



Swanning Around

A Look At What's Happening Around The Swanage Railway

Issue 42 – September 26th 2018

Noticed any difference? You should have spotted that GM's Jottings has disappeared from the header, and that's because General Manager Matt Green has just recently left the railway for pastures new. His last working day was September 13th.

As a temporary measure, there has been a realignment of Swanage Railway Company director responsibilities to cover the void.

Executive Chairman Trevor Parsons provides some Chairman's Notes:

Matt Green has chosen to move on in order to develop his career and the Swanage Railway appreciates the contribution that he has made to our Railway during his time as General Manager, particularly in relation to the re-introduction of services to Wareham.

Going forward an interim Director-led Management Structure has been agreed by the Company Board with our departmental Managers reporting to a Director who will in turn report to the full Company Board. All involved are committed to continue to operate the Railway to its full potential giving our visitors a complete Heritage Railway experience.

As the Summer leads into Autumn we look at passenger numbers through the peak season which held up very well in the current climate. It is a credit to all involved that the peak timetable was run through the very dry conditions without the need to withdraw our full steam service.

That aside, the railway continues with the transition from Summer to Autumn, and the transition from high season to mid season timetable reduces the pressure on the Operations roster-mongers, except for special events.

A return to two-train timetable was in place for the Classic Transport Rally weekend, and there will be an intensive timetable for the Autumn steam gala in October.

More of these, and many other activities around the railway later in this issue. Yes, there's a lot of relatively trivial stuff happening, all of which is needed to support the front-of-house activities seen by our visitors.

So plenty of opportunities to volunteer! You know where to get in touch! (Hint—see the last page).

-----oOo-----

Let's start with the Classic Transport Rally, which has been held alongside the railway at Harmans Cross for many years, promoted by the Bournemouth and Poole Preservation Club. This year, the event was held on the 7th-9th September.

The T9 30120 slows for the stop at Harmans Cross with the 12.00 service from Swanage on 9th September, watched by the rows of classic cars. Check out that car next to the Morris 1000 convertible. Yes, that black and cream beastie is a BMW! Nice!



Looking from the other direction, Standard Tank loco 80104 has charge of the 10.40 service from Norden to Swanage.

Of course, the Swanage Railway was represented.

Trustee Jacqui Hagger assisted by trusty Herbert Austin (that's the van!) was on hand to extol the virtues of becoming a Swanage Railway volunteer.



There was a wide variety of vehicles on two, three, four, or more wheels, including a few gems from BMW (see previous page) Lagonda, Bentley, etc., a rather nice tractor or two, and a wide range of motorcycles.

One such motorcycle is this one, a Puch 175SVS, beautifully restored, which was stolen two days later from a couple of miles down the road at Langton Matravers.



For the technically-minded, this machine is not a run-of-the-mill two stroke. Externally, it looks like a two stroke twin cylinder machine, until you spot the two carburetors, one each side.

It has two exhaust pipes, two carbs, two pistons which are oddly positioned one behind the other, but only one combustion chamber!

To find out more, check out Bernie's bike shed website at <https://berniesbikeshed.wordpress.com/puch-175-svs-restoration/>
There's some detail about the split single engine on that web site, too.

The Swanage Belle rail charter from London to Swanage on 13th September was hauled by A4 class pacific loco 60009 *Union of South Africa*. This loco is currently having a busy time on main line charters prior to expiry of its main line certification, when its owner plans to stuff it in his museum, so its visit to us was a real treat, probably not to be repeated.

Having arrived at Swanage, the loco is released from its train and here comes on shed for servicing.



Photo from Tim Marshall



Apart from adding coal and water, cleaning the fire and attending to lubrication are key jobs to be covered.

Here, two members of the loco's support crew are cleaning the clinker and other such debris from the fire, and checking the lubricator for the air brake pump.

While all this is going on, our own Loco, Carriage and Wagon engineering team is having a rest listening to Matt Green on his last working(?!) day.

Matt, third from left in this picture, seems to be enjoying the occasion. What's he saying? Suitable answers on a twenty pound note to the usual address!



In the cab, our own driver and chief traction inspector Matt McManus has charge of recoupling the loco to its train, observed by guard Tim Marshall from the coach.

As our turntable is not big enough to turn this large locomotive, it will be bringing up the rear of the train until Southampton, when the train will change direction.



At the other end of the train, West Coast Railways' class 33 'Crompton' no 33 207 *Jim Martin* is ready to haul the train to Southampton.



Copyright Tim Marshall, 2018

Photo from Tim Marshall

It's all action at Corfe Castle on the fine day that is 1st September.

This is the last weekend for regular opening of the Tea Truck, apart from special events. Rose Butterfield is in attendance, and the Book Wagon is also open, with Mike Dow looking after sales.



Meanwhile, in the ticket office, Keith Mitchell reprises his day job by selling tickets, a busman's holiday!



And on the platform, porter training is in progress, with porter trainer David Dow watching Robson Barsby demonstrate how to deploy and put away the wheelchair ramp, and still go home with all his fingers!

Trainees Heather Barsby and Jacqui Martin pay attention, while porter Margaret Scales observes from a safe distance on her first turn in two years. Welcome back!

You would expect most of our volunteer staff, and maybe paid staff too, to rate working on the railway as their main hobby. Some of us may have other less significant activities outside the railway, but Swanning Around has been rooting out some of the more significant ones.



So what does signaller Malcolm Munro get up to when he's not in the signal box?

His other passion is Series 1 Land Rovers, and he wins prizes!

Let Malcolm tell us about it.

When I am not signalling trains or trying to get water towers erected on the SR I've been spending some time enjoying another passion in my recent retirement: restoring early Series 1 Land Rovers! I sold a recently completed 1951 last December which gave me more time this year to concentrate on my other 'running restoration' of a 1952 ex RAF Glider tow truck.

I recently took her all the way to Anglesey for the annual international LRSOC rally which was great fun last June. The big surprise though was to pick up a trophy for the best 80" SWB Series 1 for the event. The event was host to over 350 Series 1's from all over the UK and some from Europe coming as they do every year to a different UK area to spread the enthusiasm around a bit and in this year celebrate the 70th Anniversary of the marque.

With it also being the 100th anniversary of the RAF I've found myself at one or two airshows as well as the usual local rallies with both Purbeck and our own at Harmans Cross.



These pictures from Malcolm Munro



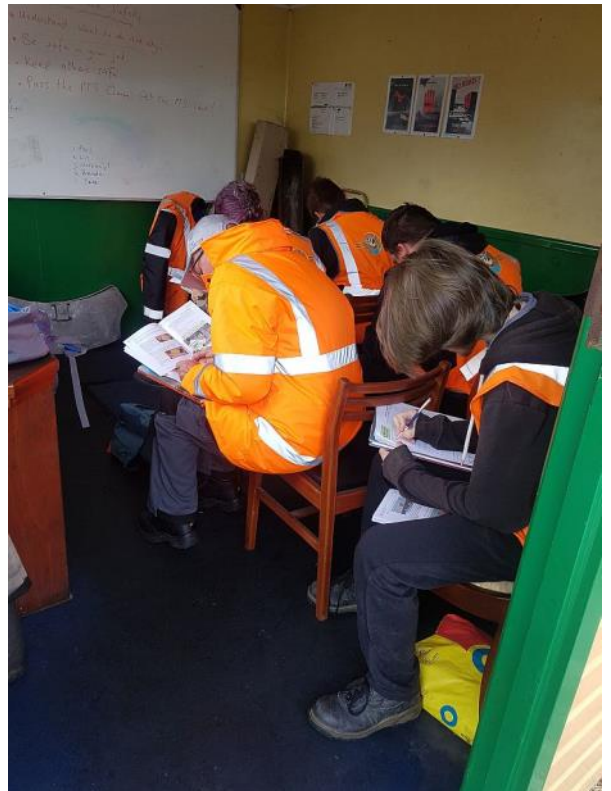
Got another hobby or passionate interest away from the railway that you'd like to share with readers of Swanning Around? Get in touch!

Seen around the railway:



LC&W manager James Cox and Trustee Dan Bennett use a hydraulic lifting device to remove and refurbish a vacuum brake cylinder under a Queen Mary brake van.

Both these pictures from Jon Smallwood



On 22nd September, Jon Smallwood was conducting a Personal Track Safety (PTS) class, and the hapless victims also have a test before they can get their cards.

Anyone whose job requires them to be lineside must go through this training process, and carry the card when they are lineside.

Now, we want to know why a candidate would need a bag of cement under her chair!

We know that railway embankments are popular with wildlife, but this is too much! Still, the Swanage Railway is popular with all sorts!

Make up your own captions. We are resisting the temptation to be corny with the usual moo ve 'em stuff.

Guard Paul Simons, who supplied this picture, had to hold his train in Norden station while the trespassers were rounded up, on 6th September.



You have to get up early to beat Swanning Around! And that's just what the P'Way team did on 20th September!

They had a job to do to cut back/down some foliage/trees that were encroaching on the Crane Gang's work space behind Lakeside siding at Norden.

By the time Swanning Around got there, this pile of chippings was all that was left! Plus a lot more workspace, of course.



Swanning Around *was* in time for a change of concrete hut for the Signal and Telegraph department, adjacent to the Norden Road crossing, on the same day.

First, the existing 4 ton hut was lifted out,



then, the 8 ton version was lifted in. This is the same hut that was lifted out of the sidings at Corfe earlier this year.

Having parked the hut, the assembled workers then work out how to recover the strap trapped underneath!

S&T volunteer John Blythe discusses the modus operandi with crane driver Keith Bowers, while S&T manager Tony North, Engineering train driver Billy Johnson, and P'Way person in charge of something Ken Orchard wait for the solution. Then it's job done, engineering train returns to Lakeside siding!



At least, now Tony's crew have enough space to put their table and chairs!



it's 6th September and one repainted/refurbished coach is shunted out of the Goods Shed, to be replaced by the Turbot wagon next to it in this picture. The turbot has lost its drop sides already, in readiness for new fixed sides to be welded on, thus converting it to Super Turbot!

On 25th September, a completed Super Turbot has been shunted out. Good job! Check out those new sides!

What's that wagon done to deserve that yellow paint?. Probably donated by someone whose wife didn't want that colour in the kitchen!



And here's something to look forward to.

Yes, it's the Autumn Steam Gala, 12th to 14th October, themed as "The Exchanges", a commemoration of the Locomotive Exchanges of 1948.

Apart from our home fleet, who else is coming?

6233 *Duchess of Sutherland*, courtesy of the Princess Royall Class Locomotive Trust



And, latest news, Black Five 44871, courtesy of Ian Riley, is coming!

Both the above pictures borrowed from Facebook!



And 257 *Squadron* will be back in service by then. Testing is taking place this week, and here it is leaving Swanage for a test trip on 25th September, with D6515 as ballast.



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

swanning.around@swanagerailway.co.uk

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.

Prepared by John Denison for the Swanage Railway Trust including content and images provided by others. All rights recognised.

(c) Copyright: Swanage Railway Trust 2018

Swanning Around also appears on line at:

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

and

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