, a meeting perhaps, has Peter Harris got something stuck in his teeth apart from his finger?

Who knows? Who cares?

We expect it is a meeting of minds between the managers and the shunters to work out what happens next when it doesn't match the working timetable, but you can make up your own minds.

It all worked out well in the end!

Both these photos from signalman Robin Moira White, who was doing late turn with the help of/ in spite of this lot above!

Cameron Johnson, who you saw on the previous page, has cleared off home to Derbyshire on the 13th May before the rush starts and left his charge 45 041 in the care of your editor.

Rather than single-man it, General Manager Matt Green, with tea, has been volunteered as second man, and is looking back for the guard's green flag.

A cropped version of this picture has been used in the header for GM's Jottings on page 5.



Wednesday at Corfe Castle often has more staff than usual, sometimes more than customers!

On 9th May, it was the first porter turn for Heather Barsby, so we thought we'd have a staff photo, an editor's selfie!

From left to right, Editor, Tony Cooper, Bryan Stanley, Heather Barsby, Geoff Rolfe.



And on Tuesdays at Swanage, it's the Tuesday gang.

On 15th May, we find them a bit depleted, but Simon Moore and Alan i'Anson are cutting up firewood.

It's all very well having an electric saw to use, but it would do much better with some teeth!

We don't put many pictures of trains in Swaning Around, but there are exceptions.

On the gala preview day, the London Underground 4TC set is being propelled by two class 73 electro-diesel locos, and driven from the cab you can see.



Picture from Andrew P M Wright

Don't forget how you can contribute to getting our own 4TC set working, by checking out the web site at

<http://www.4tc.org.uk/unit/index.php/how-can-i-help>

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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Views expressed in 'Swanning Around' are those of the author(s) and are not necessarily the views of the Swanage Railway Trust or the Swanage Railway Company. No liability accepted for errors or inaccuracies.

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Swanning Around also appears on line at:

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

and

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